DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: October 9, 2025
Time: After 8:30 a.m.
Place: Los Angeles City Hall
Council Chamber, Room 340
200 North Spring Street
Los Angeles, CA 90012

The meeting's telephonic number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at Commissions, Boards, and Hearing – 10/9/2025 City Planning Commission and/or by contacting cpc@lacity.org.

Public Hearing: November 20, 2024

Appeal Status: General Plan Amendment is not appealable. Vesting Zone Change and Height District Change are appealable by the Applicant to the City Council if disapproved in whole or in part. All other actions are appealable to City Council.

Expiration Date: October 9, 2025

Multiple Approval: Yes

Case No.:	CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA
CEQA No.:	ENV-2021-4071-EIR
Related Cases:	VTT-82974-CN-HCA-1A
Council No.:	14 - Jurado
Plan Area:	Downtown
Plan Overlay:	Oil Drilling District (portion of site)
Certified NCs:	Downtown Los Angeles, Arts District Little Tokyo
Existing GPLUs:	Community Center, Hybrid Industrial
Proposed GPLU:	Community Center
Proposed Zone (as Vested):	(T)(Q)C2-3D
Applicant:	Standard Southern Corporation
Representative:	Mayer Brown, LLP

PROJECT LOCATION: 400 South Central Avenue (364-448 and 425-433 South Central Avenue; 715 and 730 East 4th Street)

PROPOSED PROJECT: The Fourth & Central Project (Project) would consist of three distinct sites with a total land area of approximately eight acres, comprised of the following areas: North Site (1.35 acres) located at the northeast corner of 4th Street and Central Avenue; South Site (5.99 acres) located south of 4th Street between Central Avenue and Alameda Street; and West Site (0.32 acres) located at the northwestern intersection of Gladys Avenue and Central Avenue. The Project would demolish the existing surface parking and cold storage facility uses on the West and South Sites, and would adaptively reuse, if feasible, a portion of a six-story cold storage building on the North Site while demolishing the remaining warehouse uses. The Project would include a mix of residential, office, and restaurant/retail uses within 10 distinct buildings within the Project Site totaling up to 2,318,534 square feet of floor area. The Project would include: 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; and 145,748 square feet of restaurant/retail uses. The Project would include approximately two acres of publicly-accessible open space. The proposed buildings would range in height

from two to 30 stories, with a maximum height of 364 feet. Parking would be provided in up to four levels of subterranean parking and in above-grade parking podiums.

REQUESTED ACTIONS:

ENV-2021-4071-EIR

1. Pursuant to California Public Resources Code (PRC) Section 21082.1(c)(3), the consideration and certification of the **Environmental Impact Report** (EIR) for the above-referenced project, and adoption of the **Statement of Overriding Considerations** setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain.

2. Pursuant to California PRC Section 21081.6, the adoption of the proposed **Mitigation Measures and Mitigation Monitoring Program**.

3. Pursuant to California PRC Section 21081 of the California PRC, the adoption of the required **Findings** for the certification of the EIR.

CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA

4. Pursuant to **Charter Section 555 and LAMC Section 11.5.6**, a **General Plan Amendment** to the Downtown Community Plan to change the land use designation on a portion of the Project Site from Hybrid Industrial to Community Center; and

5. Pursuant to **LAMC Section 12.32 F and 12.32 Q**, a **Vesting Zone** and **Height District Change** to (T)(Q)C2-3D[1]; and

6. Pursuant to **LAMC Section 11.5.11(e)**, two **Developer Incentives** to permit:

    a. A 19 percent increase in the allowable Floor Area Ratio (FAR), from 6:1 to 7.13:1; and
    b. Averaging of FAR, parking, and open space across the Project Site; and

7. Pursuant to **LAMC Section 12.24 W.1**, a **Main Conditional Use Permit** to permit the sale and dispensing of alcoholic beverages for on-site and/or off-site consumption within up to 10 establishments; and

8. Pursuant to **LAMC Section 16.05**, a **Site Plan Review** for a development project which creates, or results in an increase of 50,000 gross square feet of nonresidential floor area, or 50 or more dwelling units.

RECOMMENDED ACTIONS:

ENV-2021-4071-EIR

If the City Planning Commission denies the appeal of the Vesting Tentative Tract Map (VTT-82974-CN-HCA-1A) and sustains the actions of the Advisory Agency:

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in the previously certified EIR No. ENV-2021-4071-EIR, certified on October 9, 2025; and pursuant to CEQA Guidelines Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

[1] Note: the Project retains vested rights to request the regulations of the C2-3D Zone.

CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA

2. **Recommend** that the Mayor and City Council approve a **General Plan Amendment** to the Downtown Community Plan to change the land use designation on a portion of the Project Site from Hybrid Industrial to Community Center;

3. **Recommend** that the City Council Approve a **Vesting Zone Change** and **Height District Change** Ordinance to (T)(Q)C2-3D;

4. **Recommend** that the City Council Approve two **Developer Incentives** to permit:

   a. An 18 percent increase in the allowable FAR, from 6:1 to 7.1:1 to permit up to 2,318,534 square feet of floor area; and
   b. Averaging of FAR, density, and open space across the Project Site; and

5. **Approve** a **Main Conditional Use Permit** to permit the sale and dispensing of alcoholic beverages for on-site and/or off-site consumption within up to 10 establishments;

6. **Approve** a **Site Plan Review** for a development project which creates, or results in an increase of 50,000 gross square feet of nonresidential floor area, or 50 or more dwelling units; and,

7. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
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Principal City Planner

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Senior City Planner

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Tamar Gharibian
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***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. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. 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 three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

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Environmental Impact Report (EIR) links:

Draft EIR: https://planning.lacity.gov/development-services/eir/fourth-central-project-0
Final EIR: https://planning.lacity.gov/development-services/eir/fourth-central-project-2

PROJECT ANALYSIS

PROJECT SUMMARY

The Fourth and Central Project proposes a transformative 2.3-million square-foot mixed-use development at a key gateway between the Little Tokyo, Skid Row, and the Arts District neighborhoods within Downtown Los Angeles. Encompassing approximately eight acres across three adjacent sites, at the northeast corner of 4th Street and Central Avenue (North Site), south of 4th between Central and Alameda (South Site), and at the northwest corner of Gladys and Central (West Site), the Project would redevelop underutilized industrial land into an active pedestrian- and transit-oriented community that reflects the goals of the Downtown Community Plan and the City's priorities for housing, economic development, and sustainable urban growth. The Project would replace surface parking, warehouses, and cold storage facilities with:

- 1,589 residential units, including affordable housing;
- 411,000 square feet of office space, supporting job creation;
- 146,000 square feet of ground-floor commercial space, including retail and restaurants to activate the street level; and
- Approximately two acres of publicly accessible open space, serving as linkages through the site and to the surrounding area, and offering new green and gathering spaces.

Ten distinct buildings will range from six to 30 stories in height. The Project aims to integrate with the surrounding neighborhoods through walkable design, equitable housing, and integrated public space. The Project also proposes the adaptive reuse of a portion of the existing six-story cold storage building (if feasible), preserving a connection to the area's industrial heritage.

Figure 1: Aerial View Looking West from Alameda Street



BACKGROUND

Location and Setting

The Project Site is located within the in the Arts District neighborhood within the Downtown Community Plan[2] area of the City of Los Angeles (City), a heavily urbanized neighborhood just east of the Downtown historic core developed with a variety of industrial, commercial, and multi-family residential uses. The Project Site is also located within a Transit Priority Area and is approximately 0.3 miles south of the Little Tokyo/Arts District Los Angeles County Metropolitan Transportation Authority (Metro) Rail Station for the A and E Lines.

Figure 2: Aerial View of Project Site



Project Site Characteristics

The Project Site is comprised of three distinct areas: the 1.3-acre North Site, the 6-acre South Site, and the 0.3-acre West Site, generally located along 4th Street, Central Avenue, and Alameda Street, totaling 333,602 square feet (7.7 acres) in land area. The topography of the Project Site is relatively flat.

The Project Site is located within a Methane Zone and would therefore be subject to the Methane Requirements in Division 71 Section 91.7103 of the LAMC. The Project Site is also partially located with an Oil Drilling District (North Site), although no oil drilling operations exist on the site. The Project Site is not located within a Very High Fire Hazard Severity Zone, Alquist Priolo Zone,

[2] The Project Site was formerly located within the Central City Community Plan, which was superseded by the Downtown Community Plan on February 6, 2025.

Fault Rupture Study Area, Flood Zone, Landslide, Tsunami Inundation Zone, or Liquefaction Zone. There are no existing trees on the Project Site, and there are a total of 20 non-protected trees in the public right-of-way (ROW) adjacent to the Project Site. No protected trees are on the Project Site or the adjacent public ROW.

Existing Development

The Project Site is currently developed with 360,734 square feet of warehouse and light industrial uses. Specifically, the North Site is improved with cold storage facilities that include warehouse and wholesale commercial uses with associated office space, truck loading docks, and surface parking. Buildings on the North Site include the six-story Los Angeles Cold Storage building (LACS Building), which is composed of two attached building sections (referred to as the "East Volume" and the "West Volume"), and an attached single-story warehouse building (North Wing). The East Volume is a six-story, brick masonry building that constitutes the eastern portion of the LACS Building abutting existing surface parking, and the West Volume is a six-story, reinforced concrete addition built four years after the completion of the East Volume, constituting the western portion of the LACS Building, adjacent to Central Avenue. The LACS Building and the attached North Wing comprise 167,596 square feet of floor area on the North Site.

The South Site of the Project Site is currently improved with two one- to two-story attached warehouses and an adjoining single-story main office building, as well as 47 loading docks and paved surface parking. In total, the warehouses and the office building comprise 193,138 square feet of floor area on the South Site.

The West Site contains fenced and paved surface parking and is not improved with any buildings.

Land Use Designation and Zoning

The Downtown Community Plan, which was adopted by the City Council and became effective on February 6, 2025, presently designates the North Site for Community Center land uses (which allows for a range of uses including commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses), the South Site for Hybrid Industrial land uses (which allows for light industrial, commercial, and office uses, with selectively permitted live/work uses), and the West Site for Community Center land uses. The Downtown Community Plan assigned the following zoning for the site: [DM2-G1-5][CX2-FA][CPIO-O] for the North Site, [MB2-G1-5][IX4-FA][CPIO] for the South Site, and [MB2-G1-5][CX2-FA][CPIO] for the West Site. For the North and West Sites, the zoning allows for ground-floor commercial uses and a wide range of housing types; for the South Site, the zoning allows for office and commercial uses, as well as research and development, wholesale, and light industrial uses, with a limited amount of live/work units, consistent with the respective land use designations. The North Site zoning has an FAR range of 3:1 to 8.5:1, while the West Site and South Site have an FAR range of 3:1 to 6:1, with other Community Plan Implementation Overlay (CPIO) district regulations providing FAR incentives in exchange for meeting certain criteria.

However, the project was filed and deemed complete on June 11, 2021, prior to the Downtown Community Plan land use update. At that time, the Project Site was located within the Central City Community Plan, which designated the Project Site for Light Industrial land uses corresponding to the M2 Zone, and the Project Site was zoned M2-2D-O and M2-2D, which allowed for a variety of industrial uses and limited commercial and residential uses, no height limit, and a maximum FAR of 3:1.

Surrounding Land Uses

North Site:

North: To the north is an adjacent three-story shopping center complex (Little Tokyo Galleria) and accompanying six-story parking structure. These properties are designated for Community Center land uses and zoned [DM2-G1-5][CX2-FA][CPIO-O].

East: To the east is the adjacent Little Tokyo Galleria parking structure and a surface parking lot. These properties are designated for Community Center land uses and zoned [DM2-G1-5][CX2-FA][CPIO-O].

South: To the south, across 4th Street, is the Project's South Site.

West: To the west, across Central Avenue, are one-story warehouse and commercial uses, and a surface parking lot. These properties are designated Community Center land uses and zoned [DM2-G1-5][CX2-FA][CPIO-O], [DM2-SH1-5][CX2-FA][CPIO], and [MB2-SH1-5][CX2-FA][CPIO].

South Site:

North: To the north, across 4th Street, is the Project's North Site and the aforementioned Little Tokyo Galleria parking structure and surface parking lot. These properties are designated for Community Center land uses and zoned [DM2-G1-5][CX2-FA][CPIO-O].

East: To the east, across Alameda Street, are a mix of one- to three-story commercial uses and warehouses. These properties are designated for Hybrid Industrial land uses and zoned [MB1-CDF1-5][IX4-FA][CPIO].

South: To the south is an adjacent two-story distribution center and associated parking and loading dock areas. These properties are designated for Hybrid Industrial land uses and zoned [MB2-G1-5][IX4-FA][CPIO].

West: To the west, across Central Avenue, are the Project's West Site, a mix of one- to two-story warehouse and commercial uses, and a seafood restaurant. These properties are designated for Community Center and Markets land uses and zoned [MB2-SH1-5][IX1-FA][CPIO], [MB2-SH1-5][CX2-FA][CPIO], and [MB2-G1-5][CX2-FA][CPIO], respectively.

West Site:

North: To the north is an adjacent two-story seafood market and associated surface parking. This property is designated for Community Center land uses and zoned [MB2-G1-5][CX2-FA][CPIO].

East: To the east, across Central Avenue, is the Project's South Site.

South: To the south are an adjacent warehouse and across Gladys Avenue is a seafood restaurant. These properties are designated for Community Center and Markets land uses and zoned [MB2-SH1-5][IX1-FA][CPIO] and [MB2-G1-5][CX2-FA][CPIO], respectively.

West: To the west are adjacent one- to two-story warehouses including a seafood distribution facility. These properties are designated for Community Center land uses and zoned [MB2-G1-5][CX2-FA][CPIO].

Public Transit

The Project Site is located 0.3 miles south of the Los Angeles County Metropolitan Transportation Authority (Metro) Rail A and E Lines Little Tokyo/Arts District Station. The Project Site is currently served by bus lines operated by Metro bus lines 16, 18, 50, 53, 62, 72, and 760; and Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle (DASH) Route A, with the closest stops at 5th Street and Central Avenue, 4th Street and Alameda Street, 3rd Street and Central Avenue, 4th Place and 3rd Street, and 4th Place and Hewitt Street.

Streets, Circulation, and Freeway Access

Primary regional automobile access is provided by several freeways in the vicinity, including Interstate 10 (I-10), located approximately one mile south of the Project Site; US Route 101 (US-101), located 0.7 miles north of the Project Site; Interstate 5 (I-5), located 1.1 miles east of the Project Site; and Interstate 110 (I-110), located 1.2 miles west of the Projects Site. Major arterial roadways providing access to the Project Site include 4th Street to the north, Central Avenue to the west, and Alameda Street to the east.

Streets immediately abutting the Project Site are detailed below:

4th Street travels east-west through the Project Site, separating the North Site from the South Site, and provides four, one-way eastbound lanes. No parking is allowed on either the north or south side of the street along the Project Site frontage, but parking is allowed west of Central Avenue and east of Alameda Street. 4th Street is part of the High Injury Network (HIN).

4th Street is a designated Avenue II, with a designated half ROW width of 43 feet, including a half roadway width of 28 feet, and a 15-foot sidewalk. The Project Site is currently improved with sidewalks, curbs, and gutters; and dedicated to a half ROW width of 32 feet on the south side of 4th Street and a variable half ROW width of 48 feet to 53 feet on the north side of 4th Street, including a half roadway width of 22 feet and a 10-foot sidewalk on the south side of 4th Street and a variable 10-foot to 26-foot sidewalk on the north side of 4th Street. BOE is requiring a variable width dedication along the north side of 4th Street if the existing building remains, and to provide a variable 15-foot concrete sidewalk; and a 3-foot-wide dedication and a 2-foot-wide sidewalk easement along the south side of 4th Street to compete a 15-foot wide sidewalk.

Central Avenue travels in the north-south direction, separating the North and South Sites from the West Site. Central Avenue provides two travel lanes in each direction, with metered parking available along both sides of the street along the Project Site frontage. Central Avenue is part of the Transit Enhanced Network, Pedestrian Enhanced Network, and the HIN.

Central Avenue is a designated Avenue I, with a designated half ROW width of 50 feet, including a half roadway width of 35 feet and a 15-foot sidewalk. Along the Project Site frontage, Central Avenue is currently improved with sidewalks, curbs, and gutters, and dedicated to a half ROW width of 50 feet, including a half roadway width of 36 feet and a 14-foot sidewalk. BOE is requiring a 15-foot by 15-foot corner cut or 20-foot radius property line dedication along the intersection of 4th Street and Central Avenue; and a new 14-foot-wide concrete sidewalk with tree wells along the West Site and South Site frontages on Central Avenue.

Alameda Street travels in the north-south direction, along the eastern boundary of the South Site. Alameda Street provides two travel lanes in each direction, with no available street parking. Alameda Street is part of the HIN.

Alameda Street is a designated Avenue I, with a designated half ROW width of 50 feet, including a half roadway width of 35 feet and a 15-foot sidewalk. Along the Project Site frontage, Alameda Street is currently improved with sidewalks, curbs, and gutters, and dedicated to a half ROW width of 40 feet, including a half roadway width of 32 feet and an 8-foot sidewalk. BOE is requiring a 15-foot by 15-foot corner cut or 20-foot radius property line dedication along the intersection of 4th and Alameda Streets; a 7-foot dedication to complete a 47-foot half right-of-way; and a new 15-foot wide concrete sidewalk with tree wells along the South Site frontage on Alameda Street.

Gladys Avenue travels in the northeast-southwest direction, along the southern boundary of the West Site. Gladys Avenue provides one travel lane in each direction, with metered parking along the north side of Gladys Avenue.

Gladys Avenue is a designated Local Street, with a designated half ROW width of 30 feet, including a half roadway width of 18 feet and a 12-foot sidewalk. Along the Project Site frontage, Gladys Avenue is currently improved with sidewalks, curbs, and gutters, and dedicated to a half ROW width of 30 feet, including a half roadway width of 20 feet and a 10-foot sidewalk . BOE is requiring a new 10-foot-wide concrete sidewalk with trees along the West Site frontage on Gladys Avenue.

Land Use Policies

The Project Site is located within the Downtown Community Plan and a Transit Priority Area in the City of Los Angeles.

Downtown Community Plan (Formerly Central City Community Plan)

The Project was deemed complete on June 11, 2021, at which time the Project Site was located within the Central City Community Plan, which designated the Project Site for Light Industrial land uses corresponding to the M2 Zone. The Downtown Community Plan, which became effective and superseded the former Central City Community Plan on February 6, 2025, presently designates the Project Site for Community Center land uses on the North and West Sites and Hybrid Industrial land uses on the South Site. The Community Center land use designation envisions "vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low-Rise to Moderate-Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-8.5." Hybrid Industrial areas "preserve productive activity and prioritize employment uses but may accommodate live/work uses or limited residential uses. The building form ranges from Low-Rise to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0."

The Project Site was also partially located within the Central Industrial Redevelopment Plan area (North and West Sites), which has since been dissolved by the adoption of the Downtown Community Plan; as such, the Project is not subject to the provisions of the Central Industrial Redevelopment Plan.

Oil Drilling District

The North Site of the Project Site is also located within an "O" Oil Drilling District, which prescribes additional regulations governing oil drilling activities. There are no existing oil drilling activities on

the Project Site, nor are any such activities proposed as a part of the Project.

Transit Priority Area

In September 2013, California Governor Jerry Brown signed Senate Bill 743 (SB 743), which made several changes to CEQA for projects located in areas served by transit. Among other things, SB 743 added California Public Resources Code (PRC) Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." The Project proposes the development of a cohesive mix of residential, restaurant/retail, office, and community uses on a previously developed infill site. The entire Project Site is located within approximately 0.5 miles of the Metro A and E Lines Little Tokyo/Arts District Station at 1st Street and Central Avenue to the north of the Project Site; and is, therefore, located within a Transit Priority Area.

Relevant Cases

Subject Property

VTT-82974-CN-HCA: On August 20, 2025, the Deputy Advisory Agency (DAA) approved Vesting Tentative Tract Map (VTTM) No. 82974-CN-HCA, for the merger and re-subdivision of the Project Site into four ground lots and 27 airspace lots and for condominium purposes; and a Haul Route for the export of approximately 651,000 cubic yards of soil. The Advisory Agency decision was subsequently appealed and is being heard concurrent with the subject case.

Off-Site Cases

Case No. CPC-2022-5829-VCU: On March 7, 2025, the City Planning Commission (CPC) approved a Vesting Conditional Use Permit for a Major Development Project creating more than 100,000 square feet of non-residential/non-warehouse uses in the M3 Zone; and Site Plan Review for the construction of over 50,000 square feet of non-residential floor area on the Project Site, in conjunction with the development of a 675,611 square-foot, multi-story production studio campus, located at 1206-1338 East 6th Street, 1210-1361 East Produce Street, 635 and 639 Mill Street, 1205-1321 Wholesale Street, and 640 South Alameda Street.

CPC-2017-469-GPA-VZC-HD-MCUP-SPR: On October 12, 2023, the CPC approved a General Plan Amendment to amend the former Central City North Community Plan to re-designate the site from Heavy Industrial to Regional Center Commercial; a Vesting Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO; a Main Conditional Use permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to six establishments; and Site Plan Review for a project resulting in greater than 50,000 new square feet of nonresidential floor area, in conjunction with the development of an 18-story office building comprised of 8,149 square feet of ground floor restaurant space, 308,527 square feet of office, 16,294 square feet of covered exterior employee common areas and a 3,500 square-foot ground floor courtyard, located at 401 Hewitt Street. This decision was subsequently appealed; and on April 2, 2024, the City Council denied the appeal, sustained the decision of the City Planning Commission, and approved the Project. On May 27, 2024, Ordinance No.188,206 for the Zone Change became effective.

CPC-2016-3655-GPA-ZC-HD-CUB-ZAA-SPR: On September 14, 2017 the CPC approved a General Plan Amendment to amend the former Central City North Community Plan to re-designate the site from Heavy Industrial to Regional Center Commercial; a Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO; a Conditional Use Permit for the sale and consumption of alcoholic beverages; a Zoning Administrator's Adjustment to permit a zero-foot side yard setback in lieu of a seven-foot setback; and a Site Plan Review for a development which creates, or results in an increase of 50 or more guest rooms, in conjunction with the conversion of an existing 44,600 square-foot manufacturing warehouse into a 66 guest-room hotel, including a restaurant, retail space, and screening room, for the property located at 400 South Alameda Street. This decision was subsequently appealed; and on February 7, 2018, the City Council denied the appeal inasmuch as the appeal was withdrawn, sustained the decision of the CPC, and approved the Project. On March 28, 2018, Ordinance No.185,430 for the Zone Change became effective.

PROJECT DETAILS

Original Prcject

The development project as analyzed in the Draft EIR (hereafter referred to as the "Original Project") proposed to demolish the existing surface parking, the East Volume of the LACS Building, and warehouse uses, with the intention of preserving and adaptively reusing the West Volume of the existing LACS Building, on the North Site, and demolish all other existing improvements on the Project Site to construct a new mixed-use development totaling 2,318,534 square feet of floor area on approximately eight acres, consisting of the following primary components: 1,521 residential units, including five percent of the total number of units reserved for Extremely Low Income households and 11 to 40 percent of the total number of units reserved for Very Low, Low, or Moderate Income households; up to 411,113 square feet of office space; up to 101,088 square feet of restaurant/retail uses; and 68 hotel guest rooms within 10 distinct buildings.

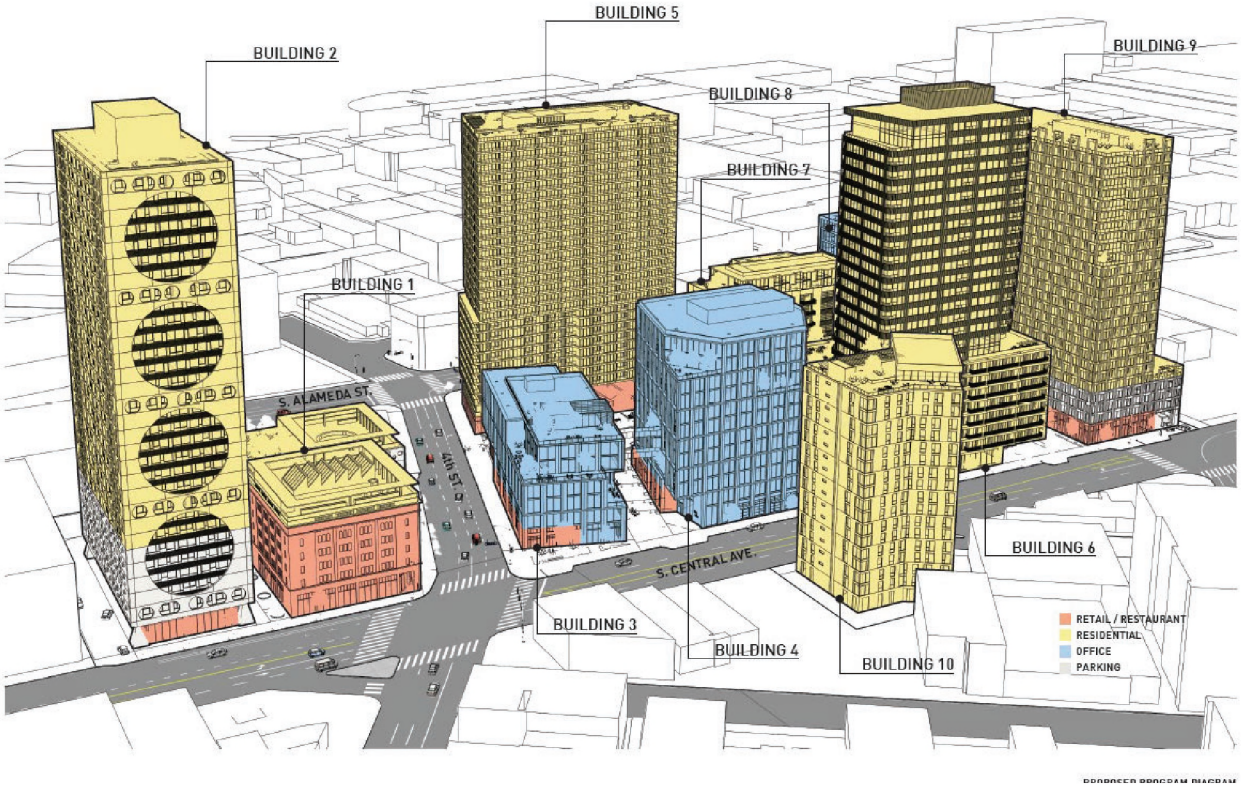
Modified Prcject

In response to public comments received on the Draft EIR and the Project's design, the Applicant modified the Original Project. The Modified Project proposes the same footprint for demolition as the Original Project, and would still total 2,318,534 square feet of floor area on the approximately eight-acre Project Site for an FAR of up to 7.1:1. The primary changes between the Original Project and Modified Project include removal of all 68 hotel guest rooms in Building 6 to instead develop an additional 68 residential units, for a total of 1,589 units; an increase in restaurant/retail uses by 44,660 square feet for a total of 145,748 square feet; and commensurate changes in required open space and parking. In addition, building heights were modified to reduce tower heights nearest the Little Tokyo neighborhood. If retained, Building 1 would be reconfigured to remove all residential uses and contain only restaurant/retail uses and would be increased in height from 74 feet to 88 feet to accommodate structural components for rooftop access. The tallest proposed building on the Project Site, Building 2 (adjacent to the Little Tokyo Galleria), would decrease from 496 feet to 364 feet in height (from 44 stories to 30 stories); and Building 6, located on the South Site along Central Avenue, would increase in height from 96 feet to 335 feet (from six stories to 26 stories) All other aspects of the Original Project would remain the same. The "Modified Project" shall hereafter be referred to as the "Project".

Development Program

The Project would demolish the existing cold storage facility uses and surface parking on the West and South Sites, and adaptively reuse, if feasible, the West Volume portion of the LACS Building while demolishing the remaining warehouse uses on the North Site. As shown in Figure 3 below, the Project would include a mix of uses, comprised of primarily residential (yellow), office (blue), and restaurant/retail uses (red) within 10 distinct buildings on the Project Site totaling up to 2,318,534 square feet of floor area. The Project would include 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet (76 percent of total floor area); 411,113 square feet of office uses (18 percent of total floor area); and 145,748 square feet of restaurant/retail uses (six percent of total floor area). The Project would provide a total of 170,275 square feet of residential open space, comprised of 109,647 square feet of outdoor common open space, 33,647 square feet of private open space, and 26,981 square feet of indoor amenity areas including recreation rooms and community rooms. In addition, approximately two acres would be publicly-accessible open space areas throughout the Project Site, including paseos passing between Central Avenue and Alameda Street, plazas, linear corridors, and pocket parks within the North and South Sites. The proposed buildings would range in height from two to 30 stories, with a maximum height of 364 feet. Parking would be provided in up to four levels of subterranean parking and in limited above-grade parking podiums.

Figure 3: Proposed Development Program



Building and Site Design

Each of the Project's 10 buildings would be designed with unique architecture and use programs, while also working in relationship with the overall design and site planning of the Project as a whole. The buildings incorporate industrial design elements weaving the development back into the existing fabric of the adjacent Arts District and Little Tokyo neighborhoods, which include warehouses, lofts, industrial sheds, and historic manufacturing uses. While the Project's architectural design is contemporary, the form of each building is scaled appropriately and would include varied building materials to create an eclectic visual palette for an otherwise unified development site.

As shown in Figures 4, 7, and 20 below, the Project's site design breaks down the scale of development by organizing a large Project Site into an assemblage of smaller footprint buildings to reduce the visual massing impact and emulate an organic neighborhood development pattern, resulting in significant ground-floor publicly accessible open spaces. This approach, in addition to a system of paseos, alleyways, plazas, and varied building articulation, is intended to connect the neighborhood into and through what has historically been a closed-off, mega-block. The bulk of the Project is located on the South Site, with seven buildings positioned around a central north-south pedestrian open space network, featuring two plazas and multiple passages with landscaping and seating, and is broken up by an internal east-west drive aisle and adjacent pedestrian throughways. Various publicly accessible, open space pedestrian passages would provide a continuous pedestrian connection circulating throughout the Project Site. These include, but are not limited to the two plazas called the "4th Street Plazas"; the two linear paseos called "Flex Alleys"; the paseo called the "4th Street Green"; the paseo within the central core of the South Site called the "Central Courtyard"; the block-to-block landscaped linear paseos surrounding the shared street traversing the South Site called the "Mews"; and the paseo called the "5th Street Pocket Park"; see "Open Space and Landscaping" below for a summary of this open space program.

North Site

As shown in Figure 4 below, the North Site, comprised of 1.3 acres, is bounded by Central Avenue to the west, 4th Street to the south, the Little Tokyo Galleria and accompanying six-story parking structure to the north, and the Little Tokyo Galleria parking structure and a surface parking lot to the east. The North Site would feature two buildings: Building 1 - a restaurant/retail adaptive-re-use building at the southwest corner of the site, and Building 2 - a mixed-use residential tower on the northern portion of the site, connected via sky bridges to a parking structure on the eastern portion of the site. The buildings would all include activated ground-floor retail spaces along the street frontages, pedestrian paseos between the structures, and wide sidewalk and landscaped spaces along 4th Street. Existing and proposed uses and building design are further detailed below.

Figure 4: Ground Floor Site Plan – North Site



Figure 5: Conceptual Rendering – Building 1



Building 1 – Adaptive Reuse Restaurant/Retail

Building 1 is located at the northeast corner of the intersection of 4th Street and Central Avenue. The existing LACS Building, including the North Wing addition, totals 167,596 square feet, measures 74 feet 9 inches in height, and contains one subterranean level of parking. As shown in Figure 5 below, the Project would adaptively reuse 61,038 square feet of the West Volume portion of the LACS Building if feasible and add a new landscaped rooftop, for a new building height of 88 feet to the top of the parapet. All levels, including the subterranean parking level, would be developed with a total of 61,038 square feet of restaurant/retail uses. No parking would

be provided within Building 1. The building façade would add new operable windows to replace the fake window façade details on the original LACS Building, fresh grey paint, a new elevated rooftop cornice, and new storefronts along the ground floor.

If the West Volume portion of the LACS Building cannot be feasibly retained and adaptively reused due to the unique requirements of decommissioning and converting a cold storage building, a new building would be built in its place within substantially the same envelope and with the same uses.

Figure 6: Conceptual Rendering – Building 2



Building 2 – 30-Story Residential and Six-Story Parking

Building 2, located along Central Avenue north and east of Building 1, is comprised of two separate elements: 1) a tower located along Central Avenue north of Building 1, and 2) an aboveground parking structure located east of Building 1. Four subterranean parking levels would also be provided under the entirety of Building 2, spanning both the tower and parking structure.

The tower would be developed as a new, 30-story, mixed-use building comprised of restaurant/retail, residential, and parking uses, and would measure 364 feet 2 inches in height to the top of the parapet, making it the tallest building on the Project Site. The tower would provide 12,694 square feet of ground floor restaurant/retail; parking on Levels P4 through 6 which would all be fully screened through architecture integrated into the building design; and 335 residential units consisting of studio, one-bedroom, and two-bedroom residential units. A rooftop outdoor deck would provide common outdoor open space for the building's residential uses on the roof of the tower.

The parking structure would be developed as a new six-story building comprised of ground floor retail and parking on Levels 2 through 6, with bridge connections for vehicles to the tower at Levels 2 through 6 and a bridge connection for pedestrians to the tower at the roof. The parking structure would measure 88 in height to the top of the parapet.

The tower would be wrapped in a distinctive textured concrete shell, with four large vertical, circular openings on the east and west elevations, surrounded by smaller openings for individual

units on the north and south elevations. The base of the tower as well as the entirety of the parking structure would also be wrapped in a textured concrete shell, but with small circular openings on the parking levels to provide screening for parking uses and to create a pedestrian scale at the street level.

South Site

As shown in Figure 7 below, the South Site, comprised of six acres, is bound by Central Avenue to the west, a two-story distribution center and associated parking and loading dock areas to the south, 4th Street to the north, and Alameda Street to the east. The South Site would be developed with seven distinct buildings, and would include mixed-use residential towers and office buildings, all with activated ground-floor spaces. The buildings would be arranged along a grid of pedestrian paseos and open space amenities, and one east-west vehicular drive. Three levels of subterranean parking would be provided under the entirety of the South Site, and would be accessible to all buildings, with two vehicular access points provided from the street to the subterranean parking levels near Buildings 4 and 9. Existing and proposed uses and building design are further detailed below.

Figure 7: Ground Floor Site Plan – South Site



Figure 8: Conceptual Rendering – Building 3



Building 3 – Six-Story Office

Building 3, located at the northwest corner of the South Site, would be developed as a new six-story, 97,145-square-foot building comprised of 15,291 square feet of ground floor restaurant/retail and 81,854 square feet of office space, with a maximum height of 92 feet 6 inches to the top of the parapet.

Building 3 features a dark grey brick in combination with an exposed steel structure, an aluminum window wall system, a series of murals, and wood panel accents. Portions of the northern and western elevations of the building at Levels 5 and 6 feature terraces cut into the buildings at multiple levels with extensive landscaping that contrasts the rougher materials of the building. The southerly elevation is physically connected to Building 4 by pedestrian sky bridges on Levels 4 and 6.

Figure 9: Conceptual Rendering – Building 4



Building 4 – 12-Story Office

Building 4, located along Central Avenue, to the south of Building 3 and west of Building 5, would be developed as a new 12-story, 191,883-square-foot building, comprised of 7,721 square feet of ground-floor restaurant/retail and 184,162 square feet of office space, with a maximum height of 167 feet 6 inches to the top of the parapet.

Building 4 is designed to be architecturally associated with Building 3, except with a larger second-level patio at the building's easterly elevation. Buildings 3 and 4 connect via two pedestrian sky bridges on Levels 4 and 6 along the northerly elevation of Building 4. While the massing and articulation on Building 3 is predominately rectilinear, Building 4 features angled cuts that extend from the street grid.

Figure 10: Rendering of Project from Central Avenue at 4th Street

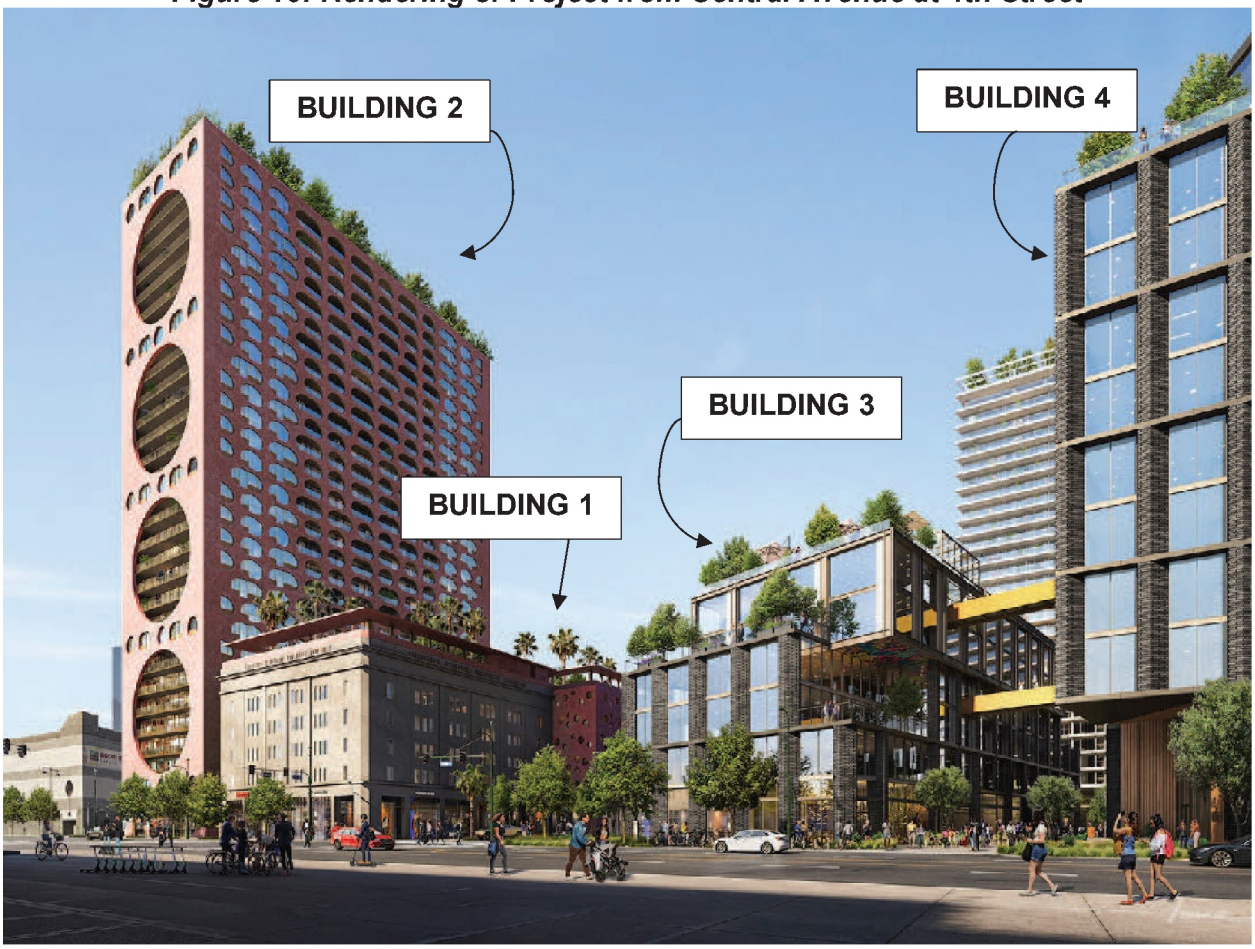


Figure 11: Conceptual Rendering – Building 5



Building 5 – 28-Story Residential

As shown in Figure 11 below, Building 5, located at the northeast corner of the South Site, would be developed as a new 28-story, 418,576-square-foot mixed-use residential building that would include 11,359 square feet of ground floor restaurant/retail and 425 residential units consisting of 183 studio units,142 one-bedroom units, and 100 two-bedroom units on the upper floors. Building 5 would reach a maximum height of 292 feet to the top of the parapet.

Building 5 is inspired by International Style architecture and serves as a contrast to the industrial nature of the overall Project Site. The façade is almost entirely an aluminum storefront system, with white aluminum metal panels on slab edge, and glass guardrails. While it is primarily a vertical tower, the protruding balconies at Level 11 move from the north side of the building to the south side, and from the east side of the building to the west side, appearing to create a subtle shift in the massing. The lower portion of the massing also features a recessed bay on the westerly elevation above a pedestrian throughway, denoted within the Residential Paseo in Figure 23 below, that bifurcates the ground floor of the building and provides a connection from the building's frontage on Alameda Street to the Central Courtyard of the South Site, aligning with the passageway between Buildings 3 and 4 from Central Avenue. Portions of Levels 3 through 28 that are located south of the pedestrian throughway would be suspended above freestanding shed structures on the ground level. North of the pedestrian throughway, Level 2 would contain residential amenity space, and Levels 3 through 28 would contain residential uses. Additionally, the building would be topped by a landscaped roof with a trellis canopy providing common outdoor open space for the building's residential uses.

Figure 12: Rendering of Central Courtyard in Interior of South Site



Figure 13: Conceptual Rendering – Building 6



Building 6 – 26-Story Residential

Building 6, located along Central Avenue, south of Building 4 and north of Building 9, would be developed as a new 26-story, 427,968-square-foot mixed-use building comprised of 15,567 square feet of ground floor restaurant/retail and 250 residential units consisting of 145 one-bedroom units, 48 two-bedroom units, and 57 three-bedroom units on the upper floors. Residential amenities would be provided on Levels 1, 6, 9, and 25. Building 6 would reach a maximum height of 335 feet to the top of the parapet.

The design of Building 6 is divided into three distinct sections, creating a massing that steps down to the central courtyard. The façade combines metal panels, stone, and exposed concrete, all in a neutral color palette, complemented by glass storefronts. The tallest section would offer panoramic views of Downtown Los Angeles via common outdoor open space and a recreation room available to the building's residential uses on Level 25, while the two lower sections would also have landscaped rooftop amenity spaces and recreation rooms providing common outdoor open space for the building's residential uses on Levels 6 and 9.

Figure 14: Building 6 Frontage Along Central Avenue



Figure 15: Conceptual Rendering – Building 7



Building 7 – 10-Story Residential

Building 7, located along Alameda Street, south of Building 5 and north of Building 8, would be developed as a new 10-story, 138,912-square-foot, mixed-use building and would include 12,357 square feet of restaurant/retail and 123 residential units consisting of 35 studio units, four live/work units, 62 one-bedroom units, and 22 two-bedroom units. Building 7 would reach a maximum height of 123 feet 6 inches to the top of the parapet.

Building 7 would be a brick warehouse/loft-inspired L-shaped building reminiscent of the architecture in the Arts District and feature gridded steel windows across all elevations with protruding wrought iron balconies to the north, east, and west. A detached trio of two-story industrial sheds clad in vertical corten steel panels would be located to the east of the L-shaped building along Alameda Street, creating a protected, pedestrian-only paseo called the “Makers Alley”, featuring boutique shops and garden spaces between the industrial sheds and primary L-shaped massing. The base of the building would have a polished concrete finish with a steel storefront system draped with vines on the western elevation The building would feature an additional two-story penthouse that sits atop the primary building that opens out to an activated residential amenity roof deck to the east. The eastern elevation would also feature an art mural extending from the second floor to the top of the primary building. The three sheds comprising the “maker spaces” that form Makers Alley would also contain live/work units.

Figure 16: Building 7 and Shared Street from Central Courtyard



Figure 17: Conceptual Rendering – Building 8



Building 8 – 12-Story Office

Building 8, located at the southeast corner of the South Site, would be developed as a new 12-story, 149,742-square-foot, mixed-use building that includes 4,645 square feet of ground floor restaurant/retail and 145,097 square feet of office space, with a maximum height of 156 feet to the top of the parapet.

Building 8 would resemble an industrial warehouse, wrapped in an aluminum window wall system (with operable windows) and framed out in champagne-colored aluminum panels. The building would feature a curtain wall system at the base and recessed balconies on the south end and north end, breaking up its symmetry. The building's core would be visible through its glassy façade, which would be clad in basalt stone tile.

Figure 18: Conceptual Rendering – Building 9

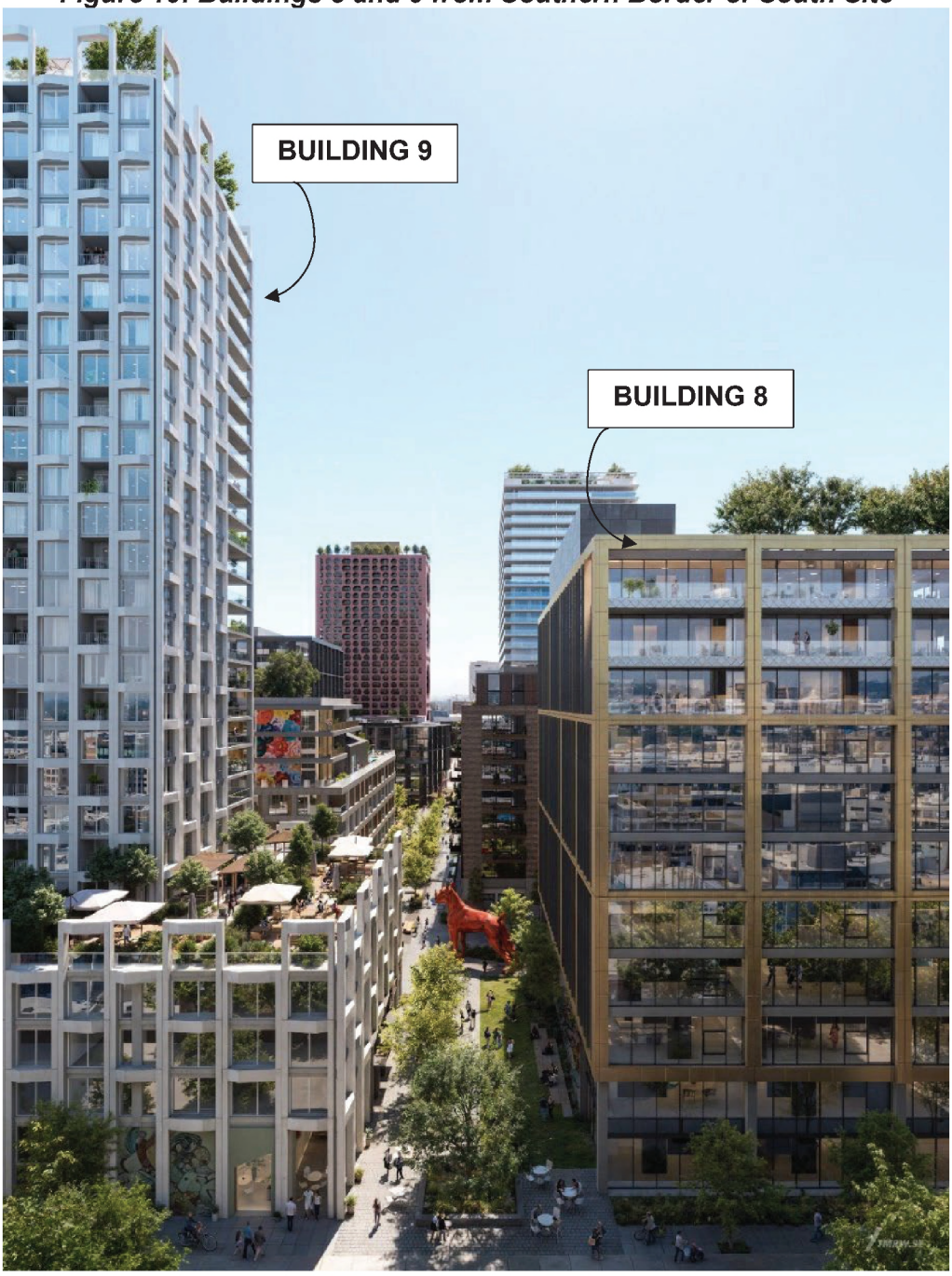


Building 9 – 27-Story Residential and Parking Podium

Building 9, located at the southwest corner of the South Site, would be developed as a new 27-story, 298,650-square-foot, mixed-use building that would include 5,076 square feet of restaurant/retail and 312 residential units, consisting of 88 studio units, four live/work units, 186 one-bedroom units, and 34 two-bedroom units on the upper floors, over a four-level parking podium. Building 9 would reach a maximum height of 283 feet 6 inches to the top of the parapet.

Building 9 would consist of a tower sitting atop an architecturally integrated four-level parking podium, with ground floor restaurant/retail and residential uses, that would be wrapped in a white pre-cast concrete frame with subtle asymmetrical extrusions that emulate an enlarged vertical staggered brick pattern. The tower would be set back from the southern elevation, with a large, landscaped podium deck with outdoor furniture accessible to residents of the building on Level 5. In addition, Building 9 would also feature a landscaped rooftop deck with a residential amenity room and private balconies on some units on the east and west facades.

Figure 19: Buildings 8 and 9 from Southern Border of South Site



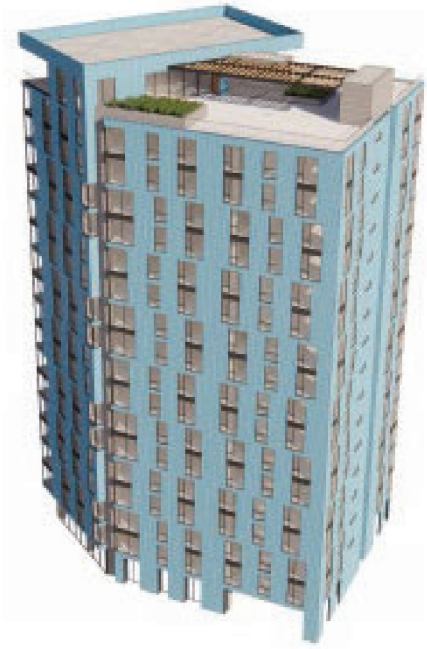
West Site

As shown in Figure 20 below, the West Site, comprised of 0.3 acres, is bound by one- to two-story warehouses to the west, Gladys Avenue to the south, a two-story seafood market and associated surface parking to the north, and Central Avenue to the east. The site would be developed with a single 18-story residential building. Existing and proposed uses and building design are further detailed below.

Figure 20: Ground Floor Plan – West Site



Figure 21: Conceptual Rendering – Building 10



Building 10

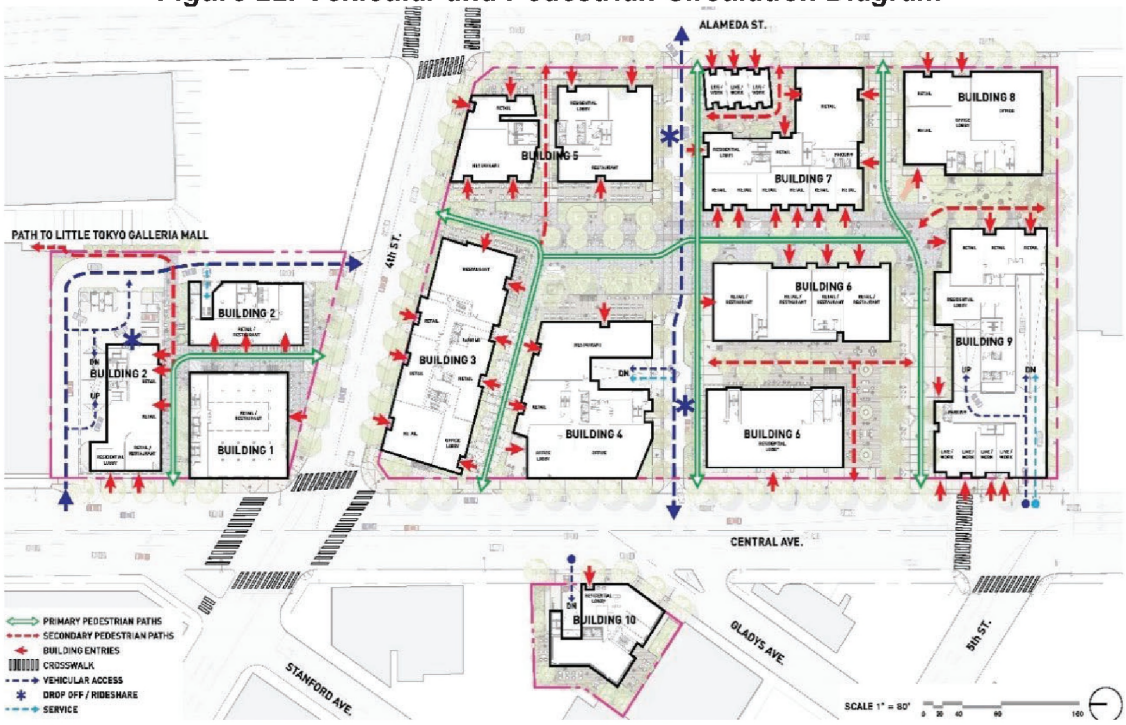
Building 10, located at the northwest corner of the intersection of Central Avenue and Gladys Avenue, would be developed as a new 18-story 121,704-square-foot residential building with 144 residential units, including 48 studio units, 64 one-bedroom units and 32 two-bedroom units, with a maximum height of 181 feet to the top of the parapet. Building 10 would provide one level of subterranean parking.

Building 10 would consist of two box forms, with one shifted up on the south end and the other shifted down on the north end. There would be an outdoor landscaped deck and community room on the rooftop and a glass entrance on the ground level, and windows would be offset on every other level. Building 10 would be clad in a blue standing seam metal panel.

Site Access

As shown in Figure 22 below, vehicular ingress/egress access to the Project Site would be provided on the North Site by one driveway along Central Avenue and one driveway along 4th Street, with an internal drive aisle connecting the two driveways to provide access to the parking podium, surface parking, and subterranean levels. The South Site would have two driveways along Central Avenue and one driveway along Alameda Street, with an internal east-west drive aisle connecting the northernmost driveway on Central Avenue and the driveway on Alameda Street. The West Site would have one driveway entrance along Central Avenue. A subterranean parking structure underneath the entirety of the South Site would be accessible off of the east-west drive aisle south of Building 4, and from Central Avenue south of Building 9. All vehicular access points would be publicly accessible during general business and office hours of operation, although they would be gate-controlled after business hours.

Figure 22: Vehicular and Pedestrian Circulation Diagram



The Project would improve the Project Site's frontages in terms of streetscape design and pedestrian amenities though elements such as street furniture and landscaping, and enhanced access into and across the Project Site. Pedestrian access would be provided along Central Avenue, 4th Street, and Alameda Street by various publicly accessible pedestrian passages that would provide a continuous pedestrian connection circulating throughout the Project Site. Pedestrian crosswalks at the intersections of Alameda Street and 4th Street, 4th Street and Central Avenue, and at the corner of 5th Street and Central Avenue would be maintained to provide connections between the North, South and West Sites.

Parking

Vehicle Parking

As the Project Site is a qualifying mixed-use residential and employment project located within a half-mile of a major transit stop, pursuant to California Government Code 65863.2.(Assembly Bill 2097, 2022), the City cannot impose a minimum parking requirement for the Project. Nonetheless, the Project is voluntarily providing 2,426 parking spaces for the uses on the Project Site. The Project includes a total of 2,129 standard vehicular parking spaces, 53 Americans with Disabilities Act (ADA) accessible parking spaces, and 244 electric vehicle charging station (EVCS) spaces, totaling 2,426 vehicular parking spaces for the entirety of the Project.

Parking on the North Site would include 429 spaces in four subterranean levels below Building 2 and 275 spaces in six above-grade levels within Building 2, including in podium areas of the residential tower and within a connected parking structure. Access to the subterranean parking would be provided adjacent to the tower of Building 2. Parking on the South Site would include 1,584 spaces within three subterranean levels underneath the entirety of the South Site and 129 spaces in three above-grade levels of Building 9. Access to the subterranean parking levels would be provided adjacent to Buildings 4 and 9. Parking on the West Site would include a total of nine parking spaces in one subterranean level of Building 10.

Bicycle Parking

Based on the proposed mix of uses, a total of 792 bicycle parking spaces (163 short-term and 629 long-term spaces) would be required and provided. The Project's bicycle parking spaces and facilities, which include lockers, fix-it/repair stations, and showers, will be provided at various locations throughout the Project Site.

Open Space and Landscaping

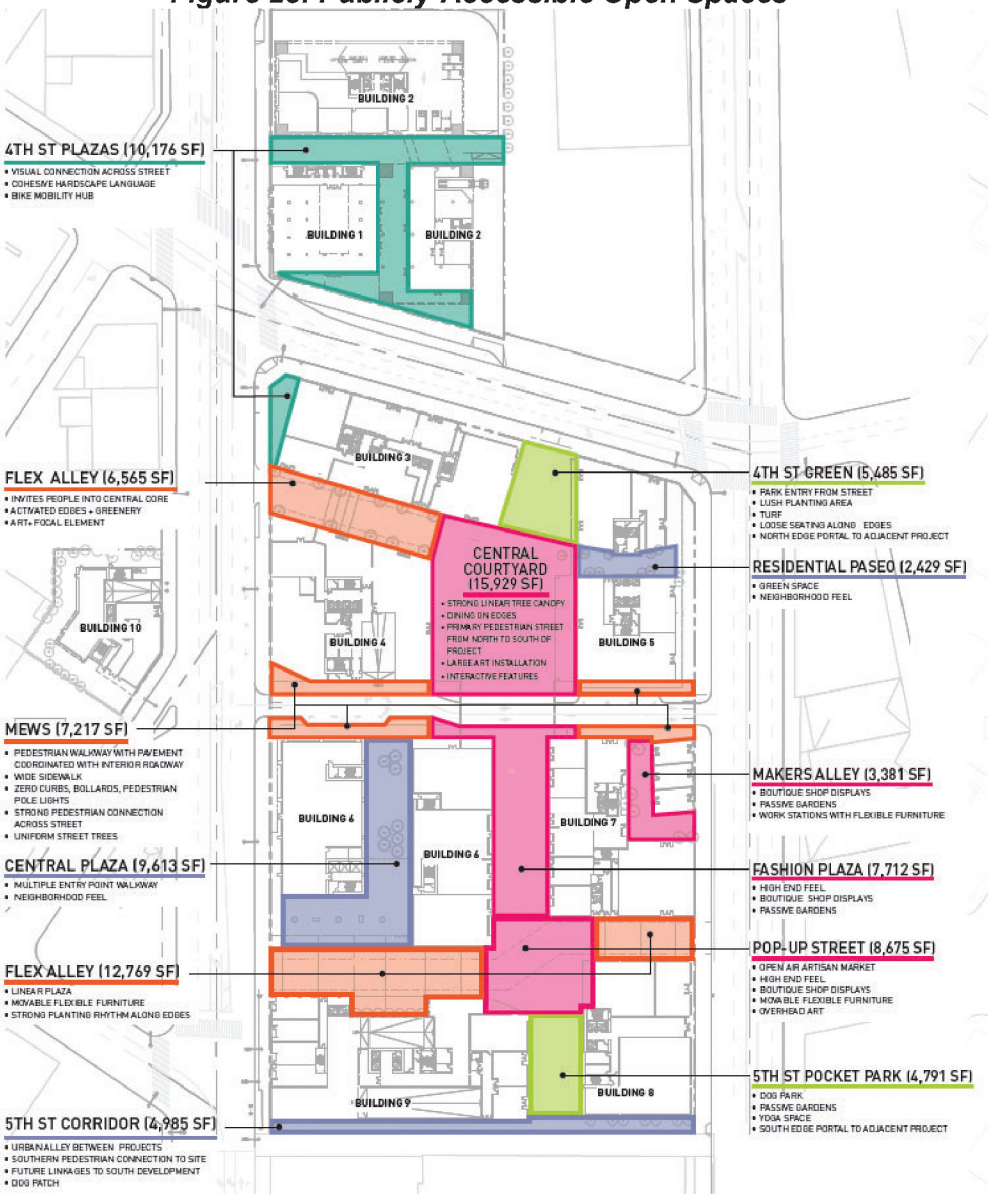
Pursuant to LAMC Section 12.21 G, based on the type and number units proposed, the Project would be required to provide 170,275 square feet of residential open space, including a minimum of 85,138 square feet of common open space. As a whole, the Project would meet all code-required open space requirements and proposes 109,647 square feet of outdoor common open space, 33,647 square feet of private open space, and 26,981 square feet of indoor amenity areas including recreation rooms and community rooms. The Project would provide an additional approximately two acres of publicly-accessible areas throughout the Project Site, consisting of plazas and paseos passing between Central Avenue and Alameda Street, and a central courtyard within the South Site. Amenities provided throughout the open space areas would include trees, landscaping, dining patios, raised planters, wood benches, umbrellas, cabanas, decking, and artificial and natural turf. All residential buildings would individually meet or exceed the required open space requirements per building, except that Building 5 on the South Site would utilize 12,522 square feet of adjacent publicly accessible open space to meet its requirements. As such,

as part of the entitlement requests, the Project would average open space across the Project Site. Table 1 and Figure 23 provide a summary of the publicly-accessible open space program.

Table 1: Publicly-Accessible Open Space Program

Name	Location	Amenities
4th Street Plazas	North and South Site along 4th Street	Seating and bicycle amenities
Flex Alley	South Site connecting Alameda Street to Central Avenue	Landscaping, artwork
4th Street Green	South Site along 4th Street	Landscaping, turf, seating
Central Courtyard	South Site connecting 4th Street to southern Project boundary	Art installations, trees, outdoor dining areas
Residential Paseo	South Site on ground floor of Building 5	Landscaping
Central Plaza	South Site on ground floor of Building 6	Landscaping
Mews	South Site connecting Alameda Street to Central Avenue	Pedestrian throughway along both sides of the drive aisle connecting Central Avenue to Alameda Street with pedestrian safety infrastructure, trees, and zero curbs
Fashion Plaza	South Site within Central Courtyard	Passive gardens
Makers Alley	South Site adjacent to Alameda Street on ground floor of Building 7	Passive gardens, workstations with moveable furniture
Flex Alley	South Site connecting Alameda Street to Central Avenue	Landscaping, moveable furniture, plantings
Pop-Up Street	South Site within Central Courtyard	Open-air market, moveable furniture, artwork
5th Street Pocket Park	South Site between Building 8 and 9	Passive gardens, fitness space, dog park
5th Street Corridor	South Site along southern boundary of Project Site	Alley bordering the southern edge of the South Site; dog patches

Figure 23: Publicly-Accessible Open Spaces



As shown in Table 1 above and in Figure 23 above, the publicly-accessible open space areas would be interspersed between the North and South Sites. The 4th Street Plazas would total 10,176 square feet and contain a bicycle mobility hub, landscaping, and a visual connection between the North and South Sites. The two Flex Alleys that traverse the South Site in the east-west direction total 19,334 square feet and function as landscaped pedestrian entrances to the interior of the South Site containing moveable furniture and art elements. The 4th Street Green is 5,485 square feet and would also function as a pedestrian entrance from 4th Street into the South Site. The Central Courtyard, the Fashion Plaza, and the Pop-Up Street are 15,929 square feet, 7,712 square feet, and 8,675 square feet, respectively, and would form the core of the publicly-accessible open space within the South Site. These areas would contain moveable furniture, tree canopies providing shading, and art installations for pedestrians traversing through the South Site.

The Residential Paseo located within the ground floor of Building 5 provides pedestrian access from Alameda Street to the interior of the South Site and is a 2,429 square-foot pedestrian

throughway. The Central Plaza located within the ground floor of Building 6 provides pedestrian access from Central Avenue to the interior of the South Site and is a 9,613 square-foot open-access ground floor courtyard. The Mews are 7,217 square feet, forming the pedestrian throughway along the edges of the shared drive aisle that travels east-west through the South Site. This area would contain lighting, street trees, and bollards to separate the pedestrian realm from the vehicular realm. The Makers Alley is a 3,381 square-foot area located on the ground floor between the interior of Building 7 and the detached sheds comprising the live/work units and would contain street furniture for pedestrians. The 5th Street Pocket Park is 4,791 square feet and would be located along the southern boundary of the South Site and contain a dog park and outdoor exercise space while connecting to the Central Courtyard area of the South Site. The 5th Street Corridor is 4,985 square feet and forms the southern boundary of the South Site and the Project Site and provides pedestrian linkages from Central Avenue to Alameda Street.

While these areas are provided for residents and visitors, they are not being credited towards the open space requirements per LAMC Section 12.21 G, except 12,522 square feet of the Central Courtyard will count towards Building 5's common open space requirements.

Private open space accessible to residents would include rooftop terraces, community gardens, swimming pools, spa areas, common areas with barbecues, kitchen spaces and outdoor seating, meditation and quiet areas, game rooms, a dog walk, plazas, and pocket parks.

All 20 non-protected trees in the public ROW adjacent to the Project Site would be removed as part of the Project and replaced at ratio of 2:1, as required by the City's Urban Forestry Division, with approval by the Board of Public Works. The Project will provide 399 on-site trees and 40 street trees within the public ROW for a total of 439 new trees, consistent with zoning code requirements.

Requested Entitlements

In order to develop the Project, the Applicant has requested the following land use entitlements:

General Plan Amendment

Downtown Community Plan

A General Plan Amendment is requested to change the land use designation on the South Site from Hybrid Industrial to Community Center, so that the land use designation on the entirety of the Project Site would be Community Center. The uniform land use designation across the Project Site would enable development of the proposed Project.

Vesting Zone Change and Height District Change

The Zone Change and Height District Change are requested to change the zoning regulations on the Project Site to (T)(Q)C2-3D. The Project was deemed complete on June 11, 2021, and is vested in the City's zoning regulations and designations in effect as of that date. This would permit a maximum 6:1 FAR over the Project Site, with unlimited height, and the associated Developer Incentives would allow for a further increase to a FAR of 7.1:1.

Developer Incentives

The requested General Plan Amendment and Zone Change would result in increases to allowable density and height, and allows residential use where previously not allowed, making it subject to

Measure JJJ (LAMC Section 11.5.11). As such, the Project would be required to comply with LAMC Section 11.5.11(i), as it relates to the local hiring of construction workers for building and construction work.

The requested entitlements would allow a residential use where not previously allowed, and as the Project would result in an increase in residential density or floor area, it is therefore subject to affordability requirements outlined in LAMC Section 11.5.11(a)(1)(iii) for rental portions of the Project, and LAMC Section 11.5.11 (a)(2)(ii) for for-sale portions of the Project. For rental portions of the Project, no less than five percent of the total number of rental units shall be reserved at rents affordable to Extremely Low Income households, and in addition, either 11 percent of the total number of rental units shall be reserved at rents affordable to Very Low Income households or 20 percent of the total number of rental units shall be reserved at rents affordable to Lower Income households, inclusive of any Replacement Units. For for-sale dwelling units, the Project shall provide no less than 11 percent of the total number of for-sale units for Very Low Income households, 20 percent of the total number of for-sale units for Low Income households, or 40 percent of the total number of for-sale units for Moderate Income households, inclusive of any Replacement Units. The Project would comply with any applicable combination of these provisions.

Pursuant to LAMC Section 11.5.11(e), "a Project that provides affordable housing consistent with this Section shall also be entitled to up to three incentives or concessions specified in California Government Code Section 65915(k) or the applicable Affordable Housing Incentive Program." The Applicant has requested two incentives, 1) to allow a 19 percent increase in the allowable FAR from 6:1 to 7.1:1; and 2) averaging of FAR, parking, and open space across the Project Site. These requested incentives are allowed by LAMC Section 11.5.11(e) to permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs.

Main Conditional Use – Alcoholic Beverages

The Project requests a Main Conditional Use for Alcoholic Beverages to permit the sale and dispensing of a full line of alcoholic beverages for on-site and/or off-site consumption within up to 10 establishments throughout the Project Site. The proposed establishments would encompass a maximum of 78,152 square feet, 3,443 indoor seats, and 833 outdoor seats. Specifically, a maximum of 36,866 square feet and 1,623 indoor seats would be located on the North Site; and a maximum of 53,763 square feet, 1,820 indoor seats, and 833 outdoor seats would be located on the South Site.

Site Plan Review

The Project requires a Site Plan Review as it results in a net increase of more than 50 dwelling units, and a net increase of more than 50,000 square feet of nonresidential floor area.

OTHER PROJECT CONSIDERATIONS

Citywide Design Guidelines

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives, and the Guidelines may be used as a basis

to condition a project. The design guidelines focus on three main design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design. These design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including enhancing the quality of the pedestrian experience along the border of the project and public space; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the commercial environment.

Pedestrian-First Design

The Project emphasizes Pedestrian-First design throughout the Project Site, and in particular, along the public-facing street frontages, with active ground floor uses that provide a high level of transparency, façade articulation, shade and design elements, and ground floor entries accessible from the street level. In addition, pedestrian circulation within the boundaries of the Project Site would include several passages and throughways that provide north-south and east-west connections across the South Site of the Project Site from 4th Street to the proposed 5th Street corridor and from Alameda Street to Central Avenue, respectively, where there currently are none. These throughways would consist of landscaped and hardscaped areas and open space plazas with newly planted trees, shrubbery, groundcover, and landscaping as well as amenities, such as dining patios, raised planters, wood benches, umbrellas, and cabanas. The Project would also provide street improvements that would increase the connectivity between the North, South and West Site, including improvements to the existing crosswalks at the intersections of Alameda Street and 4th Street, 4th Street and Central Avenue, and 5th Street and Central Avenue, and the addition of the fourth leg of the existing three-way crosswalk at the intersection of 5th Street and Central Avenue.

360-Degree Design

The Project incorporates 360-Degree Design by providing a unique architectural design for the 10 individual buildings which complement the overall site design and development program. The Project would include varied building materials to reinforce the individuality of each building and contribute to the eclectic urban form of the larger Arts District neighborhood. As noted above, the Project would place smaller footprint buildings that break down the scale of development and reduce the visual massing of the Project, as well as maximize the amount of ground-floor publicly accessible open space, to create a walkable and human-scaled environment. Additionally, all above-grade parking would be screened from view with the use of a distinctive textured concrete shell for Building 2 and a continuous façade on Building 9. The South Site would also include an open space network that features plazas, multiple passages with landscaping and seating, wide sidewalks, bollards and pedestrian pole lights, zero curbs, and uniform street trees.

Climate-Adaptive Design

The Project would achieve Climate-Adaptive Design by complying with the most current regulations regarding sustainable building design, pursuing energy-saving and sustainability goals, aiming to reduce environmental impacts, optimize building performance, and enhance interior environments to promote health and well-being. Targeted environmentally sustainable design strategies to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure will include LEED Gold Certification or equivalency, in addition to meeting California's stringent Title 24 Energy Code. Sustainability features to be incorporated into the Project would include, but would not be limited to the following: water conservation and rainwater management

strategies such as low flow/efficient water fixtures, rainwater capture systems, drought-tolerant/California native plant species selection, landscape contouring to minimize precipitation runoff, irrigation system efficiency, smart irrigation systems (e.g., weather-based controls), water-saving pool equipment, a TDM Program, cool roof/pavement coatings, energy-efficient heating, ventilation, and air conditioning (HVAC) systems, and dedicated on-site recycling areas. The Project will also explore the use of local low-carbon materials and Environmental Product Declaration (EPD) to promote the City's green-material economy. Finally, the Project is a certified Environmental Leadership Development Project (ELDP) under the Jobs and Economic Improvement Through Environmental Leadership Act, and would not result in any net additional greenhouse gas emissions, would mitigate the potential greenhouse gas impacts caused by the Project pursuant to, and would comply with the requirements for the commercial and organic waste recycling pursuant to Public Resources Code Section 21183.

Urban Design Studio – Professional Volunteer Program

On August 20, 2024, the Project was presented to the Department of City Planning's Urban Design Studio and Professional Volunteer Program (PVP), which acts as a venue for Planning Staff to gather project-specific urban design advice and insight from local architecture professionals.

PVP requested that the Project include more detailed circulation diagrams depicting pedestrian and vehicle interactions along the perimeters of the North, South, and West Sites, and that the Project consider making improvements around the perimeter of the Project Site, particularly the South Site, in order to provide more adequate interactions between pedestrians and public transportation and provide more opportunities for safe on- and off-boarding from public transit vehicles. In response, the Applicant provided a revised circulation diagram to more clearly depict the Project's many pedestrian pathways and connections, including the Flex Alleys, the Central Courtyard, and the Shared Street. Additionally, the Project proposes wider sidewalks along Central Avenue, 4th Street, and Alameda Street to improve pedestrian connections and safety. A curbside drop-off that was formerly along Alameda Street was relocated to the interior of the Project Site, eliminating all pick-up/drop-off areas along major streets, further enhancing the pedestrian environment. Additionally, pedestrian and public open spaces would be well-lit for security.

PVP also requested that the Project consider including traffic-calming off-site street improvements such as additional crosswalks connecting the three Project Sites or a bike lane or sidewalk improvements in order to accommodate for the improved safety and mobility of future potential street users and strengthen the pedestrian connections to the neighboring Metro Stations (Little Tokyo/Arts District Station), and the future Southeast Gateway Line as well as strengthen internal connections within the North, South, and West Sites. In response, the Applicant provided graphics and renderings depicting proposed sidewalk enhancements on Central Avenue from the North Site to 3rd Street to improve the pedestrian experience and connectivity to adjacent neighborhoods. Additionally, the Project was revised to include a designated path connecting to the Little Tokyo Galleria. The Project is also considering installation of a pedestrian mid-block crossing signal or high intensity activated crosswalk on 4th Street between Alameda and Merrick Street, which would be subject to Los Angeles Department of Transportation (LADOT) approval. The Project will work with LADOT to develop a local improvement plan to manage site access and circulation operations as well as provide road safety enhancements for pedestrian, bicycle, and transit users in the Project vicinity.

PVP finally requested for the Project to prioritize incorporating sustainable features such as native plants, solar orientation, shading devices, passive cooling, LID/water conservation and potentially

stormwater capture and reuse, permeable paving, and graywater irrigation. The Governor has certified the Project as an ELDP Project, which signifies that the Project goes above and beyond when it comes to sustainability standards, as mentioned above. Additionally, the Project provides 439 canopy trees and 27,412 square feet of planting area, dining patios, raised planters, wood benches, various sun shading devices, and a broad range of paver types to reduce the urban heat island effect. The Project would incorporate water conservation and rainwater management strategies such as low flow/efficient water fixtures, rainwater capture systems, drought-tolerant/California native plant species selection, landscape contouring to minimize precipitation runoff, irrigation system efficiency, smart irrigation systems and water-saving pool equipment.

Environmental Analysis

The City of Los Angeles released the Final Environmental Impact Report (EIR), ENV-2021-4071-EIR (SCH No. 2022030295), on October 25, 2024, detailing the relevant environmental impacts resulting from the Project. The EIR includes the Draft EIR for the Fourth and Central Project published on October 12, 2023, and the Final EIR dated October 25, 2024. The Final EIR concluded that the revisions and changes from the Draft EIR would not result in any new or more significant impacts. The Project was also certified as an ELDP under the Jobs and Economic Improvement Through Environmental Leadership Act (PRC, Section 21178 et seq.) on March 6, 2024. This certification ensures that the Project would implement innovative measures that will significantly reduce traffic, air quality, and other significant environmental impacts, and fully mitigate the greenhouse gas emissions resulting from passenger vehicle trips attributed to the Project.

The EIR identified the following significant and unavoidable Project-level impacts: Regional Construction Emissions of NOx and CO; On-Site Historical Resources; On-Site Construction Noise; and Construction Vibration (related to structural building damage). The EIR also identified the following significant and unavoidable Cumulative impacts: Regional Construction Emissions of NOx and CO; On-Site and Off-Site Construction Noise; and Groundborne Construction Vibration – Structural Damage. The majority of these significant impacts are construction-related and are temporary in nature.

The EIR was certified by the Deputy Advisory Agency (DAA) on August 20, 2025, in conjunction with the approval of Case No. VTT-82974-CN-HCA, wherein the DAA also adopted a Statement of Overriding Considerations, finding that the Project's benefits outweighed the identified environmental impacts. The decision was subsequently appealed and is pending decision by the City Planning Commission immediately prior to the subject case.

Public Hearing and Communications

A joint public hearing was held virtually and telephonically via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on November 20, 2024, at 11:00 a.m., for the proposed subdivision and Project entitlements (see Public Hearing and Communications, Page P-1). The hearing was attended by over 160 individuals. The hearing was also translated live and simultaneously during the public hearing into three non-English languages, Spanish, Korean, and Japanese, per the request of members of the public. At the public hearing, testimony was provided by the Project team; 70 people spoke, of which approximately 38 were in favor of the Project, and approximately 32 were opposed to the Project. Additional written correspondence was received during and after the hearing to express both support and opposition to the Project.

ISSUES

In addition to the comments, concerns, and issues raised during the CEQA environmental review process, the following issues were raised by members of the public:

Gentrification and Displacement

Concerns were expressed regarding potential gentrification and displacement of the existing community, particularly in the communities of Little Tokyo and Skid Row. The Project would result in a large economic investment into the area, with the introduction of a significant number of both market-rate and affordable housing units, new commercial and office spaces, and approximately two acres of publicly accessible pedestrian plazas and linkages. Currently, the Project Site does not contain any existing residential units and is occupied entirely by cold storage facilities that include warehouse and wholesale commercial buildings and associated office space, truck loading docks, and surface parking. As such, the Project would not result in any direct displacement of any existing residents on the Project Site.

The introduction of a significant amount of new market-rate units may introduce units that have a higher rental rate in comparison to existing older residential units in the community. Potential impacts to rental housing rates in the vicinity due to the construction of the Project are unknown. However, without constructing new residential units, a constricted or lack of supply of housing units in the City does generally contribute to higher rental rates for housing overall. The Project would provide a variety of new residential and commercial uses, including affordable housing, in close proximity to transit including the Metro A and E Lines Little Tokyo/Arts District Station and several bus lines operated by Metro and LADOT DASH. The Project would enhance the livability of the neighborhood by redeveloping the Project Site with a mix of uses that would provide a safer environment, improve adjacent streets and sidewalks, support land use and development standards that promote compatibility of uses, include sustainable features, and provide usable open space accessible to the public. Further, the proposed uses and densities on the Project Site would be consistent with the proposed Community Center land use designation, which allows for a variety of residential and commercial uses including those proposed by the Project.

Finally, the Project would provide employment opportunities and affordable housing at different income levels, such as Extremely Low Income, Very Low Income, and Low Income households, in compliance with Measure JJJ (LAMC Section 11.5.11). The Project's affordable units would be subject to long-term affordability covenants that protect against rising rents and displacement. With the addition of housing at the Project Site, the Project would reduce the need to construct housing elsewhere while meeting the City's need for additional housing. Providing new housing within the City in close proximity to public transit, especially on a Project Site where there is currently no housing, would help meet growing population needs within the existing urban area.

Community Engagement

Concerns were expressed regarding the level of engagement and transparency provided by the Applicant with the community. Specifically, members of the public stated that the Applicant would not openly meet with members of the community and cancelled scheduled meetings with community members. The concerns regarding the lack of engagement were expressed to the Council District office as well as the Department of City Planning. As the Department of City Planning does not require, coordinate, or take part in Applicant-led community meetings and outreach, this information is provided to the Commission for informational purposes only.

Nonetheless, the Department of City Planning has provided notice to the community and held several meetings regarding the Project over a three-year span. A Notice of Preparation (NOP) and Initial Study were published for the Project for a 30-day period commencing on March 10, 2022, and ending on April 11, 2022. The NOP also provided notice of a Public Scoping Meeting held on March 23, 2022, which was attended by members of the community. The purpose of the NOP and Public Scoping Meeting was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. The Project received 23 comments by various public agencies, interested organizations, and individuals.

The Draft EIR was published on October 12, 2023, and was circulated for a 61-day public comment period beginning on October 12, 2023, and ending on December 11, 2023. A Notice of Completion and Availability (NOCA) was distributed on October 12, 2023, to all property owners and occupants within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment.

The City released a Final EIR which reviewed and responded to all comments received during the review period for the Draft EIR for the Project on October 25, 2024. Notices regarding availability of the Final EIR were also sent to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties. The notice also included information for a public hearing on the matter on November 20, 2024. There were 161 participants, at maximum, during the meeting including Planning Staff, the Applicant team, translators, and members of the public, and 70 participants spoke at the hearing, excluding the Applicant team.

Further, Planning Staff met with representatives from the Little Tokyo Service Center and Little Tokyo Community Council on July 11, 2024, and April 29, 2025. These meetings provided opportunities for Planning Staff to share and discuss changes to the Project that were implemented in response to comments from the public, and to hear concerns regarding the Project.

Public Hearing Translation

At the joint public hearing held for the Project on November 20, 2024, several commenters expressed their concerns regarding the technical issues encountered by Planning Staff during the simultaneous live translations at the public hearing. Simultaneous translations of the public hearing into three non-English languages (Spanish, Korean, and Japanese), were requested by a member of the public 10 days prior to the public hearing date. The Department of City Planning complied with this request, and while there were technical challenges due to the number of simultaneous translators, Planning Staff ensured that all members of the public attending the hearing were able to provide testimony. Additionally, Planning Staff reiterated several times the ways in which members of the public could provide additional comments after the hearing. A total of 70 people provided verbal comments at the meeting, 32 of which spoke against or had concerns about the project, while 38 spoke in favor of the project and urged support. Two commenters expressed their comments in Japanese, and the remainder of the commenters provided their comments in English. The hearing lasted approximately 4.5 hours, which included a staff presentation, an applicant presentation, and public testimony.

Scale of Proposed Development

Throughout the Project review process, various members of the public have raised concerns regarding the scale, massing, and overall size of the proposed development and the compatibility of the Project with surrounding development.

The City's land use policies which discuss protecting neighborhoods from buildings of contrasting scale generally refer to established low-rise residential neighborhoods in which a multi-story building can create a stark contrast and affect the uniformity of a neighborhood street. However, the Project Site is located within the Arts District, a heavily urbanized and densely developed area located just east of the Downtown core of the City. The neighborhood is developed with a wide variety of industrial, commercial, and residential uses at a wide range of densities and intensities, ranging from low-rise warehouse and commercial buildings to high-rise mixed-use residential and commercial towers. The Project would not physically divide an established community because the Project would be an infill development providing uses that are consistent with the development of mixed-use projects in the surrounding area.

In response to comments received during the Draft EIR comment period regarding the overall scale and height of the Project buildings, the Project was revised specifically by reducing the maximum height (for Building 2) from 497 to 364 feet (44 to 30 stories). The Project's proposed buildings and architectural character would be consistent with the highly urbanized and evolving character of the surrounding area, inclusive of its maximum building height of 30 stories, which would be consistent with the multi-story, mixed-use character of the Project Site's location within the designated Downtown Center and the adjacent Little Tokyo/Arts District neighborhoods; and would not encroach into any existing residential neighborhoods. . As shown in the table below, a number of existing and approved projects in the area are between 15 to 35 stories in height. In addition, the Downtown Community Plan allows up to a maximum FAR of 8.5:1 and up to unlimited building height in the Little Tokyo, Skid Row, and Arts District neighborhoods. The density and scale of development also supports State and City policies for smart growth by concentrating higher density development within a transit-oriented area and within approximately 0.3 miles of the Little Tokyo Metro Station serving the Metro A and E Lines. The architectural variety of building design, building heights and architectural treatment, mix of uses, provision of street-to-street paseos, and publicly-accessible, landscaped open space would enhance the character of the Project Site and the surrounding commercial/industrial area which includes a wide range of industrial, modern, and high-rise forms and thus would not conflict with policies that require new development to maintain the prevailing scale and character of the City's stable neighborhoods.

Height and Number of Stories of Nearby Developments			
Project Location	**Number of Stories/Height**	**Distance from Project Site**	**Status**
Little Tokyo Towers	16 stories	0.2 mile	Existing
DoubleTree Hotel (Little Tokyo)	21 stories	0.5 mile	Existing
555 Crocker St.	20 stories	0.2 mile	Recently Constructed
520 Mateo St. (Arts District)	35 stories	0.4 mile	Recently Constructed
401 Hewitt St. (Arts District)	18 stories	0.1 miles	Approved
670 Mesquit (Arts District)	34 stories	0.6 mile	Approved

Provision of Affordable Housing

During the public hearing, some commenters expressed concerns regarding a lack of transparency in the exact number of affordable housing units proposed to be constructed, as well as the insufficient amount of affordable housing that the Project would ultimately provide.

As required by LAMC Section 11.5.11, the Project is required to provide varying affordable housing requirements for rental and for-sale development projects. Rental projects subject to LAMC 11.5.11 must provide at least 5 percent of the total units as affordable to Extremely Low Income households and either 11 percent of the total units as affordable to Very Low Income households or 20 percent of the total units as affordable to Low Income households. For-sale projects must provide at least (i) 11 percent of the total units as affordable to Very Low Income households, (ii) 20 percent of the total units as affordable to Low Income households, or (iii) 40 percent of the total units as affordable to Moderate-Income households. The Project's residential component would include for-sale and rental units, which would be subject to an enforceable Condition of Approval and a restricted covenant for a period of 55 years to ensure continued affordability. Therefore, as required by the Municipal Coe and the enforceable Condition of Approval, the number and affordability level of the Project's affordable housing units would be determined at building permit issuance and would be based on the Project's total rental and for-sale unit count.

As noted above, the Project would provide housing, including restricted affordable housing, on a site where there currently is none, and in compliance with local regulations.

CONCLUSION

The Project would bring a mix of residential, office, and restaurant/retail uses to meet both the existing unmet and anticipated future housing and commercial demands of the City, while creating a new source of housing by providing a diverse range of housing options that includes a mix of different unit types at varying sizes and affordability levels, improve the physical identity of the downtown area by redeveloping an underutilized industrial site, and provide a variety of new job-producing uses on the Project Site. The Project would also enhance the physical environment by creating new pedestrian connections and publicly-accessible open spaces to transform the

Project Site into a walkable part of the neighborhood and support local and regional mobility objectives and reduce vehicle miles traveled by redeveloping an infill site near a growing hub of urban activity with a mix of uses in close proximity to major public transit infrastructure. Additionally, as noted above, the Project was certified as an ELDP under the Jobs and Economic Improvement Through Environmental Leadership Act. Therefore, the Project would implement energy conservation measures that will significantly reduce environmental impacts and fully mitigate greenhouse gas emissions.

Based on the information submitted, and the testimony received at the public hearing, and in consideration of all the facts and mandatory findings for the requested entitlements, Planning Staff recommends that the City Planning Commission approve the Project and requested entitlements, as conditioned herein.

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.

Dedications/Improvements and Responsibilities/Guarantees.
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:

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.** Street Dedications and Improvements shall be provided as outlined in Vesting Tentative Tract Map No. 82974 to the satisfaction of the City Engineer.

3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.

4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.

5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.

6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.

7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N to the satisfaction of the Department of Telecommunications.

8. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.

9. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

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 plans submitted with the application and marked Exhibit A, dated September 29, 2025 (hereafter referred to as Exhibit A), and attached to the subject case file. No change to the plans (except as conditioned) will be made without prior review by the Department of City Planning, Major Projects Section and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the Project conditions. The Project shall be in substantial conformance with the following project description:

    a. 1,589 residential dwelling units

    b. 411,113 square feet of office

    c. 145,748 square feet of restaurant/retail

2. **On-Site Restricted Affordable Units.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to set aside a minimum of five percent of all rental units for Extremely Low Income households, and in addition, set aside either 11 percent of all rental units for Very Low Income households or 20 percent of all rental units for Low Income households, as defined by LAMC Section 11.5.11(a)(1)(ii) and as determined to be affordable to such households by LAHD for a period of 55 years. In addition, the Project shall set aside one of the following for all for-sale units: 1) a minimum of 11 percent of all for-sale units for Very Low Income households; 2) a minimum of 20 percent of all for-sale units for Low Income households; or 3) a minimum of 40 percent of all for-sale units for Moderate Income households; as defined by LAMC Section 11.5.11(a)(1)(ii) and as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant modifies the proposed density of the project, the number of required reserved On-Site Restricted Units may be adjusted, consistent with LAMC Section 11.5.11, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall provide a copy of the recorded covenant to the Department of City Planning for inclusion in this file. On-site restricted affordable units shall be provided in accordance with LAMC Section 11.5.11, to the satisfaction of LAHD, and with any monitoring requirements established by LAHD.

3. **Developer Incentives.** The project shall be permitted the following:

    a. An 18 percent increase in the allowable Floor Area Ratio (FAR), from 6:1 to 7.1:1 (to permit up to 2,318,534 square feet of floor area on a post-dedication site area of 328,072 square feet; which is an approximately 18 percent increase from the 1,968,432 square feet of floor area permitted under a 6:1 FAR); and

    b. Averaging of FAR, density, and open space across the Project Site.

4. **Density Limits and Averaging.** The Project shall be limited to a maximum of 1,589 residential dwelling units across the entirety of the Project Site, in substantial conformance with Exhibit A, as follows:

   a. North Site (Ground Lot 1): 335 units on a 58,644 square-foot lot, or 1 dwelling unit [du] per 175 square feet [sf] of lot area

   b. West Site (Ground Lot 2): 144 units on a 14,042 square-foot lot, or 1 du per 97 sf of lot area

   c. South Site (Ground Lot 3): 425 units on a 106,882 square-foot lot, or 1 du per 251 sf of lot area

   d. South Site (Ground Lot 4): 685 units on a 146,503 square-foot lot, or 1 du per 213 sf of lot area

5. **Labor Requirement.** Pursuant to Los Angeles Municipal Code Section 11.5.11, and codified as Section 5.522 of the Administrative Code, the applicant shall confer with Department of Public Works, Bureau of Contract Administration, Office of Contract Compliance, and shall provide the following to the Department of City Planning:

   a. A signed Preconstruction Checklist Agreement between the Applicant and the Bureau of Contract Administration (maintained in the case file), prior to clearing any Building Permit, which covers the following:

      i. **Licenses.** All building and construction work on the project will be performed at all tiers by contractors that are licensed by the State of California and the City of Los Angeles. The project will employ only construction workers that possess all licenses and certifications required by the State of California and the City of Los Angeles.
      ii. **Local Hire.** At least 30% of all respective workforces' construction workers' hours of Project Work will be performed by permanent residents of the City of Los Angeles. Of these, at least 10% of all their respective workforces' construction workers' hours of Project Work shall be performed by Transitional Workers whose primary place of residence is within a 5-mile radius of the covered project. If such minimums are not met, evidence of a good faith effort to solicit such local workers shall be evidenced.
      iii. **Wages.** The project will pay construction workers performing Project Work hourly wage rates for those classifications in compliance with the applicable prevailing wage rate determination established pursuant to the California Labor Code.
      iv. **Training.** At least 60% of construction workforces employed on the project will be:
         (1) Workers who graduated from a Joint Labor Management apprenticeship training program approved by the State of California.
         (2) Alternatively, workers employed that have minimum hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program.
         (3) Workers who are registered apprentices in an apprenticeship training program approved by the State of California or an out-of-state, federally approved apprenticeship program.
      v. **Bond.** A Bond may be required to ensure compliance.

6. After the project has completed construction, and prior to any Certificate of Occupancy, a signed report from the Bureau of Contract Administration that indicates compliance with the above licenses, local hire, wages, and training requirements shall be added to the case file.

"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 Limits and Averaging.** The Project shall be limited to a maximum floor area ratio (FAR) of 7.1:1 across the entirety of the Project Site, in substantial conformance with Exhibit A, dated September 29, 2025, comprised of the following floor area:

    a. North Site (Ground Lot 1): 473,954 square feet of floor area on a 58,644 square-foot lot, or an 8:1:1 FAR.

    b. West Site (Ground Lot 2): 121,704 square feet of floor area on a 14,042 square-foot lot, or an 8.7:1 FAR.

    c. South Site (Ground Lot 3): 707,604 square feet of floor area on a 106,882 square-foot lot, or a 6.6:1 FAR.

    d. South Site (Ground Lot 4): 1,015,272 square feet of floor area on a 146,503 square-foot lot, or a 6.9:1 FAR.

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.

Main Conditional Use Permit for Alcohol Conditions

1. The use and development of the property shall be in substantial conformance with the site plan and floor plans stamped Exhibit A, dated September 29, 2025, except as may be revised as a result of this action.

2. Authorized herein is the sale of a full line of alcoholic beverages for on- and/or off-site consumption within up to 10 establishments, as depicted in the Exhibit A dated September 29, 2025, with the following limitations:

a. The maximum 10 establishments shall not exceed a maximum total of 78,152 square feet of interior floor area and a maximum total of 12,477 square feet of associated outdoor dining area.
   i. The North Site shall not exceed a maximum of 36,866 square feet of interior floor area, with no outdoor dining areas permitted.
   ii. The South Site shall not exceed a maximum of 41,286 square feet of interior floor area and 12,477 square feet of outdoor dining area.

b. The 10 establishments shall not exceed a maximum of 3,443 indoor seats and 833 outdoor seats total for all establishments.
   i. The North Site shall not exceed a maximum of 1,623 indoor seats, with no outdoor seats permitted.
   ii. The South Site shall not exceed a maximum of 1,820 indoor seats and 833 outdoor seats.

3. Main Plan Approval (MPA) Requirement. Each individual tenant space that is a part of this Main Conditional Use shall be subject to a Main Plan Approval (MPA) determination pursuant to Section 12.24 M of the LAMC in order to implement and utilize the Main Conditional Use authorization granted. The purpose of the Main 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 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. The Zoning Administrator may impose more restrictive or less restrictive conditions on each individual tenant at the time of review of each Plan Approval application.

4. MPA Public Hearing Requirement. A public hearing for any Main Plan Approval (MPA) request may be waived at the discretion of the Chief Zoning Administrator.

5. Notwithstanding approved Exhibit A, dated September 29, 2025, 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. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.

7. Any music, sound or noise which is under control of the applicant shall not violate Sections 112.06 or 116.01 of the Los Angeles Municipal Code (Citywide Noise Ordinance). At any time, a City representative may visit the site during operating hours to measure the noise levels. If, upon inspection, it is found that the noise level exceeds those allowed by the citywide noise regulation, the owner/operator will be notified and will be required to modify or eliminate the source of the noise or retain an acoustical engineer to recommend, design and implement noise control measures within property such as, noise barriers, sound absorbers or buffer zones.

8. There shall be no Adult Entertainment of any type pursuant to LAMC Section 12.70.

9. 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 needed for the protection of person in the neighborhood or occupants of adjacent property.

10. A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days.

11. **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.

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

13. Loitering is prohibited on the 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.

14. The Applicant shall be responsible for maintaining the premises and adjoining sidewalk free

of debris or litter.

15. 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.

16. The owner or the operator shall comply with California Labor Code 6404.5 which prohibits the smoking of tobacco or any non-tobacco substance, including from electronic smoking devices or hookah pipes, within any enclosed place of employment. The applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.

17. Smoking tobacco or any non-tobacco substance, including from electronic smoking devices, is prohibited in or within 10 feet of the outdoor dining areas in accordance with Los Angeles Municipal Code Section 41.50 B 2 C. This prohibition applies to all outdoor areas of the establishment if the outdoor area is used in conjunction with food service and/or the consumption, dispensing or sale of alcoholic or non-alcoholic beverages.

18. **Private Events.** Any use of the premises for private events, including corporate events, birthday parties, anniversary parties, weddings or other private events which are not open to the general public, shall be subject to all the same provisions and hours of operation stated herein.

19. Trash pick-up, compacting, loading and unloading and receiving activities shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday. No deliveries or trash pick-up shall occur on Sunday.

20. **MViP – Monitoring Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per LAMC Section 19.01 E.3 - Monitoring of Conditional Use Permits, Inspection, and Field Compliance for Review of Operations and Section 19.04 - Miscellaneous ZA Sign Offs shall be paid to the City.

a. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy for any tenant space encompassed by this Main Conditional Use approval, a City inspector will 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 included in the administrative file.

b. The owner and operator shall be notified of the deficiency or violation and 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, may result in additional corrective conditions imposed by the Zoning Administrator.

21. **Complaint Log.** A telephone number and email address shall be provided for complaints or concerns from the community regarding the operation. The phone number and email address shall be posted at the following locations in each individual tenant space:

a. Entry, visible to pedestrians

b. Customer service desk.

Complaints shall be responded to within 24-hours. The applicant shall maintain a log of all calls and emails, detailing: (1) date complaint received; (2) nature of complaint, and (3) the manner in which the complaint was resolved.

22. Should there be a change in the ownership and/or the operator of the business, the property owner and/or the business owner or operator shall provide the prospective new property owner and the business owner or 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 including the conditions required herewith has been provided to the prospective property owner and/or business owner/operator shall be submitted to the Department of City Planning in a letter from the new property owner and/or business owner or operator indicating the date that the new property owner and/or business owner or operator/management began and attesting to the receipt of this approval and its conditions. The new property owner and/or business owner or operator shall submit this letter to the Department of City Planning within 30 days of the beginning day of his/her/their new operation of the establishment along with any proposed modifications to the existing floor plan, seating arrangement or number of seats of the new operation.

23. At any time during the period of validity of this grant, should documented evidence be submitted showing continued violation of any condition of this grant and/or the ABC license of the location, resulting in an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator (upon his/her/their initiative, or upon written request by LAPD or Department of ABC) reserves the right to call for a public hearing requiring the applicant to file for a plan approval application together with associated fees pursuant to LAMC Section 19.01 E, the purpose of which will be to review the applicant's compliance with and the effectiveness of these conditions. The Applicant shall prepare a radius map and cause notification to be mailed to all owners and occupants of properties within a 500-foot radius of the property, the Council Office and the Los Angeles Police Department's corresponding division. The applicant shall also submit a summary and any supporting documentation of how compliance with each condition of this grant has been attained. Upon this review, the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

24. All tenants of the premises authorized herein shall be provided with a copy of these conditions which shall also be referenced in any lease or contract, and which shall be maintained and posted on the premises and available upon request by any enforcement agency.

Site Plan Review Conditions

25. **Site Development.** The use and development of the Property shall be in substantial conformance with the plans stamped Exhibit A, dated September 29, 2025. No change to the plans will be made without prior review by the Department of City Planning, Major Projects, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the Project conditions.

26. Above-Grade Vehicular Parking.

a. Above-grade vehicle parking is limited to six levels within Building 2 and three levels within Building 9. Any above-grade parking shall be screened and architecturally integrated into the building design.

b. Entrances, elevators, and stairs for parking structures shall be easily accessible and highlighted architecturally.

c. Any above-grade parking shall be designed to be utilized and easily repurposed to other uses.

d. The height of each parking level 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. Residential Open Space Access. If the Project utilizes the Developer Incentive for the averaging of residential open space, the Project shall comply with one of the following:

a. In conformance with Exhibit A, dated September 29, 2025, each individual building shall provide residential open space to meet minimum required LAMC standards, except Building 5 which may utilize 12,522 square feet of adjacent publicly accessible open space to meet its requirements, and residential open space access may be limited to users of each individual building; or

b. Concurrent with the submission of a building permit for the first residential building within the Project Site, the Applicant shall submit a written implementation plan for the fair access to open space amenities for all residents within the Project Site, regardless of the user's building of residence.

28. Publicly Accessible Open Space. The Project shall provide the following publicly accessible open space areas throughout the Project Site, totaling approximately two acres in size, in substantial conformance with Exhibit A, dated September 29, 2025:

a. North Site
   i. A minimum of one continuous east-west pedestrian passageway from Central Avenue to the eastern property line.
   ii. A minimum of one continuous north-south pedestrian passageway from 4th Street to the east-west pedestrian passageway.

b. South Site
   i. A minimum of one continuous north-south pedestrian passageway from 4th Street to the southern property line.
   ii. A minimum of four continuous east-west pedestrian passageways (which may include the shared vehicle drive), from Central Avenue to Alameda Street.

c. All publicly accessible open space areas shall meet the following requirements:
   i. Remain publicly accessible during business hours, and gates or other barriers blocking pedestrian access through the paseos shall be prohibited. No

motorized vehicles shall be permitted, except for emergency vehicles used during an emergency.

ii. Shall be maintained in good condition by the Project operator and/or owner for the life of the Project.

29. **Landscaping.** 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, dated September 29, 2025. Minor deviations from the requirements provided below may be permitted by the Department of City Planning.

30. **Tree Wells.** The minimum depth of tree wells and planters on the rooftop, any above grade open space, and above a subterranean structure shall be as follows:

a. Minimum depth for trees shall be 42 inches.

b. Minimum depth for shrubs shall be 30 inches.

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

The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:

a. 220 cubic feet for a tree 15 - 19 feet tall at maturity.

b. 400 cubic feet for a tree 20 - 24 feet tall at maturity.

c. 620 cubic feet for a medium tree or 25 - 29 feet tall at maturity.

d. 900 cubic feet for a large tree or 30 - 34 feet tall at maturity.

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

32. **Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.

33. **Glare.** The exterior of the proposed structures shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

34. **Reflectivity.** Glass used in building façades shall be non-reflective or treated with a non-reflective coating in order to minimize glare from reflected sunlight.

35. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.

36. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

a. 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.

b. All pedestrian walkways, storefront entrances, and vehicular accessways shall be illuminated with lighting fixtures.

c. Light fixtures located on the Project Site (and not in the public right-of-way) 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. **Construction Generators.** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. The Project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.

38. **Mechanical Equipment.** All mechanical equipment shall be fully screened from view of any abutting properties and the public right-of-way.

39. **Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way (enclosed and screened). Trash receptacles shall be enclosed and/or covered at all times. Trash/recycling containers shall be locked when not in use.

40. **Graffiti Removal**. All graffiti on the Project 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.

41. **Project Access and Circulation.** Review and approval of a new driveway shall be coordinated with LADOT's Citywide Planning Coordination Section. No curb cutouts for passenger loading along a public right-of-way are approved. Any changes to the Project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as soon as possible with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024 or email: ladot.onestop@lacity.org). Driveway placement and design shall be approved by the Department of City Planning in consultation with LADOT.

42. **Worksite Traffic Control Requirements.** The Applicant shall submit a construction work site traffic control plan to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible. See TRAF-PDF-1 of the Mitigation Monitoring Program for additional requirements for a Construction Management Plan.

43. **Development Review Fees.** LAMC Section 19.15 identifies specific fees for traffic study review, condition clearance, and permit issuance. The Applicant shall comply with any applicable fees per the LAMC.

44. **Transportation Demand Management (TDM) Program.** A preliminary TDM program shall be prepared and provided for LADOT review prior to the issuance of the first building permit for this project and a final TDM program approved by LADOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not limited by, the following strategies:

- Reduced Vehicle Parking Supply – The Project would provide less on-site vehicle parking than the amount required by the direct application of LAMC parking rates, without consideration of allowable parking reduction mechanisms. A reduced parking supply makes parking less available and, therefore, encourages the use of non-automobile modes to and from the Project Site and reduces VMT.
- Bicycle Parking in Accordance with LAMC requirements – the Project would provide bicycle parking spaces in compliance with the requirements of the LAMC.
- Parking Cash-Out Program – The Project would comply with the state parking cash-out law, which requires employers who provide subsidized parking to offer employees a cash allowance in lieu of a parking space.
- Bicycle Share Station – The Project would also provide a bicycle share station in order to support first-mile/last-mile service for transit users and reduce reliance on personal automobiles.
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.
- Contribute a one-time fixed fee contribution of $150,000 to be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the project.
- Contribute a one-time fixed fee contribution of $75,000 to be deposited into the City's Mobility Trust fund to implement improvements in the vicinity of the project.

45. **Pedestrian Crossing Signal Improvement.** The Project shall install a pedestrian mid-block crossing signal (Rectangular Rapid-Flashing Beacon (RRFB), or High Intensity Activated Crosswalk (HAWK)) on 4th Street between Alameda Street and Merrick Street to improve the pedestrian access in the area, as determined feasible by LADOT. Any proposed pedestrian signal installation is subject to final approval by LADOT. The applicant shall work with LADOT's Central District Office (ladot.centraldistrict@lacity.org) to prepare the necessary analysis for final determination on the need for a pedestrian signal at this location. If LADOT makes the determination that a pedestrian signal is warranted and needed at the appropriate mid-block location, then the applicant would be responsible for the full cost to design and install the new pedestrian signal. All associated improvement work within the City of Los Angeles must be guaranteed by the applicant through Bureau of Engineering's (BOE) B-Permit process. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project. All costs associated with the design and installation of the new traffic signal are the responsibility of the applicant.

Should LADOT determine that a pedestrian signal is not approved for the location, a suitable measure may be substituted to the satisfaction of LADOT.

Environmental Conditions

46. **Implementation**. The Mitigation Monitoring Program (MMP) attached as "Exhibit D" and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

47. **Construction Monitor.** 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 PDFs and 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 PDFs and 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 and PDFs within two business 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.

48. **Substantial Conformance and 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 PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or 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 PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or 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 PDF or 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 PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

Administrative Conditions of Approval

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

50. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

51. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

52. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

53. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

54. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.

55. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

56. **Indemnification and Reimbursement of Litigation Costs.** The 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 include 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.

FINDINGS

The Fourth and Central Project includes the following requests for Legislative Actions: 1) a General Plan Amendment to the Central City Community Plan to change the land use designation on a portion of the Project Site from Hybrid Industrial to Community Center; 2) a Vesting Zone Change and Height District Change to the regulations of the (T)(Q)C2-3D zone; and 3) two Developer Incentives, per Los Angeles Municipal Code (LAMC) Section 11.5.11(e), to allow a 19 percent increase in the allowable FAR, from 6:1 to 7.1:1, and averaging of FAR, density, and open space across the Project Site. These actions will be referred to herein as the "Legislative Actions" and where not expressly enumerated, are intended to include all of the requested actions and the development of the Project.

General Plan/Charter Findings

The Project and associated Legislative Actions are in substantial conformance with the purposes, intent, and provisions of the General Plan as explained below:

1. General Plan Land Use Designation

The Project Site is located within the Downtown Community Plan (Community Plan), which was adopted by the City Council on February 6, 2025, superseding the former Central City Community Plan, with the establishment of new land use and zoning designations for the Project Site. The approximately 8-acre Project Site consists of three distinct sites (North Site, South Site, and West Site) which include: the North Site, generally located at the northeast intersection of Central Avenue and 4th Street; the South Site, generally bound by 4th Street to the north, Alameda Street to the east, Central Avenue to the west and industrial uses at the intersection of 5th Street and Central Avenue to the south; and the West Site generally located west of the intersection of Gladys Avenue and Central Avenue.

The Downtown Community Plan presently designates the Project Site for Community Center land uses on the North and West Sites and Hybrid Industrial land uses on the South Site; and assigns a new zoning designation of [DM2-G1-5][CX2-FA][CPIO-O] on the North Site, [MB2-G1-5][IX4-FA][CPIO] on the South Site, and [MB2-G1-5][CX2-FA][CPIO] on the West Site. However, the Project was deemed complete on June 11, 2021, and has a vested right to proceed under the zoning regulations in effect at that time.[3]

The Downtown Community Plan designates the North and West Sites for Community Center land uses and the South Site for Hybrid Industrial land uses. As proposed, the General Plan Amendment would change the land use designation to Community Center across the entirety of the Project Site, which corresponds to areas that are "vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low-Rise to Moderate-Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density is limited by floor area. In the Downtown Plan this land use Designation has a max FAR range of 3.0-8.5." In conjunction with this request, the Project proposes a Vesting Zone Change and Height District Change to the

[3] Should the entitlements granted herein expire without being utilized or effectuated, the vested provisions of the (T)(Q)C2-3D Zone would expire and the Project Site would be subject to existing zoning designations, as designated by the Downtown Community Plan.

(T)(Q)C2-3D Zone, which generally permits commercial and residential uses, including but not limited to office, restaurant, and retail uses.

Thus, the recommended (T)(Q)C2-3D Zone would be consistent with the proposed Community Center land use designation and the Project and associated Legislative Actions would be in substantial conformance with the purpose, intent, and provisions of the General Plan land use designation as reflected within the Community Plan.

2. General Plan Text, Elements, Objectives And Policies

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, and Housing. The City's Land Use Element is divided into 34 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project is in compliance with the following relevant Elements of the General Plan: Framework Element, Housing Element, Mobility Plan 2035, Health and Wellness Element, Air Quality Element, and the Land Use Element (Downtown Community Plan).

Framework Element

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. It establishes the City's long-range comprehensive growth strategy and provides guidance on citywide polices, objectives, and goals regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Below is an analysis of the Project's consistency with the objectives and policies of the Framework Element as described below.

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial uses and structures that integrate a mix of commercial uses as well as the integration of housing and commercial uses. The Legislative Actions and the Project support and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Community Plan. Specifically, the Project would be consistent with the following goals, objective, and policies, as set forth in the General Plan Framework Land Use Chapter:

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.*

Policy 3.1.3: *Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.*

Policy 3.1.4: *Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram (Figures 3-1 to 3-4) and Table 3-1.*

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

Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

Objective 3.3: *Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.*

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.*

Policy 3.4.1: *Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

Goal 3G: *A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.*

Objective 3.11: *Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.*

Goal 3L: *Districts that promote pedestrian activity and provide a quality experience for the City's residents.*

Objective 3.16: *Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.*

The Project would demolish existing surface parking, the Los Angeles Cold Storage (LACS) Building, and warehouse uses and construct a new mixed-use development within 10 distinct buildings totaling 2,318,534 square feet of floor area on an approximately eight-acre site. The Project would include a mix of residential, office, and restaurant/retail uses, as well as, parking, landscaping, open space, and associated public improvements. Specifically, the Project proposes to construct 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; 145,748 square feet of restaurant/retail uses; and approximately two acres of publicly-accessible open space. The General Plan Framework identifies the Project Site as Downtown Center, which is characterized as the location for major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, financial institutions, high-rise residential towers, regional transportation facilities and the Convention Center. Generally, Downtown Centers contain high-rise buildings that have FARs of up to 13:1.

In conjunction with the requested Legislative Actions to redesignate the Project Site as Community Center, the Project's proposed uses and intensity are consistent with the Framework Element goals, policies, and objectives described above. Specifically, the Project would provide a physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability by constructing new residential and commercial uses in an area planned for an increase in residential density and intensity of uses per the newly adopted Downtown Community Plan. The proposed restaurant/retail and office uses proposed by the Project would generate 2,044 new jobs and the proposed 1,589 units would generate 3,427 new residents. The Project provides adequate space and amenities within a dense urban environment close to public transit and existing utility infrastructure to support the scale of the Project. In addition to residents and employees, the commercial uses and publicly-accessible urban spaces on the Project Site would attract visitors to the Project Site, consistent with the General Plan objective of providing visitor-serving development that functions at a scale and intensity that distinguishes and uniquely identifies a Downtown Center. The Project would provide new publicly accessible open space featuring plazas and multiple passages with landscaping and seating, and new pedestrian amenities such as wide sidewalks, bollards and pedestrian pole lights, zero curbs, and uniform street trees. The Project would also provide, in compliance with the LAMC, bicycle parking spaces, in addition to amenities such as lockers, fix-it/repair stations, and showers. These improvements within the Project Site boundaries and the adjoining public right-of-way would prioritize pedestrians and bicycle users. These improvements together with the Project's construction of 1,589 new residential uses in close proximity to public transit served by Metro bus lines, a Los Angeles Department of Transportation (LADOT) DASH Route, and the Metro Regional Connector Little Tokyo/Arts District Station would facilitate a reduction in vehicle trips, vehicle miles traveled (VMT), and air pollution. The Project would also commit to implement additional Transportation Demand Management (TDM) Program measures to further reduce VMT.

Additionally, the proposed uses on the Project Site would be consistent with the characteristics of the Downtown Center in Table 3-1 of the Framework Element of the General Plan by providing high density residential uses and new office and commercial uses in an area served by transit, and with an FAR of 7.1:1, at a scale that falls within the range of and distinguishes itself as belonging in a Downtown Center. The Project's proposed buildings and architectural character would be consistent with the highly urbanized and evolving character of the surrounding area, which includes a wide variety of industrial, commercial, and residential

architectural styles and building scales. The Project proposes a variety of industrial and modern-inspired architectural styles and materials and consists of a range of building heights ranging from six to 30 stories and, thus, would be consistent with the varied multi-story, mixed-use character of the Project Site's location within the designated Downtown Center and the adjacent Little Tokyo/Arts District neighborhoods, and the density and scale of development of the existing surrounding community.

As such, the Project and associated Legislative Actions are consistent with the applicable goals, objectives, and policies in the Land Use Chapter of the Framework Element.

Chapter 4: Housing

Goal 4A: *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

> ***Objective 4.2:*** *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

The Project proposes to construct 1,589 residential dwelling units, consisting of eight live/work units, 449 studios, 791 one-bedroom units, 284 two-bedroom units, and 57 three-bedroom units, within six, mixed-use and/or residential buildings varying in height from 123 feet, 6 inches to 364 feet, 2 inches on an approximately eight-acre site located adjacent to neighborhoods which have experienced an increased demand for new retail, creative office, and residential spaces. The Project Site is situated just south of the Little Tokyo neighborhood and west of the Arts District, where multiple new mid- and high-rise developments are planned or have been constructed. The Project's proposed buildings and architectural character would be consistent with the highly urbanized and evolving character of the surrounding area. The Project's buildings, inclusive of its maximum building height of 30 stories, would be consistent with the multi-story, mixed-use character of the Project Site's location within the designated Downtown Center and the adjacent Little Tokyo/Arts District neighborhoods. In addition, the Project would provide adequate transitions to nearby lower-density neighborhoods by ensuring that the pedestrian-facing facades of the buildings remain transparent, screen parking, and face retail and restaurant uses towards the pedestrian realm. In regards to the overall site plan, the Project would place smaller footprint buildings that break down the scale of development, resulting in approximately two acres of ground floor publicly accessible pedestrian amenity areas, and reduce the visual massing of the Project to create a walkable and human-scaled environment. Several buildings on the Project Site employ terracing and step-back the main massing of the building away from the surrounding streets in order to create a more pedestrian-scale on the ground level.

The Project would offer varied types of housing units at different affordability levels that would be available for rent and for sale. of which five percent of the total number of rental units at rents would be affordable to Extremely Low Income households, and either 11 percent of the total number of rental units at rents affordable to Very Low Income households or 20 percent of the total number of rental units at rents affordable to Lower Income households, inclusive of any Replacement Units. For for-sale dwelling units, the Project would provide no less than 11 percent of the total number of for-sale units for Very Low Income households, 20 percent of the total number of for-sale units for Low Income households, or 40 percent of the total number of for-sale units for Moderate Income households. Further, as mentioned above, the

Project Site is in close proximity to public transit served by Metro bus lines, an LADOT DASH Route, and the Metro Regional Connector Little Tokyo/Arts District Station.

As such, the Project and associated Legislative Actions are consistent with the applicable goals, objectives, and policies in the Housing Chapter of the Framework Element.

Chapter 5: Urban Form and Neighborhood Design

Goal 5A: *A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.*

Objective 5.2: *Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.*

Policy 5.2.1: *Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be, provided.*

Policy 5.2.2: *Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime (see Chapter 3: Land Use). Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by the following building characteristics.*

Objective 5.5: *Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*

Policy 5.5.1: *Plant and/or facilitate the planting of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in the City.*

Objective 5.8: *Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.*

Policy 5.8.1: *Buildings in pedestrian-oriented districts and centers should have the following general characteristics: a) An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk; b) A building wall more-or-less continuous along the street frontage; c) Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; d) Shops with entrances directly accessible from the sidewalk and located at frequent intervals; e) Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate; f) Ground floor building walls devoted to display windows or display cases; g) Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible; h) Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and i) The area within 15 feet of the*

sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.

Policy 5.8.2: *The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics: a) Sidewalks: 15-17 feet wide (see illustrative street cross-sections); b) Mid-block medians (between intersections): landscaped where feasible; c) Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance; and d) Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes and planters).*

Objective 5.9: *Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.*

Policy 5.9.1: *Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.*

Policy 5.9.2: *Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes. Mixed-use should also be enhanced by locating community facilities such as libraries, cultural facilities or police substations, on the ground floor of such building, where feasible.*

The Project would replace cold storage facilities that include warehouse and wholesale commercial uses and associated office space, truck loading docks, and surface parking with a new, mixed-use development within 10 distinct buildings totaling 2,318,534 square feet of floor area on an approximately eight-acre site. The Project would include a mix of residential, office, and restaurant/retail uses, as well as, parking, landscaping, open space, and associated public improvements. The improvements to the existing Project Site would be in close proximity to public transit served by Metro bus lines, an LADOT DASH Route, and the Metro Regional Connector Little Tokyo/Arts District Station, contributing to the facilitation of the Project Site as a center in the downtown area that is served by existing transit infrastructure. Further, the Project Site is located in a High Quality Transit Area (HQTA), as designated by the 2020–2045 RTP/SCS,[4] meaning that it would be located along corridors that are already activity nodes that are well-served by existing public transportation. The Project would also ensure pedestrian-scaled development by ensuring that the pedestrian-facing facades of the buildings remain transparent, above-grade parking is screened, retail and restaurant uses are oriented towards the pedestrian realm, and by providing publicly-accessible open spaces within the Project Site boundaries. Several buildings on the Project Site also employ terracing and step-back the main massing of the building away from the surrounding streets in order to create a more pedestrian-scale on the ground level. and the Project would additionally include improvements in the public right-of-way including widening

[4] The 2020–2045 RTP/SCS identifies HQTAs as generally walkable transit villages or corridors that are within 0.5 miles of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

of sidewalks, addition of new street trees, and lighting, to create a cohesive and uniform pedestrian environment and public right-of-way.

The Project's design strategy is to organize an assemblage of smaller buildings that break down the scale of development to reduce the visual massing impact and emulate the nature of the neighborhood. This development strategy, in addition to setbacks and varied building articulation, is intended to contribute to a walkable and pedestrian-scaled environment. The bulk of the Project is located on the South Site, with seven buildings positioned around a central north-south pedestrian open space network, featuring two plazas and multiple passageways with landscaping and seating. The South Site is also broken up by an internal east-west drive aisle. A pedestrian throughway would be located along both sides of the drive aisle, with pavement coordinated with an internal driveway, wide sidewalks, bollards, pedestrian pole lights, zero curbs, and uniform street trees. Three additional east-west pedestrian throughways would also be provided, further creating permeability and connections through the site to the surrounding neighborhoods.

To ensure the safety of pedestrians, residents, and visitors, the Project would incorporate a security program including features that would help reduce the potential for on-site crimes, including loitering, theft, and burglaries, and would reduce demand for LAPD services. The Project would also include ground floor commercial uses, outdoor cafes, public plazas, and various gathering areas directly accessible from the sidewalk; short-term bicycle parking near entrances to commercial uses; and pedestrian amenities such as dining patios, raised planters, wood benches, umbrellas, and cabanas, throughout the Project Site and within the public right-of-way, all of which would not only provide more "eyes and ears" from on-site residents, visitors, and employees, making the area safer for residents and pedestrians in the Project vicinity, but would also enhance the livability of the neighborhood and the quality of the public realm.

The Project would also provide architectural screening for all above-grade parking levels including a distinctive textured concrete shell with small circular openings for Building 2 and a continuous pre-cast concrete façade on Building 9, comply with required setback requirements, and underground the existing above-grade utilities at the intersection of Central Avenue and 4th Street and along the south side of 4th Street and the west side of Alameda Street adjacent to the Project Site. Overall, the Project would provide the required 399 new on-site trees; and the 20 existing street trees to be removed during Project construction would be replaced at a 2:1 ratio, subject to approval by the Board of Public Works and City's Urban Forestry Division, for a total of 40 replacement street trees.

Lastly, allowing the Project to develop per the Community Center designation corresponds to the intensity of development and pedestrian activity identified in the goals listed above and would be consistent with the changing conditions in the Community Plan. Therefore, the Project and associated Legislative Actions would be consistent with the Urban Form and Neighborhood Design Chapter of the Framework Element.

Chapter 6: Open Space and Conservation

Goal 6A: *An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.*

Objective 6.4: *Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.*

Policy 6.4.1: *Encourage and seek to provide for usable open space and recreational facilities that are distributed throughout the City.*

Policy 6.4.4: *Consider open space as an integral ingredient of neighborhood character, especially in targeted growth areas, in order that open space resources contribute positively to the City's neighborhoods and urban centers as highly desirable places to live.*

Policy 6.4.7: *Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.*

In addition to providing on-site residential open space amenities for residents, the Project proposes approximately two acres of publicly-accessible open space areas throughout the Project Site, consisting of plazas and paseos passing between Central Avenue and Alameda Street and a Central Courtyard within the South Site. Amenities provided throughout the open space areas would include trees, landscaping, dining patios, raised planters, wood benches, umbrellas, cabanas, decking, and artificial and natural turf.

The Project would also improve the site's frontages in terms of streetscape design, pedestrian amenities, and better porosity into the site. This would partially be accomplished by the open space network proposed as a part of the Project which includes multiple east-west paseos, a central north-south paseo, and other park and plaza areas. Therefore, the Project and associated Legislative Actions are consistent with the General Plan Framework Element Open Space chapter.

Chapter 7: Economic Development

Goal 7A: *A vibrant economically revitalized City.*

Goal 7B: *A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.*

Objective 7.2: *Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*

Policy 7.2.2: *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*

Policy 7.2.3: *Encourage new commercial development in proximity to rail and bus transit corridors and stations.*

Policy 7.2.5: *Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.*

Policy 7.2.6: *Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.*

Goal 7C: *A City with thriving and expanding businesses.*

Policy 7.3.2: *Maintain the Downtown regional core as the preeminent center for office development in the City, the metropolitan area, and the region. Maintenance of this status is key to the City's economic and fiscal strength during the transition to a more service oriented economy.*

Objective 7.6: *Maintain a viable retail base in the City to address changing resident and business shopping needs.*

Policy 7.6.3: *Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.*

Goal 7G: *A range of housing opportunities in the City.*

Objective 7.9: *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.*

The Project would replace cold storage facilities that include warehouse and wholesale commercial uses and associated office space, truck loading docks, and surface parking with a new, mixed-use development within 10 distinct buildings totaling 2,318,534 square feet of floor area on an approximately eight-acre site. The Project would include a mix of residential, office, and restaurant/retail uses, as well as, parking, landscaping, open space, and associated public improvements. The improvements to the existing Project Site would be in close proximity to public transit served by Metro bus lines, an LADOT DASH Route, and the Metro Regional Connector Little Tokyo/Arts District Station, concentrating development in an area that is served by existing transit infrastructure. Further, the Project Site is located in a HQTA, as designated by the 2020–2045 RTP/SCS, meaning that it would be located along corridors that are already activity nodes and that are well-served by existing public transportation. The Project would collocate a variety of commercial services, jobs, residential units (including restricted affordable units), and open space amenities on one site and thus would provide a wide variety of employment, cultural, and recreational opportunities while supporting vulnerable residents with affordable housing and social services, office and commercial uses, as well as a wide range of housing types.

The Project would support the City's objectives to maintain the Downtown regional core as the prominent center for office development in the City, maintain a viable retail base, and provide 1,589 residential dwelling units, consisting of eight live/work units, 449 studios, 791 one-bedroom units, 284 two-bedroom units, and 57 three-bedroom units within a range of affordability levels; 411,113 square feet of office uses; 145,748 square feet of restaurant/retail

uses; and approximately two acres of publicly-accessible open space within one Project Site. Consistent with the LAMC and the range of affordability levels outlined therein, the Project would set aside five percent of the total number of rental units at rents affordable to Extremely Low Income households, and in addition, either 11 percent of the total number of rental units at rents affordable to Very Low Income households or 20 percent of the total number of rental units at rents affordable to Lower Income households, inclusive of any Replacement Units. For for-sale dwelling units, the Project would provide no less than 11 percent of the total number of for-sale units for Very Low Income households, 20 percent of the total number of for-sale units for Low Income households, or 40 percent of the total number of for-sale units for Moderate Income households, inclusive of any Replacement Units. The proposed restaurant/retail and office uses proposed by the Project would generate 2,044 new jobs and the proposed 1,589 units would generate 3,427 new residents. The Project provides adequate space and amenities within a dense urban environment close to public transit and existing utility infrastructure to support the scale of the Project. In addition to residents and employees, the commercial uses and publicly-accessible urban spaces on the Project Site would attract visitors to the Project Site. As such, the Project would meet the needs of local residents, sustain economic growth, and assure maximum feasible environmental quality through the development of a mix of integrated and supporting land uses within a single site.

Therefore, the Project and associated Legislative Actions are consistent with the Economic Development Chapter of the Framework Element.

Housing Element

The City's Housing Element for 2021-2029 (Housing Element) was adopted by the Los Angeles City Council on November 24, 2021. The Project is consistent with the following Goals and Objectives of the Housing Element:

Goal 1: *A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.*

> ***Objective 1.2:*** *Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.*
>
> ***Objective 1.3:*** *Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.*

Goal 2: *A City that reserves and enhances the quality of housing and provides greater housing stability for households of all income levels.*

> ***Objective 2.1****: Strengthen renter protections, prevent displacement and increase the stock of affordable housing.*

Goal 3*: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.*

> ***Objective 3.2****: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.*

Development of the Project would result in 1,589 dwelling units, including eight live/work units, 449 studios, 791 one-bedroom units, 284 two-bedroom units, and 57 three-bedroom units. Consistent with the LAMC and the range of affordability levels outlined therein, the Project would set aside five percent of the total number of rental units at rents affordable to Extremely Low Income households, and in addition, either 11 percent of the total number of rental units at rents affordable to Very Low Income households or 20 percent of the total number of rental units at rents affordable to Lower Income households, inclusive of any Replacement Units. For for-sale dwelling units, the Project would provide no less than 11 percent of the total number of for-sale units for Very Low Income households, 20 percent of the total number of for-sale units for Low Income households, or 40 percent of the total number of for-sale units for Moderate Income households, inclusive of any Replacement Units.

Additionally, the Project would comply with the most current regulations regarding sustainable building design, pursuing energy-saving and sustainability goals, aiming to reduce environmental impacts, optimize building performance, and enhance interior environments to promote health and well-being. Targeted environmentally sustainable design strategies to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure will include LEED Gold Certification or equivalency, in addition to meeting California's stringent Title 24 Energy Code. Sustainability features to be incorporated into the Project would include, but would not be limited to the following: water conservation and rainwater management strategies such as low flow/efficient water fixtures, rainwater capture systems, drought-tolerant/California native plant species selection, landscape contouring to minimize precipitation runoff, irrigation system efficiency, smart irrigation systems (e.g., weather-based controls), water-saving pool equipment, a TDM Program, cool roof/pavement coatings, energy-efficient HVAC systems, and dedicated on-site recycling areas. The Project will also explore the use of local low-carbon materials and EPD to promote the City's green-material economy. Finally, the Project is a certified ELDP under the Jobs and Economic Improvement Through Environmental Leadership Act.

Concentrating new housing that is affordable at various income levels, commercial, and office uses near existing commercial uses and employment centers would improve the local jobs/housing relationship and promote reduced VMT and greenhouse gas emissions generated from mobile sources. The Project's density is appropriate at this location given the Project Site's proximity to regional and localized public transit infrastructure, including Metro bus lines 16, 18, 50, 53, 62, 72, and 760; and Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle (DASH) Route A, with the closest stops at 5th Street and Central Avenue, 4th Street and Alameda Street, 3rd Street and Central Avenue, 4th Place and 3rd Street, and 4th Place and Hewitt Street. The Project Site is also located 0.3 miles south of the Metro Rail A and E Lines Little Tokyo/Arts District Station. In addition, the Project would not displace any existing residents or residential communities, as the Project would redevelop an existing cold storage facility, warehouse uses, and surface parking lots. The Project Site is not located on a site identified by the Housing Element as a "candidate site" adequate for meeting the City's Regional Housing Needs Assessment (RHNA) goals.

Mobility Plan 2035

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's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Project would be in conformance with following policies of the Mobility Element as described below.

Chapter 1: Safety First

Policy 1.1: *Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.*

Chapter 2: World Class Infrastructure

Policy 2.3: *Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Chapter 3: Access for All Angelenos

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

Chapter 4: Collaboration, Communication & Informed Choices

Policy 4.8: *Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.*

Chapter 5: Clean Environments & Healthy Communities

Policy 5.2: *Support ways to reduce vehicle miles traveled (VMT) per capita.*

The Project would ensure a safe and accessible pedestrian environment by focusing public-facing street frontages with active ground floor uses that maintain a high level of transparency, façade articulation, shade and design elements, and building entries accessible from the street level. In addition, pedestrian circulation within the boundaries of the Project Site would include several passages and throughways that would provide north-south and east-west connections across the South Site of the Project Site from 4th Street to the proposed 5th Street corridor and from Alameda Street to Central Avenue, respectively. These throughways would consist of landscaped and hardscaped areas and open space plazas with newly planted trees, shrubbery, groundcover, and landscaping as well as amenities such as dining patios,

raised planters, wood benches, umbrellas, and cabanas. The Project would also provide public street improvements that would increase the connectivity between the North, South and West Sites, including improvements to the existing crosswalks at the intersections of Alameda Street and 4th Street, 4th Street and Central Avenue, and 5th Street and Central Avenue, and the addition of the fourth leg of the existing three-way crosswalk at the intersection of 5th Street and Central Avenue, therefore prioritizing pedestrian safety and access throughout the Project Site.

The Project would also provide, in compliance with LAMC, bicycle parking spaces in addition to amenities such as lockers, fix-it/repair stations, and showers. These improvements within the Project Site boundaries and the adjoining public right-of-way would prioritize pedestrians and bicycle users. These improvements together with the Project's construction of 1,589 new residential, commercial, and office uses near existing commercial uses and employment centers would improve the local jobs/housing relationship and promote reduced VMT and a reduction in greenhouse gas emissions. The Project is in close proximity to regional and localized public transit infrastructure, including Metro bus lines 16, 18, 50, 53, 62, 72, and 760; and Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle (DASH) Route A, with the closest stops at 5th Street and Central Avenue, 4th Street and Alameda Street, 3rd Street and Central Avenue, 4th Place and 3rd Street, and 4th Place and Hewitt Street. The Project Site is also located 0.3 miles south of the Metro Rail A and E Lines Little Tokyo/Arts District Station. The Project would also commit to implement additional TDM Program measures, including a reduced parking supply, a parking cash-out, bicycle share stations, and bicycle parking, to further reduce VMT.

Therefore, the Project and associated Legislative Actions are consistent with the goals and policies of the Mobility Plan 2035.

Health and Wellness Element (Plan for a Healthy Los Angeles)

Adopted in March 2015 with a technical update in 2021, 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 Project would be consistent with the following policies of the Health and Wellness Element:

Chapter 2: A City Built for Health

> ***Policy 2.2.:*** *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.*
> ***Policy 2.8:*** *Promote increased access to basic amenities, which include public restrooms and free drinking water in public spaces, to support active living and access to health-promoting resources.*

Chapter 5: An Environment Where Life Thrives

Policy 5.1: *Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*

Policy 5.7: *Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.*

Air Quality Element

Adopted in November 1992, the Air Quality Element sets forth the goals, objectives, and policies which guide the City in its implementation of its air quality improvement programs and strategies. The Project is consistent with the following policies:

Goal 4: *Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.*

Objective 4.2**:** *Reduce vehicle trips and vehicle miles traveled associated with land use patterns.*

Policy 4.2.2: *Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.*

Policy 4.2.3 *Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.*

Policy 4.2.5: *Emphasize trip reduction, alternative transit and congestion management measures for discretionary prcjects.*

The Project proposes to demolish the existing surface parking, cold storage facility, and warehouse uses on the West and South Sites and to adaptively reuse, if feasible, the West Volume portion of the existing six-story cold storage building on the North Site while demolishing the remaining warehouse uses, for the construction of a new mixed-use development with 10 distinct buildings totaling 2,318,534 square feet of floor area. The Project would include a mix of residential, office, and restaurant/retail uses consisting of 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; and 145,748 square feet of restaurant/retail uses. As an infill development, the Project would improve the Project Site by providing additional residential units and commercial facilities in an area that currently does not directly serve the surrounding population; and promote increased access for basic amenities by having public restrooms and drinking water fountains in Buildings 3 and 7, which would be directly accessible from the Project's publicly-accessible open space.

The Project would provide new jobs and residential dwelling units within a City-designated Transit Priority Area (TPA), in proximity to Metro bus lines 16, 18, 50, 53, 62, 72, and 760, LADOT DASH Route A, and the newly constructed Metro Regional Connector Little Tokyo/Arts District Station which serves the Metro Rail A (Blue) and E (Expo) Lines, thereby contributing to jobs-housing balance. These characteristics are consistent with good planning practice, and would reduce VMT, fuel consumption, and associated greenhouse gas

emissions, contributing to trip reduction and congestion management in the Project Site vicinity.

The Project would be compatible with pedestrians, bicycles, transit, and alternative fuel vehicles. Specifically, the Project would provide, in compliance with LAMC, bicycle parking spaces, in addition to amenities such as lockers, fix-it/repair stations, and showers, and be located in close proximity to the transit service providers noted above. The Project would consist of passages and throughways that would provide landscaped and hardscaped areas and open space plazas with newly planted trees, shrubbery, groundcover, and landscaping as well as amenities such as dining patios, raised planters, wood benches, umbrellas, and cabanas throughout the entirety of the Project Site. The Project would also provide street improvements that would increase the connectivity between the North, South and West Site for pedestrians, including to the existing crosswalks at the intersections of Alameda Street and 4th Street, 4th Street and Central Avenue, and 5th Street and Central Avenue, and the addition of the fourth leg of the existing three-way crosswalk at the intersection of 5th Street and Central Avenue, therefore prioritizing pedestrian safety and access throughout the Project Site. In addition, the Project would comply with the City's Electric Vehicle (EV) Parking requirements, which require 30 percent of the Project's total parking spaces to be designated as EV spaces capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total number of spaces to be electric vehicle charging stations (EVCS).

The Project's commitment to LEED Gold certification or equivalent green building standards would help reduce its energy and emission footprint, and the per capita greenhouse gas emissions. The Project would provide service amenities and building features to improve the health and air quality for current and future users of the Site, such as EV parking, LEED Gold certification, water conservation and rainwater management strategies such as low flow/efficient water fixtures, rainwater capture systems, drought-tolerant/California native plant species selection, landscape contouring to minimize precipitation runoff, irrigation system efficiency, smart irrigation systems (e.g., weather-based controls), water-saving pool equipment, a TDM Program, cool roof/pavement coatings, energy-efficient HVAC systems, and dedicated on-site recycling areas. The Project will also explore the use of local low-carbon materials and EPD to promote the City's green-material economy. Finally, the Project is a certified ELDP under the Jobs and Economic Improvement Through Environmental Leadership Act, meaning that it is required to achieve a transportation efficiency of 15 percent or more than a project with similar size, capacity, and location type.

Therefore, the Project and associated Legislative Actions are consistent with the goals and policies of the Health and Wellness Element and Air Quality Element.

Land Use Element – Downtown Plan

The Downtown Community Plan became effective on February 6, 2025. The development of the Project would support the overarching goals of the Community Plan. The Project would be in conformance with the following applicable purposes, objectives, and policies of the Downtown Community Plan:

Chapter 2: Land Use and Urban Form Downtown Wide Goals and Policies

Housing and Complete Neighborhoods

Goal 2: *Housing production and preservation through public and private action that results in a housing supply to meet prcjected growth in a manner that is safe, livable, and affordable to a full range of income levels; reinforces the character of neighborhoods; and adds to the vitality of downtown.*

Policy 2.1: *Foster an equitable and inclusive Downtown, with housing options that can accommodate the fullest range of economic and social needs.*

Policy 2.4: *Encourage a mix of rental and ownership housing and facilitate the development of affordable housing and permanent supportive housing.*

Goal 3: *Accessible, healthy, and safe housing opportunities affordable to lower income households.*

Policy 3.3: *Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities.*

Goal 4: *A diversity of housing options that supports the co-location of housing with a range of uses.*

Policy 4.1: *Balance housing and employment uses to encourage vibrancy and reinforce Downtown as a community, as well as a destination.*

Policy 4.2: *Find opportunities to create affordable housing options for those that work in Downtown.*

Policy 4.3: *Promote shared on-site amenities, including usable open space in new development prcjects.*

Policy 4.6: *Incentivize the creation of housing options that are affordable to and occupied by lower income households, especially housing at the deepest levels of affordability, near transit.*

The Project would demolish the existing surface parking, cold storage facility, and warehouse uses on the West and South Sites, and adaptively reuse, if feasible, the West Volume portion of the six-story LACS Building on the North Site while demolishing the remaining warehouse uses, for the construction of a new mixed-use development with10 distinct buildings totaling 2,318,534 square feet of floor area. The Project would provide a variety of housing types, including eight live/work units, 449 studios, 791 one-bedroom units, 284 two-bedroom units, and 57 three-bedroom units. Consistent with the LAMC and the range of affordability levels outlined therein, the Project would set aside five percent of the total number of rental units at rents affordable to Extremely Low Income households, and in addition, either 11 percent of the total number of rental units at rents affordable to Very Low Income households or 20 percent of the total number of rental units at rents affordable to Lower Income households, inclusive of any Replacement Units. For for-sale dwelling units, the Project would provide no less than 11 percent of the total number of for-sale units for Very Low Income households, 20 percent of the total number of for-sale units for Low Income households, or 40 percent of the

total number of for-sale units for Moderate Income households, inclusive of any Replacement Units. This range in affordability options aims to provide increasing choices and opportunities to Downtown employees and future residents. In addition to residential uses, the Project would provide office and restaurant/retail uses, as well as associated parking, landscaping, and both private and publicly accessible open space. Specifically, the North Site and South Sites would include pedestrian passage and throughways that would provide landscaped and hardscaped areas and open space plazas with amenities such as dining patios, raised planters, wood benches, umbrellas, and cabanas. The West Site would not include any publicly-accessible open space areas.

The Project would provide new jobs and residential dwelling units within a City-designated TPA, in proximity to Metro bus lines 16, 18, 50, 53, 62, 72, and 760, LADOT DASH Route A, and the newly constructed Metro Regional Connector Little Tokyo/Arts District Station which serves the Metro Rail A (Blue) and E (Expo) Lines. Therefore, the Project and associated Legislative Actions would be in conformance with the Downtown Community Plan.

Economic Development

Goal 6: *A broad-based economy that leverages Downtown's central location, land use mix, and infrastructure to foster a diversity of industry sectors and business sizes.*

> ***Policy 6.3:*** *Make Downtown economically competitive through improvements to the public realm.*

Goal 9: *An environment characterized by equity and economic opportunity.*

> ***Policy 9.6:*** *Cultivate a prosperous and complete community in Downtown that provides an opportunity for local employees in all sectors to live and work in close proximity.*

The Project Site is located in an urbanized area and generally surrounded by a mix of land uses that include commercial, industrial, and warehouse uses, ranging from low- to mid-rise buildings. The Project's mix of uses, which include 145,748 square feet of restaurant/retail uses, 411,113 square feet of commercial office uses, and 1,589 residential units, would support existing nearby commercial development, provide opportunities for new commercial development and services, and strengthen the economic base by expanding market opportunities for existing and new businesses to be located on a site where there currently are no commercial service uses. The Project's proximity to established businesses and markets in the nearby Little Tokyo and Arts District neighborhoods would further contribute to increased economic opportunities for those surrounding communities. Additionally, the Project's commercial and residential uses would generate 2,073 employees and 3,576 new residents, which would generate ongoing revenue for the City in the form of sales and property taxes as well as demand and patrons for increased commercial services on the Project Site and in the surrounding area.

Additionally, the Project would provide new jobs and residential dwelling units within a City-designated TPA, and is within walking distance of several bus stops including Metro bus lines 16, 18, 50, 53, 62, 72, and 760, LADOT DASH Route A, and the newly constructed Metro Regional Connector Little Tokyo/Arts District Station which serves the Metro Rail A (Blue) and E (Expo) Lines.

Thus, the range of uses and programming offered by the Project for residents, visitors, and employees on and surrounding the Project Site would establish a balance of land uses that provide for commercial development that can respond to evolving market demands, in an area of the City that is well served by public transit. Therefore, the Project and associated Legislative Actions would be in conformance with the Downtown Community Plan.

Urban Form

Goal 10: *Development patterns that create a connected and seamless experience while reinforcing the identity of Downtown's special places.*

> ***Policy 10.4:*** *Support infill development that responds and contributes to neighborhood character.*

Goal 11: *An urban form that connects people and places and creates a walkable environment.*

> ***Policy 11.1:*** *Require active ground floors and street frontages that improve walkability and connectivity, especially between transit stations and nearby destinations.*
>
> ***Policy 11.2:*** *Encourage development that is well integrated with the public realm to create an inviting urban environment.*
>
> ***Policy 11.3:*** *Incentivize the inclusion of paseos through large sites to improve pedestrian access.*
>
> ***Policy 11.9:*** *Encourage underground parking, when provided, to increase the amount of above grade building square footage dedicated to active uses and to improve the pedestrian environment.*
>
> ***Policy 11.10:*** *Wrap with active uses or fully screen with architectural features above grade parking in mixed-use, residential, or commercial developments to enhance the pedestrian environment.*

Goal 12: *A built environment that is sustainable and adaptable over time.*

> ***Policy 12.2:*** *Encourage efficient building techniques and sustainable materials to guide lasting development that minimize adverse effects on the environment.*

The Project is located adjacent to the Arts District, Little Tokyo, and Skid Row neighborhoods, which were previously developed with low-rise industrial warehouses, and continue to undergo changes to the development landscape, including the introduction of taller buildings with a mix of new uses including residential, commercial, restaurant, retail, and office. The Project Site is approximately eight acres in size and is currently improved with the LACS Building and cold storage facilities that include warehouse and wholesale commercial buildings and associated office space, truck loading docks, and surface parking. The Project proposes to demolish the existing surface parking, cold storage facility, and warehouse uses on the West and South Sites and to adaptively reuse, if feasible, the West Volume portion of the existing six-story cold storage building on the North Site while demolishing the remaining warehouse uses, for the construction of a new mixed-use development with 10 distinct buildings totaling 2,318,534 square feet of floor area. The Project would include a mix of residential, office, and restaurant/retail uses consisting of 1,589 residential units, including

affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; and 145,748 square feet of restaurant/retail uses.

The Project Site is situated just south of the Little Tokyo neighborhood and west of the Arts District, where multiple new mid- and high-rise developments are planned or have been constructed. The Project's proposed buildings and architectural character would be consistent with the highly urbanized and evolving character of the surrounding area. The Project's buildings, inclusive of its maximum building height of 30 stories, would be consistent with the multi-story, mixed-use character of the Project Site's location within the designated Downtown Center and the adjacent Little Tokyo/Arts District neighborhoods. In addition, the Project would provide adequate transitions to nearby lower-density neighborhoods by ensuring that the pedestrian-facing facades of the buildings remain transparent, screen parking, and face retail and restaurant uses towards the pedestrian realm. In regards to the overall site plan, the Project would place smaller building footprints, designed with intent of preserving the industrial and urban character of the surrounding neighborhoods, that break down the scale of development and provide for over two acres of publicly accessible open space and reduce the visual massing of the Project to create a walkable and human-scaled environment.

The Project would provide office, and restaurant/retail uses, as well as associated parking, landscaping, and open space. The ground floor commercial uses would activate the pedestrian experience, providing access to commercial uses as well as the interior of the Project Site, which would include pedestrian passage and throughways that would provide landscaped and hardscaped areas and amenities such as dining patios, raised planters, wood benches, umbrellas, and cabanas on the North and South Sites. The South Site would also include bollards and pedestrian pole lights, zero curbs, and uniform street trees throughout in order to create a more inviting pedestrian environment. The Project would also provide street improvements that would increase the connectivity between the North, South and West Sites, including improvements to the existing crosswalks at the intersections of Alameda Street and 4th Street, 4th Street and Central Avenue, and 5th Street and Central Avenue, and the addition of the fourth leg of the existing three-way crosswalk at the intersection of 5th Street and Central Avenue.

The Project would include a system of paseos, alleyways, plazas, and varied building articulation, is intended to connect the neighborhood into and through what has historically been a closed-off mega-block. The bulk of the Project is located on the South Site, with seven buildings positioned around a central north-south pedestrian open space network, featuring two plazas and multiple passages with landscaping and seating, and is broken up by an internal east-west drive aisle and adjacent pedestrian throughways. Various publicly accessible, open space pedestrian passages would provide a continuous pedestrian connection circulating throughout the Project Site. Approximately two acres of the Project Site would be publicly-accessible areas throughout the Project Site consisting of plazas and paseos passing between Central Avenue and Alameda Street, and a Central Courtyard within the South Site.

The Project is in close proximity to regional and localized public transit infrastructure, including Metro bus lines 16, 18, 50, 53, 62, 72, and 760; and Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle (DASH) Route A, with the closest stops at 5th Street and Central Avenue, 4th Street and Alameda Street, 3rd Street and Central Avenue, 4th Place and 3rd Street, and 4th Place and Hewitt Street. The Project Site is also located 0.3 miles south of the Metro Rail A and E Lines Little Tokyo/Arts District Station. In addition,

vehicular parking spaces would be provided throughout the Project Site, including spaces within four subterranean levels, and spaces within six above-grade levels of Building 2 on the North Site; spaces within four above-grade levels of Building 9 and spaces within three subterranean levels under the entirety of the South Site; and spaces within one subterranean level of Building 10 on the West Site. The above-grade parking in Building 2 would be wrapped in a distinctive textured concrete shell, with small circular punched openings on the parking levels to provide screening for parking uses, while above-grade parking in Building 9 would be wrapped in a white pre-cast concrete frame with subtle asymmetrical extrusions that emulate an enlarged vertical staggered brick pattern. Both buildings would have ground floor retail and restaurant uses to activate the street level for pedestrians.

Additionally, the Project would comply with the most current regulations regarding sustainable building design, pursuing energy-saving and sustainability goals, aiming to reduce environmental impacts, optimize building performance, and enhance interior environments to promote health and well-being. Targeted environmentally sustainable design strategies to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure will include LEED Gold Certification or equivalency, in addition to meeting California's stringent Title 24 Energy Code. Sustainability features to be incorporated into the Project would include, but would not be limited to the following: water conservation and rainwater management strategies such as low flow/efficient water fixtures, rainwater capture systems, drought-tolerant/California native plant species selection, landscape contouring to minimize precipitation runoff, irrigation system efficiency, smart irrigation systems (e.g., weather-based controls), water-saving pool equipment, a TDM Program, cool roof/pavement coatings, energy-efficient HVAC systems, and dedicated on-site recycling areas. The Project will also explore the use of local low-carbon materials and EPD to promote the City's green-material economy. Finally, the Project is a certified ELDP under the Jobs and Economic Improvement Through Environmental Leadership Act.

Therefore, the Project and associated Legislative Actions would be in conformance with the Downtown Community Plan.

Wellness and Sustainability

Goal 16: *A sustainable environment that supports a healthy Downtown community.*

> ***Policy 16.1:*** *Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.*
>
> ***Policy 16.3:*** *Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.*
>
> ***Policy 16.6:*** *Encourage sustainable building design and construction standards that can increase building energy and water efficiency.*

Goal 18: *Legible and comfortable spaces to engage in physical activity, experience nature, and find respite.*

Policy 18.1: *Promote a pedestrian environment that enhances thermal and visual comfort and provides opportunities for resting and socializing.*

Policy 18.4: *Provide space for recreational facilities for the health and enjoyment of Downtown workers, residents, and visitors.*

The Project would construct a new, mixed-use development comprised of 145,748 square feet of restaurant/retail uses, 411,113 square feet of commercial office uses, and 1,589 residential units within 10 distinct buildings on an approximately eight-acre site near existing residential, commercial, and industrial uses, and amenities and employment opportunities within the Arts District and Downtown Los Angeles.

Pursuant to LAMC Section 12.21 G, based on the type and number units proposed, the Project would be required to provide 170,275 square feet of residential open space, which would include 85,138 square feet of common open space. As a whole, the Project would meet all code-required open space requirements and proposes 109,647 square feet of outdoor common open space, 33,647 square feet of private open space, and 26,981 square feet of indoor amenity areas including recreation rooms and community rooms. In addition, approximately two acres would be publicly-accessible areas throughout the Project Site consisting of plazas and paseos passing between Central Avenue and Alameda Street, and a Central Courtyard within the South Site that would contain landscaped and hardscaped areas and amenities such as dining patios, raised planters, wood benches, umbrellas, and cabanas throughout the entirety of the Project Site . The Project would also provide 399 on-site trees and 40 street trees within the public ROW. The Project would promote a pedestrian environment along the public-facing street frontages, with active ground floor uses that are required to provide a high level of transparency, façade articulation, shade and design elements, and ground floor entries accessible from the street level.

The Project would provide new jobs and residential dwelling units within a City-designated TPA, in proximity to Metro bus lines 16, 18, 50, 53, 62, 72, and 760, LADOT DASH Route A, and the newly constructed Metro Regional Connector Little Tokyo/Arts District Station which serves the Metro Rail A (Blue) and E (Expo) Lines. Additionally, the Project would comply with the most current regulations regarding sustainable building design, pursuing energy-saving and sustainability goals, aiming to reduce environmental impacts, optimize building performance, and enhance interior environments to promote health and well-being.

Therefore, the Project and associated Legislative Actions would be in conformance with the Downtown Community Plan.

Community Center

Goal 27: *Complete neighborhoods that welcome workers and residents.*

Policy 27.2: *Prioritize underutilized lots for reinvestment and redevelopment that anticipates evolution to a greater diversity of industries and jobs.*

Policy 27.3: *Create an inviting environment characterized by dense urban development and activated by a diverse mix of uses to anchor the local ecology of businesses and residents.*

Policy 28.3: *Encourage supportive neighborhood commercial uses that cater to local employees and make the area attractive to employers.*

Goal 29: *Accessible residential communities for a broad range of incomes and household sizes with integrated services and amenities.*

Policy 29.2: *Encourage mixed-income and affordable housing in close proximity to transit, jobs, amenities, and services.*

Policy 29.3: *Support the development of housing options that can accommodate a range of household sizes and promote multigenerational living in Downtown.*

Goal 30: *Neighborhoods with an inviting urban form that fosters long-standing communities.*

Policy 30.2: *Establish connections between common or publicly accessible open spaces to create a seamless pedestrian realm that extends and builds upon existing corridors, and provides key linkages between districts.*

Policy 30.4: *Improve the public realm and activate ground floors to encourage street life and establish smooth transitions between acjacent neighborhoods.*

The Project would demolish the existing surface parking, cold storage facility, and warehouse uses on the West and South Sites and to adaptively reuse, if feasible, the West Volume portion of the existing six-story cold storage building on the North Site while demolishing the remaining warehouse uses, for the construction of a new mixed-use development with 10 distinct buildings totaling 2,318,534 square feet of floor area. The Project would include a mix of residential, office, and restaurant/retail uses consisting of 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; and 145,748 square feet of restaurant/retail uses. The Project Site is situated just south of the Little Tokyo neighborhood and west of the Arts District, where multiple new mid- and high-rise developments are planned or have been constructed. The Project's proposed buildings and architectural character would be consistent with the highly urbanized and evolving character of the surrounding area. In addition, the Project would provide adequate transitions to nearby lower-density neighborhoods by ensuring that the pedestrian-facing facades of the buildings remain transparent, screen parking, and face retail and restaurant uses towards the pedestrian realm. In regards to the overall site plan, the Project would place smaller footprint buildings that break down the scale of development and reduce the visual massing of the Project to create a walkable and human-scaled environment, while providing approximately two acres of publicly accessible open space. Several buildings on the Project Site employ terracing and step-back the main massing of the building away from the surrounding streets in order to create a more pedestrian-scale on the ground level.

A variety of housing types would be offered, including eight live/work units, 449 studios, 791 one-bedroom units, 284 two-bedroom units, and 57 three-bedroom units, that would include five percent of the total number of rental units at rents affordable to Extremely Low Income households, and in addition, either 11 percent of the total number of rental units at rents affordable to Very Low Income households or 20 percent of the total number of rental units at rents affordable to Lower Income households, inclusive of any Replacement Units. For for-sale dwelling units, the Project would provide no less than 11 percent of the total number of for-sale units for Very Low Income households, 20 percent of the total number of for-sale units

for Low Income households, or 40 percent of the total number of for-sale units for Moderate Income households, inclusive of any Replacement Units. The provision of affordable housing options increases choices and opportunities to Downtown employees and future residents.

The proposed commercial uses would provide opportunities for an array of neighborhood serving businesses by way of 411,113 square feet of office uses and 145,748 square feet of restaurant/retail uses. Paired with the open space network, the Project Site would enhance the physical environment and create a more walkable neighborhood with better connections. Specifically, both the Project's commercial uses and publicly-accessible plazas and parks would have multiple access points from Central Avenue, 4th Street, and Alameda Street, activating each frontage with pedestrian activity and creating an environment that would be safe, clean, and attractive. The Project Site would include pedestrian passage and throughways that would provide landscaped and hardscaped areas and amenities such as dining patios, raised planters, wood benches, umbrellas and cabanas on the North and South Sites. The South Site would also include bollards and pedestrian pole lights, zero curbs, and uniform street trees throughout the site and within the public ROW in order to create a more inviting pedestrian environment. The West Site would not include any publicly-accessible open space areas. The Project would also provide street improvements that would increase the connectivity between the North, South and West Sites, including improvements to the existing crosswalks at the intersections of Alameda Street and 4th Street, 4th Street and Central Avenue, and 5th Street and Central Avenue, and the addition of the fourth leg of the existing three-way crosswalk at the intersection of 5th Street and Central Avenue.

The Project would be required to and would provide 170,275 square feet of residential open space, which would include 85,138 square feet of common open space. The Project would meet all code-required open space requirements and proposes 109,647 square feet of outdoor common open space, 33,647 square feet of private open space, and 26,981 square feet of indoor amenity areas including recreation rooms and community rooms. Residential amenity areas would be provided in Buildings 5, 6, 7, 9, and 10.

Additionally, the Project would provide new jobs and residential dwelling units within a City-designated TPA, in proximity to Metro bus lines 16, 18, 50, 53, 62, 72, and 760, LADOT DASH Route A, and the newly constructed Metro Regional Connector Little Tokyo/Arts District Station which serves the Metro Rail A (Blue) and E (Expo) Lines.

Therefore, the Project and associated Legislative Actions would be in conformance with the Downtown Community Plan.

3. **Charter Finding – City Charter Finding 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

   a. **Amendment in Whole or in Part.** The requested action represents an Amendment in Part of the Downtown Community Plan, reflecting a change in the social, physical and economic identity of the Project Site since adoption of the Community Plan. The Project is currently designated for Community Center land uses on the North and West Sites and for Hybrid Industrial land uses on the South Site per the Downtown Community Plan. The requested General Plan Amendment is to amend the General Plan land use designation on the South Site from Hybrid Industrial to Community Center, resulting in a uniform Community Center land use designation for the entirety of the Project Site.

The Project Site is approximately eight acres in size and is currently improved with the LACS Building and cold storage facilities that include warehouse and wholesale commercial buildings and associated office space, truck loading docks, and surface parking. Currently, the area surrounding the Project Site is comprised of a mix of land uses that include commercial, industrial, and warehouse uses, ranging from low- to mid-rise buildings.

The amendment of the land use designation of the Project Site to Community Center reflects the Downtown Center designation intended by the Framework Element goals, policies, and objectives described above, and is consistent with the intent of the Community Plan objectives to promote future compatible development and promote distinctive mixed-use areas. The General Plan Amendment is a necessary update to reflect current development trends and to fill the gap in development with an appropriately-scaled Project that considers the intended uses in Downtown Los Angeles while serving the existing population by enhancing the Project Site and the surrounding neighborhood with more housing, neighborhood-serving commercial services, and employment opportunities, promoting walkability and use of public transit, and enhancing the City's economic base.

Therefore, the General Plan Amendment for the Project will contribute to and strengthen an area which has significant social, economic, or physical identity.

b. Initiation of Amendments. In compliance with this subsection, the Director of Planning signed a General Plan Initiation form for the Project on December 29, 2020.

4. Charter Finding – City Charter Finding 556. When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The Project Site is located within the Downtown Community Plan area, which is one of 34 Community Plans comprising the Land Use Element of the General Plan. The requested action would amend the General Plan land use designation on the South Site from Hybrid Industrial to Community Center, resulting in a uniform land use designation of Community Center across the entirety of the Project Site. The requests would result in a coherent and consistent land use designation for the Project Site, consistent with the character of the community surrounding the Project Site as well as the envisioned form and function of the Project Site as an urban center.

The Project would demolish the existing surface parking and cold storage facility uses on the West and South Sites, and adaptively reuse, if feasible, the West Volume portion of the LACS Building on the North Site while demolishing the remaining warehouse uses. The Project would include a mix of residential, office, and restaurant/retail uses within 10 distinct buildings within the Project Site totaling up to 2,318,534 square feet of floor area. The Project would include: 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; and 145,748 square feet of restaurant/retail uses, resulting in a sitewide FAR of 7.1:1 and in close proximity to transit. The Project would include approximately two acres of publicly-accessible open space with amenities including trees, landscaping, dining patios, raised planters, wood benches, umbrellas, cabanas, decking, and

artificial and natural turf. The proposed buildings would range in height from two to 30 stories, with a maximum height of 364 feet. Parking would be provided in up to three levels of subterranean parking and in above-grade parking podiums.

The Project and the proposed density of development are generally consistent with existing development and urban character of the surrounding Arts District neighborhood. The Project Site vicinity is characterized by a concentration of both low- to medium-density industrial uses, as well as more recently developed medium- to high-density mixed-use residential, commercial, and office uses. To the north of the Project Site is the Little Tokyo Galleria and various commercial and office uses, which are designated for Community Center land uses. The area south of the Project Site is occupied by a low-rise distribution center, additional warehouse uses, and a restaurant, which are designated for Hybrid Industrial land uses. The areas east and west of the Project Site are also developed with commercial, warehouse, and surface parking lot uses, and are designated for Community Center uses north and west of the Project Site, Markets uses west of the Project Site, and Hybrid Industrial uses south and east of the Project Site. Overall, the area surrounding the Project Site is rapidly developing and is intended to occupy a higher density as noted in the Downtown Community Plan.

The legal standard that governs whether a project will be consistent with applicable land use policies is whether it will be in harmony with the applicable land use plan. State law does not require an exact match between a proposed project and the applicable general plan. To be consistent with a general plan, a project must be compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, meaning, the project must be in agreement or harmony with the applicable plan. Moreover, an action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

As detailed in Finding Nos. 1 through 3 above, and incorporated here by reference, the initiated General Plan Amendment complies with Los Angeles City Charter Section 555 and it is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element, Air Quality Element, and the Land Use Element – Downtown Community Plan, as the Project would utilize the flexibility intended in the Charter and General Plan to amend the zoning and General Plan land use designation for a site in the center of a community which has fulfilled its previously planned intent and continues to develop along the trajectory of the Community Plan. The Project seeks to build on this evolution, while fulfilling the intent of the General Plan Framework Element which identifies the Project Site as located within the Downtown Center, envisioned as a major regional hub for high-density housing, commercial services and entertainment, and employment centers. The proposed Legislative Actions would fulfill the intent of the Community Plan by allowing for a greater scale of development that allows for the development of residential dwelling units and commercial opportunities in an area planned for greater densities, fulfilling many of the goals, objectives, and policies of various elements of the General Plan, which generally seek to promote pedestrian-oriented development within established centers.

5. **Charter Finding – City Charter Finding 558.** Adoption of the proposed ordinance, order or resolution will be in conformity with public necessity, convenience, general welfare and good zoning practice.

The General Plan Amendment would amend the General Plan land use designation on the South Site from Hybrid Industrial to Community Center, resulting in a uniform land use designation of Community Center across the entirety of the Project Site.

Public Necessity. The Project would provide 1,589 residential units, of which five percent of the total number of rental units at rents affordable to Extremely Low Income households, and in addition, either 11 percent of the total number of rental units at rents affordable to Very Low Income households or 20 percent of the total number of rental units at rents affordable to Lower Income households,. For for-sale dwelling units, the Project would provide no less than 11 percent of the total number of for-sale units for Very Low Income households, 20 percent of the total number of for-sale units for Low Income households, or 40 percent of the total number of for-sale units for Moderate Income households. The provision of affordable housing, in addition to 411,113 square feet of office uses, 145,748 square feet of restaurant/retail uses, and approximately two acres of publicly-accessible open space areas with amenities including trees, landscaping, dining patios, raised planters, wood benches, umbrellas, cabanas, decking, and artificial and natural turf, is a public necessity as it is essential to address the City's housing shortage and support economic development in Downtown and the Arts District. The Project would aid in meeting the existing demand for market-rate and affordable housing while bringing more residents, employees, students, and visitors to a currently underutilized Project Site. Specifically, the Project will help further develop Arts District into a residential neighborhood while providing neighborhood commercial and open space amenities, enabling the Project to become a public necessity to meet the goals related to housing, health and wellness, and economic development in the City.

Convenience. The Project would place new housing, commercial restaurant/retail and office uses, and public open spaces near existing residential, commercial, and industrial uses, and amenities and employment opportunities within the Arts District and Downtown Los Angeles. The Project would contribute to alleviating the City's housing shortage through the provision of 1,589 residential units, including Restricted Affordable Units. The restaurant/retail and office uses proposed by the Project would generate 2,044 new jobs and the proposed 1,589 units would generate 3,427 new residents. The Project provides adequate space and amenities within a dense urban environment close to existing utility infrastructure to support the scale of the Project. In addition, the Project's density is convenient at this location given the Project Site's proximity to regional and localized public transit infrastructure, including Metro bus lines 16, 18, 50, 53, 62, 72, and 760; and Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle (DASH) Route A, with the closest stops at 5th Street and Central Avenue, 4th Street and Alameda Street, 3rd Street and Central Avenue, 4th Place and 3rd Street, and 4th Place and Hewitt Street. The Project Site is also located 0.3 miles south of the Metro Rail A and E Lines Little Tokyo/Arts District Station. As such, the Project appropriately locates needed market-rate and affordable residential density near transit, jobs, entertainment, and services within Arts District and Downtown Los Angeles, creates new commercial uses for the neighborhood, and promotes pedestrian activity in the general vicinity. Streetscape improvements would also include open spaces and pedestrian plazas, and an improved pedestrian environment.

General Welfare. As described above, the Project would help address the City's housing shortage and need for affordable housing by providing a mixed-income, mixed-use residential development. The Project Site is located in an urbanized area and generally surrounded by low- to mid-rise buildings. The existing cold storage facilities on the Project Site include the six-story LACS Building and an attached single-story warehouse building (North Wing). The South Site of the Project Site is currently improved with two, one- to two-story attached

warehouses and an adjoining single-story main office building, as well as 47 loading docks and paved surface parking. In total, the warehouses and the office building comprise 193,138 square feet of floor area. Existing site emissions are associated with vehicle trips to and from the Project Site, heavy-duty equipment and on-site combustion of fossil fuels for an existing emergency generator, on-site combustion of natural gas for heating, fugitive refrigerant emissions from coolers and freezers, and fugitive emissions of VOCs from the use of aerosol products and coatings. As the Project would remove the existing LACS Building, the air quality and GHG emissions from existing facilities operations, such as vehicle trips, on-site combustion of fossil fuels for existing emergency generators, and on-site combustion of natural gas for heating, as well as solid waste and water and wastewater treatment, would no longer occur. The Project would result in a less-than-significant impact on VMT and would also commit to implement additional TDM Program measures to further reduce VMT. The general welfare of the public is furthered by reducing VMT and improving air quality in transit adjacent, infill areas, which implement TDM programs, and include public ROW improvements. The Project also includes an expansive open space network including pedestrian plazas and streetscape improvements, improving the Project Site in a wholesale manner from the public ROW to the development of the site.

Good Zoning Practice. As discussed above, the Project proposes to construct a mix of residential, office, and restaurant/retail uses within 10 distinct buildings over the Project Site totaling 2,318,534 square feet, for an FAR of 7.1:1. The Project's requested approvals create a consistent land use designation and zoning across the Project Site and reflects good zoning practice as it amends the Downtown Community Plan to reflect the current and future conditions around the Project Site that are consistent with the intent of the Downtown Community Plan. The Project has been designed to accommodate for the scale and intensity that may be anticipated in the future on the Project Site, allowing for a pedestrian-oriented, cohesive, large-scale development to be established.

While the Project, which would consist of buildings ranging in height from 74 to 364 feet, would be taller than other buildings in the immediate surrounding area, which consists of one- to three-story commercial buildings and warehouses, the Project would be consistent with the neighboring, evolving Arts District neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes existing and proposed mid- to high-rise development. The Project Site is also centrally located within the Downtown core of the City, in between established dense high-rise neighborhoods to the west and newly growing neighborhoods to the east and south that are envisioned to accommodate much of the City's urban growth in the near future. As such, approval of the Project would allow for the development and use of the Project Site for residential, office, and restaurant/retail uses consistent with the scale of existing and proposed developments within the surrounding neighborhood. Furthermore, as described in Finding No. 1, the General Plan Amendment would allow the development of the Project Site with mixed residential and commercial uses that are consistent with the objectives and policies of the Community Plan and is compatible with the existing and proposed development of the surrounding area.

Based on the above, the Project and Legislative Actions will be in conformance with public necessity, convenience, general welfare, and good zoning practice.

Entitlement Findings

6. Vesting Zone Change, and Height District Change, "T" and "Q" Classification

a. Pursuant to LAMC Section 12.32, the recommended Zone Change and Height District Change are deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The Vesting Zone Change and Height District Change would change the zoning on the Project Site to the regulations of the (T)(Q)C2-3D Zone. The C2 Zone generally allows for commercial land uses and includes but is not limited to office, residential, and retail uses, and Height District 3 permits a maximum FAR of 10:1. The uses proposed by the Project, which are consistent with the uses permitted within the C2 Zone, also align with the uses permitted under the Community Center land use designation of the Downtown Community Plan.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to General Plan/Charter Finding No. 5 and is hereby incorporated by reference.

As discussed above General Plan/Charter Finding Nos. 1 through 5, the requested Legislative Actions would allow for the construction of a new, mixed-use development comprised of 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; and 145,748 square feet of restaurant/retail uses, within 10 distinct buildings totaling 2,318,534 square feet of floor area on approximately eight acres resulting in a sitewide FAR of 7.1:1. By demolishing the existing LACS Building, warehouse uses, and surface parking, and improving the Project Site with new residential, office, and restaurant/retail uses, open space, and streetscape improvements, the Project supports various City goals related to transportation infrastructure, VMT reduction, economic development, creating vibrant neighborhoods, and transit-oriented development that utilizes pedestrian-oriented design and placemaking tools to create a destination that supports existing businesses and commercial uses alike. The Project elements would create a mutually beneficial relationship with existing business and residents, creating a web of support and strengthening the neighboring communities in the Arts District, Little Tokyo, and Skid Row. The Downtown Community Plan specifically calls for development that increases the range of housing choices and encourages mixed-use sites, which are achieved by the elements of the Project.

Therefore, based on the above, the Project is in conformity with the public necessity, convenience, general welfare and good zoning practice.

b. "T" and "Q" Classification Findings

Per LAMC Sections 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the 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 that limit the scale and scope of future development on the site, define density in accordance with a request for density averaging, and implement affordability and labor requirements of the LAMC, 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, and to secure an appropriate development in harmony with the General Plan.

c. "D" Development Limitations

The Downtown Community Plan presently designates the Project Site for Community Center land uses on the North and West Sites and Hybrid Industrial land uses on the South Site. The Project Site is located within a mixed-use area surrounded by low- to medium-density industrial uses, as well as more recently developed medium- to high-density mixed-use residential, commercial, and office uses. To the north of the Project Site is the Little Tokyo Market Place, Little Tokyo Galleria, and various commercial and office uses, which are designated for Community Center land uses and are within the DM2 Form District which allows for an FAR of to 3:1 to 8.5:1. The area south of the Project Site is occupied by a low-rise distribution center, additional warehouse uses, and a restaurant, which are designated for Hybrid Industrial land uses and are within the MB2 Form District which allows for an FAR of 3:1 to 6:1. The areas east and west of the Project Site are also developed with commercial, warehouse, and surface parking lot uses, and are designated for Community Center uses north and west of the Project Site, Markets uses west of the Project Site, and Hybrid Industrial uses south and east of the Project Site and are within the MB2, DM2, and MB1 Form Districts, which allow for FARs of 3:1 to 6:1, 3:1 to 8.5:1, and 1.5:1 to 6:1, respectively. None of the Form Districts surrounding the Project Site contain any height restrictions.

The proposed change from Height District 2 to 3 would enable the construction of the proposed Project while remaining consistent with the existing land use designation. The adoption of the "D" Development Limitations would further limit the maximum FAR on the Project Site from 10:1 to the proposed 7.1:1 FAR, which would be consistent with (less than) the maximum 8.5:1 FAR that is permitted by the Community Center land use designation, and in conjunction with the requested Developer Incentive to average FAR across multiple sites, provides specificity regarding the allowable development per lot. The Project is generally consistent with existing development and urban character of the surrounding Arts District neighborhood. The Project Site vicinity is characterized by a concentration of both low- to medium-density industrial uses, as well as more recently developed medium- to high-density mixed-use residential, commercial, and office uses Overall, the area surrounding the Project Site is rapidly developing and is intended to occupy a higher density under the Downtown Community Plan. The recommended FAR would provide for public benefit and would be consistent with the overarching goals of the General Plan. As recommended, the "D" Development Limitations on the Project Site would limit the project to a maximum FAR of 7.1:1, and specific floor area limitations per lot in accordance with the Developer Incentive for FAR averaging, ensuring that the Project would maintain compatibility with the surrounding area and any future development. Therefore, the "D" Development Limitation would secure an appropriate development in harmony with the goals of the General Plan.

7. Conditional Use – Main Conditional Use for Alcohol Sales Findings

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit to permit the sale and dispensing of a full line of alcoholic beverages

for on- and off-site consumption within up to 10 establishments. The following are the required findings to permit the sale and dispensing of alcoholic beverages, as required by LAMC Sections 12.24 E and 12.24 W.1. The Applicant is requesting a Main Conditional Use Permit to permit the sale and dispensing of a full line of alcoholic beverages for on- and/or off-site consumption within up to 10 establishments encompassing a maximum of 78,152 square feet, 3,443 indoor seats, and 833 outdoor seats. Specifically, a maximum of 36,866 square feet and 1,623 indoor seats would be located on the North Site, and a maximum of 53,763 square feet, 1,820 indoor seats, and 833 outdoor seats would be located on the South Site.

a. 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 Project Site is located in an urbanized area and generally surrounded by low- to mid-rise buildings with a mix of land uses that include commercial, industrial, and warehouse uses. The surrounding area continues to undergo changes to the development landscape, with new residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses. The Project Site consists of three distinct sites (North Site, South Site, and West Site) which include: the North Site, generally located at the northeast intersection of Central Avenue and 4th Street; the South Site, generally bound by 4th Street to the north, Alameda Street to the east, Central Avenue to the west and industrial uses at the intersection of 5th Street and Central Avenue to the south; and the West Site generally located west of the intersection of Gladys Avenue and Central Avenue.

Uses immediately surrounding the North Site include the three-story shopping center (Little Tokyo Market Place) and the Little Tokyo Galleria, a six-story parking structure and a surface parking lot, and one-story warehouse and commercial uses. Uses that surround the South Site include the aforementioned six-story parking structure and parking lot, a mix of one- to three-story commercial uses and warehouses, a two-story distribution center and associated parking and loading dock areas, warehouse and commercial uses, and a seafood restaurant. The West Site is surrounded by a two-story seafood market and associated surface parking, a warehouse and seafood restaurant, and one- to two-story warehouses including a seafood distribution facility. The area surrounding the Project Site is urbanized and features a range of similar mixed commercial developments, including restaurants and bars. Alcohol sales for on-site and off-site consumption as part of the Project would be beneficial to public convenience and welfare, as the uses are situated in an infill location that is easily accessible to nearby visitors, employees, and residents.

The Project would provide and add to the number of available eateries and shops to serve the residents, employees, and visitors in the area. Patrons would be drawn to the area due to the shopping, entertainment, and dining experiences available to them, and offering a full-line of alcoholic beverages at these uses on the Project Site would enhance the dining, shopping, and entertainment experience for visitors, employees, and residents of the Project and in the vicinity. The Project would also increase the economic vitality of the area by developing new restaurant, retail, office, and residential uses, maximizing its location with a Transit Priority Area (TPA), thereby supporting the form and function of the surrounding area as an activity center, employment hub, and entertainment destination in the region. The ability for restaurant and retail uses to offer

a full-line of alcoholic beverages would also allow the tenants to remain competitive with other similar uses serving the same area, since alcohol service is commonly expected by patrons as part of such uses, and enhance the amenities offered. This would help ensure a vibrant mixture of land uses, reinforcing Downtown as the primary center of urban activity in the region. Alcohol sales at this location would provide a function and beneficial service to patrons visiting the site, which would enhance the character of the area and would be appropriate in the proposed Community Center land use designation and proposed C2 Zone.

The Main Conditional Use Permit provides an umbrella entitlement with conditions that apply to the Project Site and in general to the restaurant and retail uses. These conditions include, but are not limited to, security measures, such as a camera surveillance system, appropriate lighting in the evening hours, and prohibiting adult entertainment. In addition, all music, sound, or noise which is under the control of the individual tenants shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Applicant would be required to maintain the premises and sidewalk in good condition. These conditions would be supplemented by more specific and/or restrictive physical and operational conditions designed to address the characteristics of each individual establishment through a Plan Approval, which would be required prior to the effectuation of the approval for each respective tenant. Under these Plan Approvals, the Zoning Administrator and City of Los Angeles Police Department (LAPD) will have the opportunity to recommend conditions, including the maximum number of indoor seats, as determined by the City of Los Angeles Department of Building and Safety (LADBS).

As such, the sale and dispensing of a full line of alcoholic beverages for on-site and/or off-site consumption within up to 10 establishments would provide a function that is beneficial and compatible with the character of the community and the commercial viability of the region as a whole.

b. The project's location, size, height, operations 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 would be an infill development in an area developed with a mix of land uses that include commercial, industrial, and warehouse uses, ranging from low- to mid-rise buildings. The proposed Project would enhance the economic vitality of the surrounding community by providing additional dining, residential, and recreational amenities.

Uses immediately surrounding the North Site include the three-story shopping center (Little Tokyo Market Place) and the Little Tokyo Galleria, a six-story parking structure and a surface parking lot, and one-story warehouse and commercial uses. Uses that surround the South Site include the aforementioned six-story parking structure and parking lot, a mix of one- to three-story commercial uses and warehouses, a two-story distribution center and associated parking and loading dock areas, warehouse and commercial uses, and a seafood restaurant. The West Site is surrounded by a two-story seafood market and associated surface parking, a warehouse and seafood restaurant, and one- to two-story warehouses including a seafood distribution facility.

While the area immediately around the Project Site is generally surrounded by low- and

medium-rise industrial and commercial buildings, the Project Site is located in an urbanized area near the Arts District neighborhood, Skid Row, and Little Tokyo which continues to undergo changes to the development landscape, including the introduction of taller buildings with a variety of new uses such as residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses. Thus, the Project would introduce new residential, office, and restaurant/retail uses to the site, which would provide new amenities to the surrounding businesses and residents in the area, add to the multiple commercial establishments in the area, and support the Project's residential uses and those in close proximity to the site, as well as support projected growth. The proposed sales of alcohol typical of establishments of this type and are reasonable to expect in a mixed-use, commercial development in an area that contains commercial uses. Alcohol sales in conjunction with restaurant uses would be compatible with and continue to add to the diversification of commercial activities, which further supports the growing residential population in the neighborhood, as well as visitors to the area. The Project would support planning goals envisioning the surrounding area as a thriving mixed-use community consisting of residential, commercial, and entertainment uses all integrated into a walkable and transit-accessible neighborhood.

The sales of alcohol would not be detrimental to the Project's residents and nearby residential uses, as the establishments serving alcohol would be carefully controlled and monitored. The nearest residential uses to the Project Site include AVA Arts District apartments located at 1540 Industrial Street, the Amp Lofts located at 695 South Santa Fe Avenue, Tailor Lofts at 443 San Pedro Street, and Aliso at 950 East 3rd Street. The conditions recommended herein would ensure that the establishments would not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. These conditions would be supplemented by more specific and/or restrictive physical and operational conditions designed to address the characteristics of each individual establishment through Plan Approval, which would be required prior to the effectuation of the approval for each respective tenant. Under these Plan Approvals, the Zoning Administrator and LAPD will have the opportunity to recommend conditions, including the maximum number of indoor seats, as determined by LADBS. Further, the sale of alcohol is regulated by the State of California through the issuance of an Alcohol Beverage Control (ABC) license. Other commercial uses in the area provide similar functions, and no evidence was presented at the hearing or in writing that alcohol-sales would be materially detrimental to the immediate neighborhood.

Therefore, as conditioned, the sale and dispensing of a full line of alcoholic beverages for on-site and/or off-site consumption within up to 10 establishments would be compatible with development on adjacent properties and its location, size height, and operations would be compatible with and would not adversely affect or further degrade surrounding properties and/or the public health, welfare, and safety.

c. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as Finding No. 2, and in accordance with Sections 12.24 E and 12.24 W.1 of the LAMC is hereby incorporated by reference. As discussed in

Finding No. 2, the Project would be consistent with the purposes, intent and provisions of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element, Air Quality Element, and the Land Use Element – Downtown Community Plan that relate to residential and commercial land uses. Approval of the Project, including the Main Conditional Use Permit would enhance the built environment in the surrounding neighborhood and provide a function that is fitting and compatible with the character of the surrounding community and commercial viability of the region as a whole.

The Community Plan contains the following policy that specifically addresses requests for the sale of alcoholic beverages.

Policy LU 5.5: *Promote diverse and equitable distribution of uses that contribute to a community's well being. Limit uses detrimental to the health and welfare of the community due to nuisance or overconcentration of uses, such as off-site alcohol sales, that are incompatible in neighborhood context to avoid negative impacts to the neighborhood.*

The Project would promote a diverse and equitable distribution of uses that contribute to the community's well being by introducing new restaurant/retail, office, and residential uses nearby other similar uses, for which the sale of alcohol is inherent in the operation of similar commercial uses within the vicinity of the Project Site. The area surrounding the Project Site is urbanized and improved with a range of commercial, industrial, and warehouse uses. Alcohol sales for on- and/or off-site consumption as part of the Project would be desirable to the public convenience and welfare as the uses are in an infill location accessible to nearby residents, workers, and visitors.

The proposed commercial uses and open space network on the Project Site would create an active environment for surrounding residents, workers, and visitors by increasing the walkability of the streets. Specifically, the Project's ground floor commercial uses and publicly-accessible plazas and parks would have multiple access points from Central Avenue, 4th Street, and Alameda Street, activating each frontage with pedestrian activity and creating an environment that would be safe, clean, and attractive. The ability for the Project Site to offer a full line of alcoholic beverages would allow the restaurant and retail uses to remain competitive with other similar uses serving the same area, as alcohol service is a common part of these types of commercial uses. Further, patrons are drawn to the neighboring Arts District neighborhood and nearby downtown neighborhoods due to the shopping, entertainment, and dining experiences available to them, and offering a full line of alcoholic beverages at these uses on the Project Site would be an added amenity for patrons of the Project that would help to strengthen economic development and support a strong and competitive commercial sector in the Community Plan area.

Based on the above, the sale and dispensing of a full line of alcoholic beverages for on-site and/or off-site consumption within up to 10 establishments would substantially conform with the purpose, intent and provisions of the General Plan and the applicable community plan.

Additional findings required per LAMC Section 12.24 W.1 (Conditional Use for Alcoholic Beverages):

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

The Project requests a Main Conditional Use Permit to permit the sale and dispensing of a full line of alcoholic beverages for on- and/or off-site consumption within up to 10 establishments encompassing a maximum of 78,152 square feet, 3,443 indoor seats, and 833 outdoor seats. Specifically, a maximum of 36,866 square feet and 1,623 indoor seats would be located on the North Site, and a maximum of 53,763 square feet, 1,820 indoor seats, and 833 outdoor seats would be located on the South Site. While the specific tenants or uses have not yet been identified, the Project would be limited to commercial uses permitted in the proposed C2 Zone, pending approval of the Project's requested Vesting Zone and Height District Change entitlements. The Main Conditional Use Permit provides an umbrella entitlement with general conditions that apply to up to 10 commercial establishments serving the Project. These conditions include, but are not limited to, security measures such as a camera surveillance system, appropriate lighting in the evening hours, hours of operation, prohibition of after-hours use, except routine clean-up, and prohibition of dancing and adult entertainment. Additionally, within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the LAPD "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.

Additionally, the surrounding neighborhood and nearby downtown neighborhoods contain similar buildings that provide commercial uses which serve alcohol on- and off-site; therefore, the introduction of another such establishment would not create an adverse or unique condition. The Project's new establishments would help to enhance the availability of dining and entertainment options in the neighborhood, as well as provide options for the Project's commercial and residential tenants. All music, sound, or noise which is under the control of the tenant shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Applicant would be required to maintain the premises and sidewalk in good condition. These conditions would be supplemented by more specific and/or restrictive physical and operational conditions to address the characteristics of each individual establishment implemented through Plan Approval, which would be required prior to the effectuation of the approval for each respective tenant. Under these Plan Approvals, the Zoning Administrator and LAPD have the opportunity to recommend conditions, including the maximum number of indoor seats, as determined by LADBS.

Therefore, as conditioned, the request to allow the sale and dispensing of a full line of alcoholic beverages for on- and/or off-site consumption within up to 10 establishments, in conjunction with the proposed uses, would not adversely affect the welfare of the community.

e. 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.

According to the California State Department of Alcoholic Beverage Control (ABC) licensing criteria, there are no on-site licenses that are authorized for the subject Census Tracts, 2062.02 and 2063.03. Within Census Tract 2062.02 there are currently a total of 74 active licenses, including 71 on-site and 3 off-site licenses. Within Census Tract 2063.03, there are two active licenses, including one on-site and one off-site license. As such, the number of existing on- and off-sale licenses within the Census Tract where the Project Site is located exceeds ABC guidelines.

According to statistics provided by the LAPD's Central Division Vice Unit, within Crime Reporting District No. 148, which has jurisdiction over the Project Site, a total of 77 crimes were reported in 2024 (39 Part I and 38 Part II crimes), compared to the Citywide average of 89 crimes and the total High Crime Reporting Districts average of 106 crimes for the same reporting period. The vast majority of Part 1 Crimes are reported as aggravated assault. Part II Crimes reported include drug abuse violations (3), DUI related (1), disorderly conduct (1), and other offenses (1).

Concentration can be undue when the addition of a license would negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. The ABC has discretion to approve an application if there is evidence that normal operations would not be contrary to the public welfare and would not interfere with the quiet enjoyment of property by residents in the area. 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, public drinking, driving under the influence, and public drunkenness. As stated above, the number of existing on-site licenses within the census tract where the Project Site is located exceeds ABC guidelines. However, as conditioned, allowing the sale, dispensing, and consumption of a full line of alcoholic beverages in conjunction with future commercial tenant spaces within the Project is not anticipated to create a law enforcement issue because the 10 proposed establishments are part of a larger development, which would benefit from oversight of the building complex as a whole. Moreover, included in this grant are a number of general conditions that would act to minimize any impacts that might be generated by alcohol serving establishments including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site consumption as a part of this Main Conditional Use Permit must apply for a Plan Approval. The Plan Approval process would allow the Department of City Planning to tailor conditions to each individual Applicant and establishment. Likewise, concerns associated with any individual establishment can be addressed in more detail through the Plan Approval process, which would provide an opportunity to consider more specific operational characteristics once a tenant is identified, and the details of each establishment are highlighted. Consequently, this approval would not result in an undue concentration of premises selling, dispensing, and consumption of a full-line of alcoholic beverages.

f. 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 in an urbanized area and is generally surrounded by a mix of land uses that include commercial, industrial, and warehouse uses, ranging from low- to mid-rise buildings. The area has been undergoing changes to the development landscape, with new residential, live/work, restaurant, retail, and office uses being introduced within an area previously more concentrated with commercial and industrial use.

There are nine sensitive uses which have been identified within 1,000-foot radius of the Project Site, as follows:

- Centenary United Methodist Church, 300 S. Central Avenue;
- Fred Jordan Missions Chapel, 445 Towne Avenue;
- Jodoshu North American Buddhist Missions, 442 E. 3rd Street;
- Higashi Honganji Buddhist Temple, 505 E. 3rd Street;
- St. Francis Xavier Japanese Catholic Church, 222 S. Hewitt Street;
- Emmanuel Baptist Rescue Mission, 530 E. 5th Street;
- 6th and Gladys Park, 808 E. 6th Street;
- Multifamily residential uses, approximately 200 feet west of the Project Site; and
- Condominium residential uses, approximately 600 feet north and 400 feet east of the Project Site.

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses, including residential uses. The proposed on-site sale of a full line of alcoholic beverages would be compatible with the existing and proposed neighborhood-serving commercial uses within the Downtown Community Plan area. The surrounding area is an urban environment that contains similar buildings with residents in close proximity to restaurants and other establishments that serve alcohol. While the sale of alcoholic beverages is important to the establishments that would be located on the Project Site, it would be incidental to primary operations and, as such, no detrimental effects should be expected from the Project. In addition, the Project Site is physically separated from any nearby residential uses by other development and City blocks and, thus, the Project would not be expected to directly affect such uses.

Moreover, included in this grant are several conditions that would act to minimize any impacts that might be generated by alcohol serving establishments, including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site consumption as a part of this Main Conditional Use Permit must apply for a Plan Approval, a process which would allow the Department of City Planning to tailor conditions to each individual establishment. As conditioned, the Project would provide adequate security measures to discourage loitering, theft, vandalism, and other nuisances as imposed; all sales employees would receive training in responsible alcohol sales; age verification devices and prompts would be part of the Point-of-Sale system to assist cashiers in prevention of sales to minors; and potential effects of excessive noise or disruptive behavior.

Therefore, as conditioned, the Project would not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

8. Site Plan Review Findings

a. The project substantially conforms to the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The Project proposes to demolish the existing surface parking, cold storage facility, and warehouse uses on the West and South Sites and to adaptively reuse, if feasible, the West Volume portion of the existing six-story cold storage building on the North Site while demolishing the remaining warehouse uses, for the construction of a new mixed-use development with 10 distinct buildings totaling 2,318,534 square feet of floor area. The Project would include a mix of residential, office, and restaurant/retail uses consisting of 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; and 145,748 square feet of restaurant/retail uses. The Project would include approximately two acres of publicly-accessible open space. The proposed buildings would range in height from two to 30 stories, with a maximum height of 364 feet. Parking would be provided in up to three levels of subterranean parking and in above-grade parking podiums.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as Finding No. 2 and in accordance with Section 12.36 D of the LAMC, is hereby incorporated by reference. As discussed in Finding No. 2, the Project would enhance the built environment in the surrounding neighborhood and would provide a function that is fitting and compatible with the character of the surrounding community and commercial viability of the region as a whole. Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

b. 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 in neighboring properties.

The Project Site is located within the Downtown Community Plan and would be an infill development in an area developed with low- and medium-rise industrial, commercial, and warehouse buildings of widely varying age. The Project Site proposes to demolish the existing surface parking, cold storage facility, and warehouse uses on the West and South Sites and to adaptively reuse, if feasible, the West Volume portion of the existing six-story cold storage building on the North Site while demolishing the remaining warehouse uses, for the construction of a new mixed-use development with 10 distinct buildings totaling 2,318,534 square feet of floor area. The Project would include a mix of residential, office, and restaurant/retail uses consisting of 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; and 145,748 square feet of restaurant/retail uses. The Project would include approximately two acres of publicly-accessible open space. The proposed buildings would range in height from two to 30 stories, with a maximum height of 364 feet. Parking would be

provided in up to three levels of subterranean parking and in above-grade parking podiums.

Height, Bulk, & Mass

The Project Site is located in an urbanized area and generally surrounded by industrial, commercial, and warehouse buildings. Uses immediately surrounding the North Site include the three-story Little Tokyo Galleria, a six-story parking structure and a surface parking lot, and one-story warehouse and commercial uses. Uses that surround the South Site include the aforementioned six-story parking structure and parking lot, a mix of one- to three-story commercial uses and warehouses, a two-story distribution center and associated parking and loading dock areas, warehouse and commercial uses, and a seafood restaurant. The West Site is surrounded by a two-story seafood market and associated surface parking, a warehouse and seafood restaurant, and one- to two-story warehouses including a seafood distribution facility.

While the area immediately around the Project Site is generally surrounded by low- and medium-rise industrial, commercial, and warehouse buildings, the Project Site is located near the Arts District, Skid Row, and Little Tokyo neighborhoods which continue to undergo changes to the development landscape, including the introduction of taller buildings with a variety of new uses such as residential, live/work, restaurant, retail, and office uses being introduced within an area previously concentrated with commercial and industrial uses. Overall, the area surrounding the Project Site is rapidly developing and is intended to occupy a higher density per the Downtown Community Plan.

Several proposed and approved projects located within one mile of the Project Site, including the height/number of stories of each project, are provided in the table below. As shown, the recently approved projects range in height up to 35 stories. The Project's 10 buildings would range in height from 74 feet to 378 feet, between six and 30 stories, and as such would be similar and within the range of development to be expected in this location.

Height and Number of Stories of Nearby Developments			
Project Location	**Number of Stories/Height**	**Distance from Project Site**	**Status**
Little Tokyo Towers	16 stories	0.2 mile	Existing
DoubleTree Hotel (Little Tokyo)	21 stories	0.5 mile	Existing
555 Crocker St.	20 stories	0.2 mile	Recently Constructed
520 Mateo St. (Arts District)	35 stories	0.4 mile	Recently Constructed
401 Hewitt St. (Arts District)	18 stories	0.1 miles	Approved
670 Mesquit (Arts District)	34 stories	0.6 mile	Approved

The Project is comprised of 10 buildings that would each be designed with unique architecture and use programs while also working in relationship with the overall design and program of the Project as a whole. The buildings include design references to warehouses and lofts, apartment blocks, industrial sheds, and contemporary infill and utilize a variety of industrial and modern-inspired architectural features and materials such as metal, wood, and glass. Building masses would be scaled and varied, for instance by incorporating stepping, cantilevers, and courtyards, to create a more organic appearance that is compatible and consistent with the varied building ages and scales in the surrounding area. In addition, providing buildings within smaller building footprints, resulting in building height between six to 30 stories, allows for a substantial portion of the ground-floor areas of the site (approximately two of the Project Site's eight acres) to be dedicated to publicly accessible plazas and paseos. This increases porosity into the site, while providing for connections and amenities to increase pedestrian activity to and from the Project Site.

Setbacks

Pursuant to LAMC 12.14 C.1, front yard setbacks are not required in the C2 Zone. However, pursuant to LAMC Section 12.14, the proposed C2 Zone defaults to the R4 Zone for residential setbacks, measured at the first residential level. pursuant to LAMC 12.14 C.2, the required rear yard setback for the Project would be 20 feet at the lowest residential level. However, pursuant to LAMC 12.22 A.18(c)(3), no yard requirements shall apply to structures with a mix of commercial and residential uses in the C2 Zone that abut a street or alley if the first floor of such buildings at ground level is used for commercial uses or access to the residential portions of such buildings.

All Project buildings and driveways would be designed to meet applicable City standards for setbacks. However, the Project provides stepbacks at the upper levels of Buildings 3, 6, and 9, to allow for features such as outdoor podium decks that are open to the sky. Street improvements such as tree planting, landscaping, and incorporation of street furniture within the setback areas surrounding the Project Site would further provide compatibility with current and future uses surrounding the Project Site. As such, the Project creates appropriate separation distances and setbacks between the proposed buildings and the public realm as well as external step-backs above the ground floor.

Off-Street Parking and Loading Area

The proposed driveways, loading zone drop-off area, and residential port-cochere are sited to minimize interference between pedestrians and vehicles. Ingress/egress vehicular access to the Project Site would be provided on the North Site by one driveway along Central Avenue and one driveway along 4th Street, with an internal drive aisle connecting the two driveways to provide access to the parking podium, surface parking, and subterranean levels of Building 2. On the South Site, access would be provided by two driveways along Central Avenue and one driveway along Alameda Street, with an internal east-west drive aisle connecting the northernmost driveway on Central Avenue and the driveway on Alameda Street. Entrance to the West Site would be by one driveway along Central Avenue. The driveways would be designed in accordance with Los Angeles Department of Transportation (LADOT) standards and the City's design considerations. The Project driveways are not proposed along a street with existing bicycle infrastructure or striping.

The Project would also provide vehicle loading on-site along Central Avenue and via a port-cochere on Alameda Street on the South Site. Loading docks and service entrances would be located on the ground level in the internal drive aisle within the North Site that connects the two driveways and on the southernmost driveway on Central Avenue leading into Building 9 on the South Site.

Parking on the North Site would include spaces in four subterranean levels of Building 2 and spaces in six above-grade levels of Building 2; access to the subterranean parking would be provided through the tower element of Building 2. Parking on the South Site would include spaces within three subterranean levels underneath the entirety of the South Site and spaces in four above-grade levels of Building 9; access to the subterranean parking levels would be provided through Buildings 4 and 9. Parking on the West Site would include parking spaces in one subterranean level of Building 10. In addition, the Project would provide 30 percent of the total parking spaces to be designated as EV spaces capable of supporting future EVSE, and 10 percent of the total number of spaces to be EVCS.

Landscaping

The Project proposes approximately two acres of publicly-accessible open space areas throughout the Project Site consisting of plazas and paseos passing between Central Avenue and Alameda Street and a Central Courtyard within the South Site. Amenities provided throughout the open space areas would include trees, landscaping, dining patios, raised planters, wood benches, umbrellas, cabanas, decking, and artificial and natural turf. In total, the Project would also include 109,647 square feet of residential outdoor and rooftop common open space, of which 27,412 square feet would be landscaped area. Additionally, a total of 399 on-site trees and 40 off-site street trees will be planted.

Trash Collection

Trash collection areas are proposed within subterranean parking levels on the North and South Sites and, therefore, would be entirely located internally to the Project Site and out of view from any public rights-of-ways. As conditioned and proposed, all trash and recycling areas would be enclosed and screened from public view.

Lighting & Building Signage

The Project proposes new residential, office, and restaurant/retail uses that would include accent and security lighting, in compliance with LAMC requirements. As conditioned, the Project would be designed to incorporate pedestrian lighting that is installed with shielding to ensure the Project's lighting is directed onto the site.

Based on the above, the Project would be compatible with existing and future development on adjacent and neighboring properties with regards to height, bulk, and setbacks, off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements.

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

Based on the number and unit types proposed, the Project would be required to provide 170,275 square feet of residential open space, of which 21,284 square feet would be landscaped area. Per LAMC Section 12.21 G.2(a), common open space shall constitute at least 50 percent of the total required usable open space for projects with densities typical of residential zones, such as the Project. The Project would provide 109,647 square feet of outdoor common open space, 33,647 square feet of private open space, and 26,981 square feet of indoor amenity areas including recreation rooms and community rooms. The Project would also provide 27,412 square feet of landscaped area. Common open space amenities that would be provided for on-site residents and guests include rooftop terraces, community gardens, swimming pools, spa areas, common areas with barbecues, kitchen spaces and outdoor seating, meditation and quiet areas, game rooms, a dog walk, plazas, and parks. The Project also includes a request for a Developer Incentive for the averaging of residential open space across multiple lots. While each individual building would meet its own required residential open space requirements from the LAMC, Building 5 on the South Site would utilize 12,522 square feet of adjacent publicly accessible open space to meet its requirements.

In order to maintain fair access and distribution of residential open space amenities, a Condition of Approval has been included to require that either residential open space be provided in substantial conformance with Exhibit A, and allowing for each building's open space to be limited to its residents; or should modifications occur that significantly change open space allocations or concentrate residential open space in specific buildings, that those open space areas be equally accessible to all residents for all buildings on the Project Site.

In addition to the required residential open space that would be limited to residents of the Project Site, the Project would also provide approximately two acres of publicly-accessible open space areas including paseos passing between Central Avenue and Alameda Street, plazas, linear corridors, and pocket parks within the North and South Sites. The publicly-accessible open spaces would consist of landscaped and hardscaped areas and open space plazas with newly planted trees, shrubbery, groundcover, and landscaping as well as amenities such as dining patios, raised planters, wood benches, umbrellas, and cabanas.

As such, the Project would provide recreational and service amenities to improve the habitability for the residents and minimize impacts on neighboring properties.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

INTRODUCTION

The City of Los Angeles (the City), as Lead Agency, has evaluated the environmental impacts of the Fourth and Central Project by preparing an environmental impact report (EIR) ENV-2021-4071-EIR (SCH No. 2022030295). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (CEQA Guidelines).

The Fourth and Central Project EIR, consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the Project, which is located at 364–448, 425-433 South

Central Avenue 715 and 730 East 4th Street in Los Angeles, California (Project Site). The Project would demolish the existing surface parking and cold storage facility uses on the West and South Sites, and would adaptively reuse, if feasible, the West Volume portion of the six-story LACS Building on the North Site while demolishing the remaining warehouse uses. The Project would include a mix of residential, office, and restaurant/retail uses within 10 distinct buildings within the Project Site totaling up to 2,318,534 square feet of floor area. The Project would include: 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; and 145,748 square feet of restaurant/retail uses. The Project would include approximately two acres of publicly-accessible open space. The proposed buildings would range in height from two to 30 stories, with a maximum height of 364 feet. Parking would be provided in up to three levels of subterranean parking and in above-grade parking podiums.

The Draft EIR was circulated for a 61-day public comment period beginning on October 12, 2023, and ending on December 11, 2023. A Notice of Completion and Availability (NOC/A) was distributed on October 12, 2023, to all property owners and occupants within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and the following local libraries: Los Angeles Central Library; Little Tokyo Branch Library; and Robert Louis Stevenson Branch Library. A copy of the document was also posted online at https://planning.lacity.org. Notices were filed with the County Clerk on October 12, 2023.

The Final EIR was then distributed on October 25, 2024. Notices regarding availability of the Final EIR were distributed to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b).

The Deputy Advisory Agency certified the EIR on August 20, 2025 (Certified EIR), in conjunction with the approval of the Project's Vesting Tentative Tract Map (VTT-82974-CN-HCA). In connection with the certification of the EIR, the Deputy Advisory Agency adopted the environmental findings prepared for the Project as well as a statement of overriding considerations (SOC) and a mitigation monitoring program (MMP); and approved the Project's Vesting Tentative Tract Map (VTTM). This decision was subsequently appealed and heard concurrently with the subject case at the City Planning Commission's (CPC) October 9, 2025, meeting. Should the CPC deny the appeal and approve the DAA's action, this would include a certification of the EIR, and adoption of environmental findings, SOC, and MMP.

The DAA and CPC adopted the MMP in the EIR as a Condition of Approval of the VTTM. All mitigation measures in the MMP are also imposed on the Project through Condition of Approval of CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA (Pub. Res. Code Section 21166) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified, or a negative declaration has previously been adopted

and one or more of the following circumstances exist:

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

   A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the approval of the Project. There are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition,

no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

RECORD OF PROCEEDINGS

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 North Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the Initial Study, Draft EIR, and Final EIR are available on the Department of City Planning's website at https://planning.lacity.org/development-services/eir. The Draft and Final EIR are also available at the following three Library Branches:

- Los Angeles Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- Little Tokyo Branch Library, 203 South Los Angeles Street, Los Angeles, CA 90012 (temporarily closed)
- Robert Louis Stevenson Branch Library, 803 Spence Street, Los Angeles, CA 90023

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing was conducted by the Deputy Advisory Agency (DAA) and Hearing Officer on behalf of the City Planning Commission, telephonically and virtually via Zoom on November 20, 2024, at 11:00 a.m. for the subdivision and Project entitlements. In attendance were the Applicant's Team and Representative and members of the general public.

Simultaneous translations of the public hearing into three non-English languages, Spanish, Korean, and Japanese, were requested by a member of the public 10 days prior to the public hearing date. The Department of City Planning accommodate this request, and Planning Staff ensured that all members of the public attending the hearing were able to provide testimony.

Summary of Public Hearing Testimony

1. Present: There were 161 participants, at maximum, during the meeting including Planning Staff, the Applicant team, translators, and members of the public.

2. Public Speakers: 70 participants spoke at the hearing, excluding the Applicant team; 38 people spoke in support of the project; 32 people spoke against the Project. In addition, 56 written comments were received during and after the hearing to express both support and opposition for the Project. Spanish, Japanese, and Korean language translators were provided to simultaneously translate during the public hearing. Two speakers expressed their comments in Japanese, and the remainder of the commenters provided their comments in English.

3. Public Hearing Testimony

   Comments in Support of the Prcject

   - The Project would bring new opportunities for housing to the City which faces a severe housing shortage.
   - The Project provides new skilled trade construction jobs.
   - The Project will help to grow the community in downtown Los Angeles.

   Comments in Opposition to the Prcject

   - The Project's scale is too large and will impede residential uses and businesses surrounding the Project Site and in the nearby communities of Little Tokyo and Skid Row.
   - The Project may lead to gentrification of the surrounding neighborhood and the displacement of long-time residents and legacy businesses.
   - The Project does not adequately consider the impacts that it would have on the endangered community of Little Tokyo.
   - The Applicant team was not active or transparent in its engagement with the community.
   - The Project lacks transparency regarding the exact number of affordable housing units that it would provide.
   - The Project would lead to increased construction emissions and pollution for a prolonged amount of time.

- The increased number of residents and parking provided by the Project would lead to increases in traffic and congestion in the area.
- The Project EIR's Transportation Assessment inaccurately assumes a high number of residents would use public transit.
- The Public Hearing conducted for the Project had too many technical issues.
- The Project's Main Conditional Use Permit request would lead to a threat to public health.
- The Project would lead to increased construction noise and vibration that would impact the surrounding community.
- The Project would be out of character with the remainder of the neighborhood.
- The Project's proposed open spaces would not be useable by the public and would instead only be beneficial to Project residents.

Response to Public Testimony:

- The Applicant's Representative clarified that traffic-related safety and volume issues were thoroughly analyzed in the Project's EIR, which also includes proactive measures to assure safety such as improved pedestrian crossings. They also stated that a thorough VMT analysis was conducted and approved by LADOT as a part of the Project.
- The Applicant's Representative stated that construction impacts as they relate to air quality and noise/vibration were analyzed in the Draft EIR and Final EIR, and no new issues regarding that analysis were raised.
- The Applicant's Representative assured that the Project is subject to and will conform with Measure JJJ (LAMC Section 11.5.11), which provides a range of affordability levels that the Project must provide according to income level.
- The Hearing Officer requested that speakers with questions contact the City if they had additional questions or requests for clarification after the Hearing Officer hearing; and reiterated the ways in which members of the public could provide additional comments after public hearing.

WRITTEN CORRESPONDENCE

Since the Project's Notice of Preparation (NOP) was published on March 10, 2022, Planning Staff has received over 290 written comments from members of the public both in support and opposition to the Project. Comments in opposition to the Project were substantially similar to those submitted during the Draft EIR public comment period and during the Joint Public Hearing held for the Project. Issues, both outstanding and resolved, have been thoroughly addressed and discussed in the Final EIR, this Staff Recommendation Report, and the Appeal Response Report prepared for this Project.

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STAMPED ON 9/29/2025 BY T. GHARIBIAN

EXHIBIT A
PROJECT PLANS

CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA
OCTOBER 9, 2025

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STAMPED ON 9/29/2025 BY T. GHARIBIAN

FOURTH & CENTRAL

LOS ANGELES, CA



ENTITLEMENT SUBMITTAL, 2025

studioneleven Adjaye Associates

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STAMPED ON 9/29/2025 BY T. GHARIBIAN

PROJECT OVERVIEW

			AREA		UNITS	
RETAIL & RESTAURANT			COMBINED 145,748 SF RETAIL 67,596 SF RESTAURANT 78,152 SF			
OFFICE			411,113 SF			
RESIDENTIAL		FOR RENT	1,635,118 SF	1,761,673 SF	1466	1,589 UNITS
		FOR SALE	126,555 SF		123	
TOTAL GROSS BUILDING AREA			2,318,534 SF			
TOTAL SITE AREA (PRE-DEDICATION)			333,602 SF			
OVERALL FAR (PRE-DEDICATION)			6.95			
TOTAL SITE AREA (POST-DEDICATION)			328,702 SF			
OVERALL FAR (POST-DEDICATION)			7.05			
VEHICULAR PARKING	LAMC REQUIRED		2,593 STALLS			
	PROVIDED		2,426 STALLS			
BICYCLE PARKING	REQUIRED	SHORT TERM	163	792 SPACES		
		LONG TERM	629			
	PROVIDED	SHORT TERM	163	792 SPACES		
		LONG TERM	629			

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78	NORTH SITE - MATERIALS COMPOSITE ENLARGED PLAN	1"=20'-0"
79	UPPER SOUTH & WEST SITE - MATERIALS COMPOSITE ENLARGED PLAN	1"=20'-0"
80	LOWER SOUTH SITE - MATERIALS COMPOSITE ENLARGED PLAN	1"=20'-0"
81	MATERIALS PALETTE	
PLANTING PLANS		
82	OVERALL PLANTING PLANS	1"=50'-0"
83	NORTH SITE - PLANTING GROUND FLOOR ENLARGED PLAN	1"=20'-0"
84	UPPER SOUTH & WEST SITE - PLANTING GROUND FLOOR ENLARGED PLAN	1"=20'-0"
85	LOWER SOUTH SITE - PLANTING GROUND FLOOR ENLARGED PLAN	1"=20'-0"
86	NORTH SITE - PLANTING COMPOSITE ENLARGED PLAN	1"=20'-0"
87	UPPER SOUTH & WEST SITE - PLANTING COMPOSITE ENLARGED PLAN	1"=20'-0"
88	LOWER SOUTH SITE - PLANTING COMPOSITE ENLARGED PLAN	1"=20'-0"
PLANTING PALETTE		
89	PLANTING PALETTE - TREES	
90	PLANTING PALETTE - SHRUBS	
ARCHITECTURAL		
FLOOR PLANS		
24	NORTH SITE - LEVEL P2 ENLARGED FLOOR PLAN (LEVELS P4-P3 SIM.)	1/16" = 1'-0"
25	NORTH SITE - LEVEL P1 ENLARGED FLOOR PLAN	1/16" = 1'-0"
26	NORTH SITE - LEVEL 1 ENLARGED FLOOR PLAN	1/16" = 1'-0"
27	NORTH SITE - LEVEL 5 ENLARGED FLOOR PLAN (LEVELS 2-6 SIM.)	1/16" = 1'-0"
28	NORTH SITE - LEVEL 7 ENLARGED FLOOR PLAN	1/16" = 1'-0"
29	NORTH SITE - LEVEL 20 ENLARGED FLOOR PLAN (LEVELS 8-30 SIM.)	1/16" = 1'-0"
30	NORTH SITE - ENLARGED ROOF PLAN	1/16" = 1'-0"
31	UPPER SOUTH SITE - LEVEL P3 ENLARGED FLOOR PLAN	1/16" = 1'-0"
32	LOWER SOUTH SITE LEVEL P3 - ENLARGED FLOOR PLAN	1/16" = 1'-0"
33	UPPER SOUTH SITE LEVEL P2 - ENLARGED FLOOR PLAN	1/16" = 1'-0"
34	LOWER SOUTH SITE - LEVEL P2 ENLARGED FLOOR PLAN	1/16" = 1'-0"
35	UPPER SOUTH SITE - LEVEL P1 ENLARGED FLOOR PLAN	1/16" = 1'-0"
36	LOWER SOUTH SITE LEVEL P1 - ENLARGED FLOOR PLAN	1/16" = 1'-0"
37	UPPER SOUTH SITE LEVEL 1 - ENLARGED FLOOR PLAN	1/16" = 1'-0"
38	LOWER SOUTH SITE - LEVEL 1 ENLARGED FLOOR PLAN	1/16" = 1'-0"
39	UPPER SOUTH SITE - LEVEL 2 ENLARGED FLOOR PLAN (LEVLES 3-4 SIM.)	1/16" = 1'-0"
40	LOWER SOUTH SITE - LEVEL 2 ENLARGED FLOOR PLAN (LEVLES 3-4 SIM.)	1/16" = 1'-0"
41	UPPER SOUTH SITE - LEVEL 5 ENLARGED FLOOR PLAN (LEVLES 6-8 SIM.)	1/16" = 1'-0"
42	LOWER SOUTH SITE - LEVEL 5 ENLARGED FLOOR PLAN (LEVLES 6-8 SIM.)	1/16" = 1'-0"
43	UPPER SOUTH SITE - LEVEL 9 ENLARGED FLOOR PLAN (LEVLES 10-19 SIM.)	1/16" = 1'-0"
44	LOWER SOUTH SITE - LEVEL 9 ENLARGED FLOOR PLAN (LEVLES 10-19 SIM.)	1/16" = 1'-0"
45	UPPER SOUTH SITE - LEVEL 20 ENLARGED FLOOR PLAN (LEVLES 21-27 SIM.)	1/16" = 1'-0"
46	LOWER SOUTH SITE - LEVEL 20 ENLARGED FLOOR PLAN (LEVLES 21-27 SIM.)	1/16" = 1'-0"
47	UPPER SOUTH SITE - ENLARGED ROOF PLAN	1/16" = 1'-0"
48	LOWER SOUTH SITE - ENLARGED ROOF PLAN	1/16" = 1'-0"
49	WEST SITE - ENLARGED FLOOR PLANS	1/16" = 1'-0"
SITE SECTIONS		
50	SITE SECTION A	1/32" = 1'-0"
51	SITE SECTION B	1/32" = 1'-0"
52	SITE SECTION C	1/32" = 1'-0"
ELEVATIONS & MATERIAL PALETTES		
53	ELEVATIONS & MATERIAL PALETTES - BUILDING 1 & 2	1/32" = 1'-0"
54	ELEVATIONS & MATERIAL PALETTES - BUILDING 1 & 2	1/32" = 1'-0"
55	ELEVATIONS & MATERIAL PALETTES - BUILDING 3 & 4	1/32" = 1'-0"
56	ELEVATIONS & MATERIAL PALETTES - BUILDING 5	1/32" = 1'-0"
57	ELEVATIONS & MATERIAL PALETTES - BUILDING 6	1/32" = 1'-0"
58	ELEVATIONS & MATERIAL PALETTES - BUILDING 6	1/32" = 1'-0"
59	ELEVATIONS & MATERIAL PALETTES - BUILDING 7	1/32" = 1'-0"
60	ELEVATIONS & MATERIAL PALETTES - BUILDING 8	1/32" = 1'-0"
61	ELEVATIONS & MATERIAL PALETTES - BUILDING 9	1/32" = 1'-0"
62	ELEVATIONS & MATERIAL PALETTES - BUILDING 10	1/32" = 1'-0"

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EXHIBIT "A"
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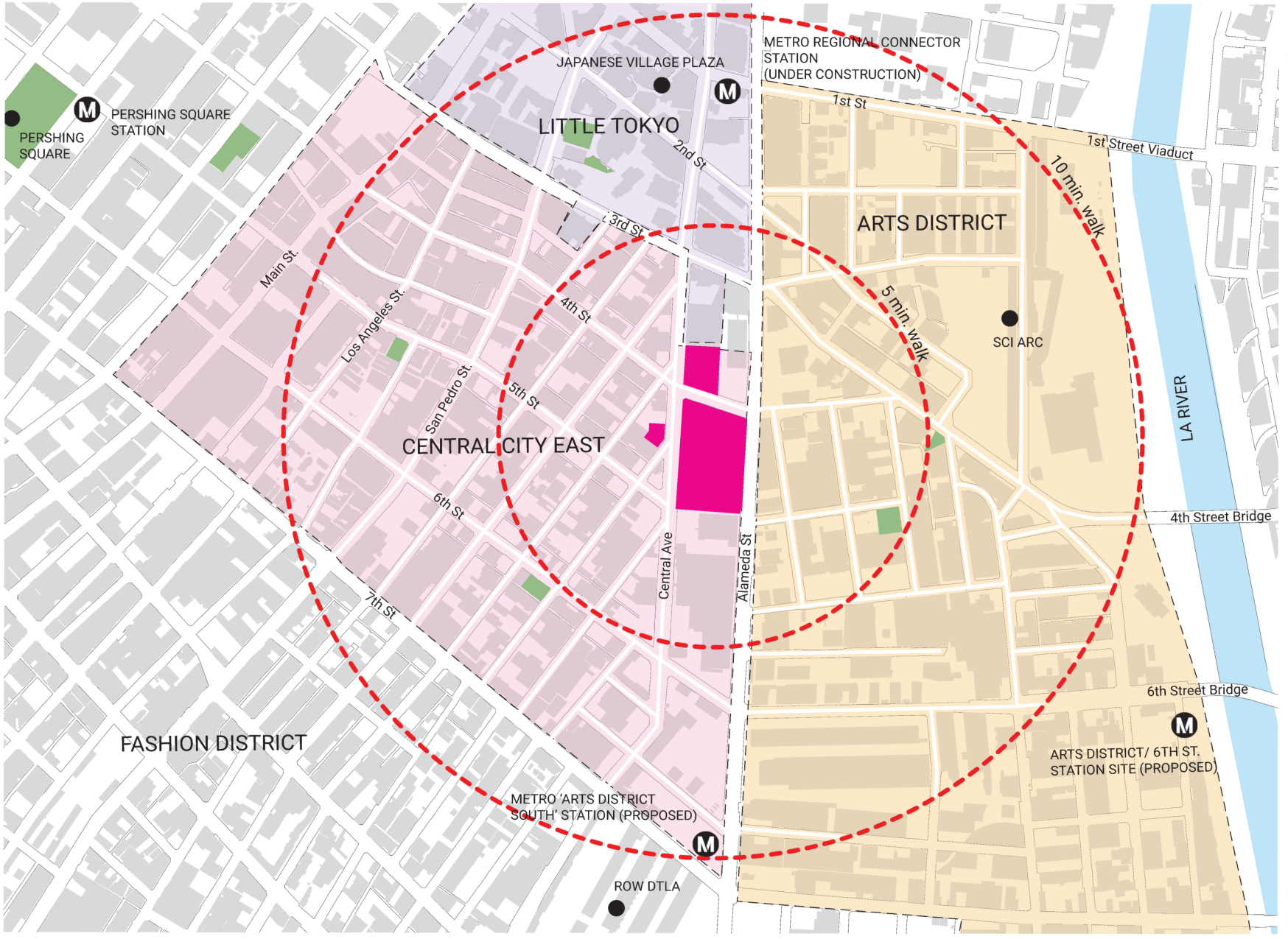
Case No. CPC-2021-4869-GPA-VZC-HD-MCUP-SPR-HCA
STAMPED ON 9/29/2025 BY T. AHARIBIAN



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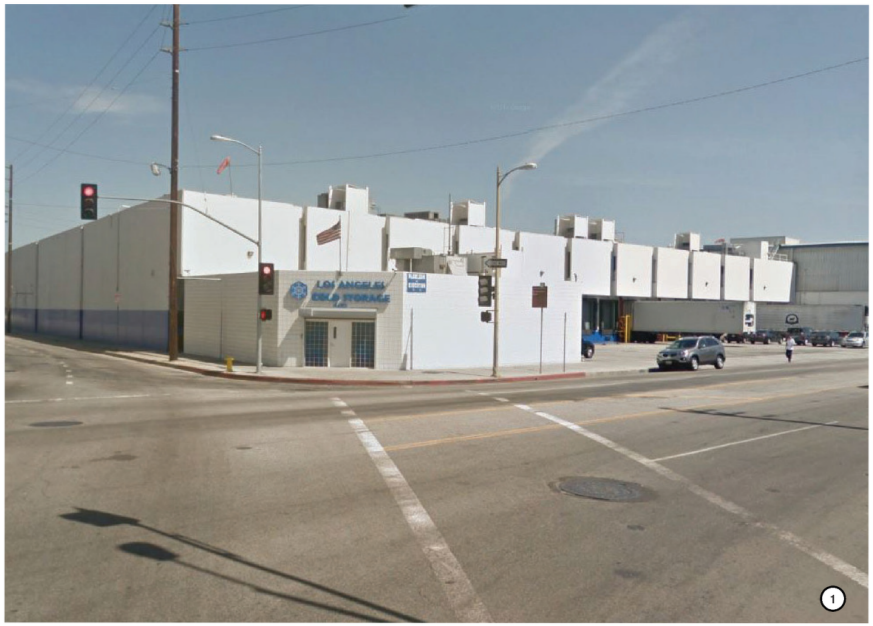
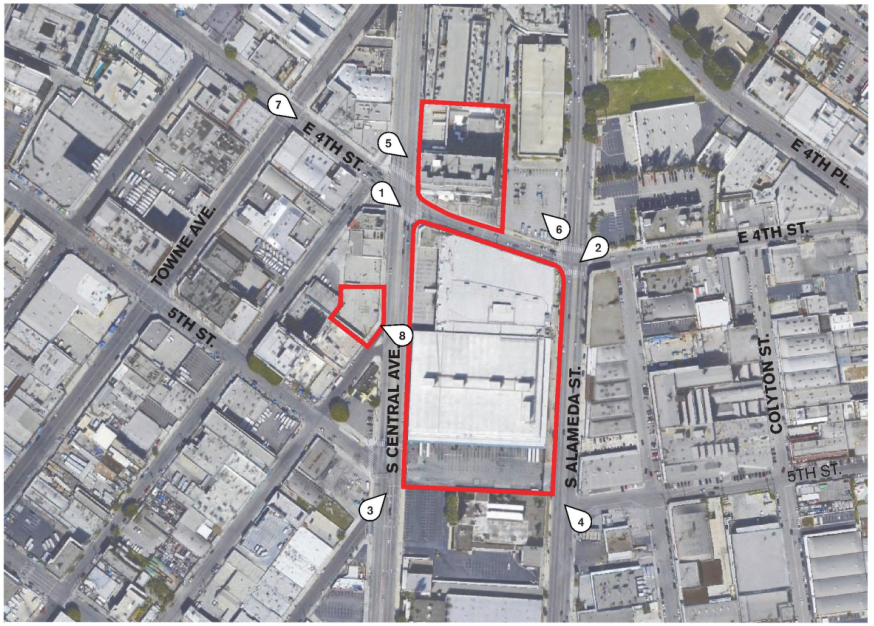
VICINITY MAP









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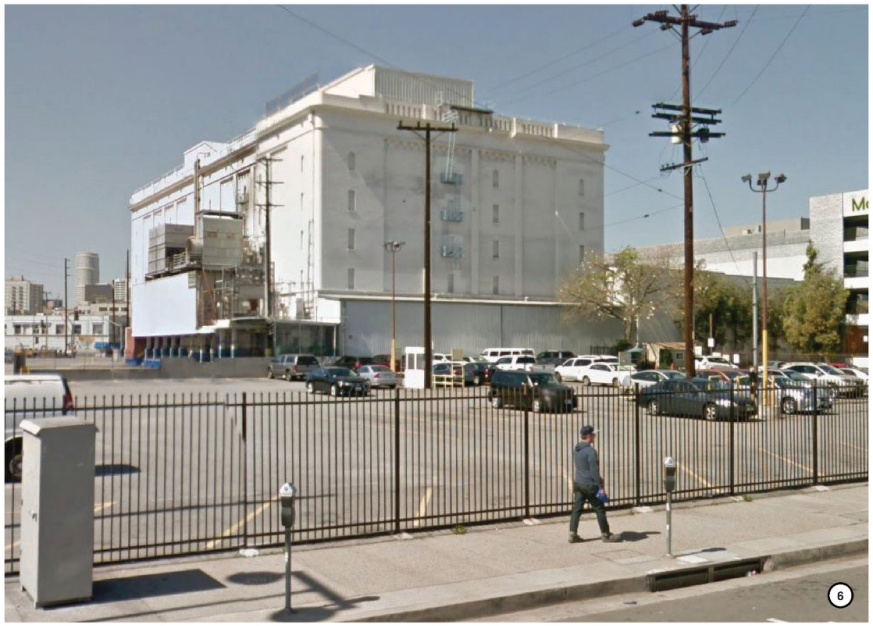

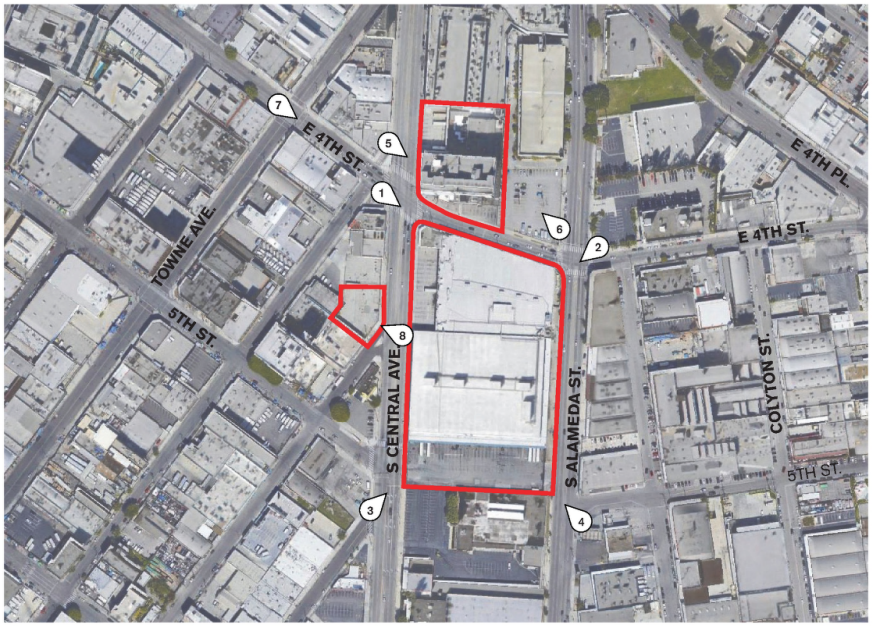

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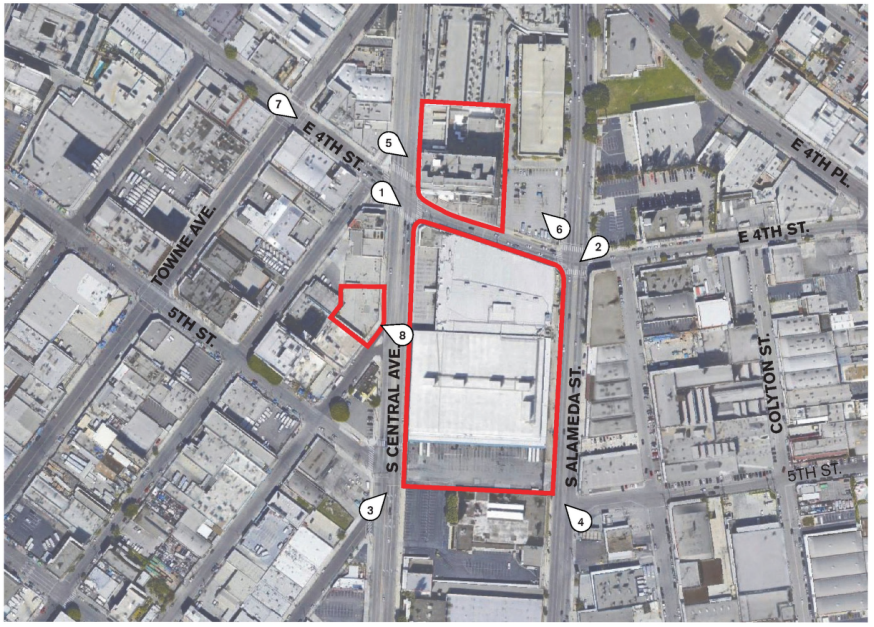

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ALTA/NSPS LAND TITLE SURVEY

LEGAL DESCRIPTION
(CHICAGO TITLE COMPANY ORDER NO. 00132022-993-SD2-CFU DATED MARCH 26, 2021)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

ALL THAT CERTAIN TRACT OF LAND SITUATED, LYING AND BEING IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF CENTRAL AVENUE AND FOURTH STREET; THENCE SOUTH 87° 5' 30" EAST ALONG THE NORTHERLY LINE OF FOURTH STREET, 215 FEET; THENCE NORTH 2° 54' 30" EAST ON A LINE PARALLEL WITH AND 215 FEET DISTANT EASTERLY FROM THE EAST LINE OF SAID CENTRAL AVENUE, A DISTANCE OF 244 FEET; THENCE NORTH 87° 5' 30" WEST ON A LINE PARALLEL WITH AND 244 FEET DISTANT NORTHERLY FROM THE NORTH LINE OF SAID FOURTH STREET 215 FEET TO A POINT IN THE EAST LINE OF SAID CENTRAL AVENUE; THENCE SOUTH 2° 54' 30" WEST ALONG THE EAST LINE OF CENTRAL AVENUE, 244 FEET TO THE POINT OF BEGINNING

EXCEPT THEREFROM THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF CENTRAL AVENUE AND FOURTH STREET; THENCE ALONG THE NORTH LINE OF FOURTH STREET, SOUTH 87° 5' 30" EAST 201.05 FEET; THENCE PARALLEL WITH THE EAST LINE OF CENTRAL AVENUE, NORTH 2° 54' 30" EAST 101.40 FEET; THENCE WESTERLY 201.05 FEET TO A POINT IN THE EAST LINE OF CENTRAL AVENUE, DISTANT NORTH 2° 54' 30" EAST 101.30 FEET FROM THE POINT OF BEGINNING; THENCE ALONG SAID EAST LINE, SOUTH 2° 54' 30" WEST 101.30 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

THAT TRACT OF LAND SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF CENTRAL AVENUE AND FOURTH STREET, AS SAID STREETS ARE SHOWN ON THE MAP OF THE WOLFSKILL ORCHARD TRACT, RECORDED IN BOOK 30 PAGES 9 TO 13 INCLUSIVE OF MISCELLANEOUS RECORDS OF SAID COUNTY RECORDER; THENCE ALONG THE NORTH LINE OF FOURTH STREET, SOUTH 87° 5' 30" EAST 201.05 FEET; THENCE PARALLEL WITH THE EAST LINE OF CENTRAL AVENUE, NORTH 2° 54' 30" EAST 101.40 FEET; THENCE WESTERLY 201.05 FEET TO A POINT IN EAST LINE OF CENTRAL AVENUE, DISTANT NORTH 2° 54' 30" EAST 101.30 FEET FROM THE POINT OF BEGINNING; THENCE ALONG SAID EAST LINE, SOUTH 2° 54' 30" WEST 101.30 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

THAT PORTION OF FOURTH STREET SHOWN 80 FEET WIDE ON THE MAP OF THE WOLFSKILL ORCHARD TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECORDED IN BOOK 30 PAGES 9 TO 13 INCLUSIVE OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF SAID FOURTH STREET WITH THE WESTERLY LINE OF THAT LAND CONVEYED TO SOUTHERN PACIFIC RAILROAD COMPANY, BY DEED RECORDED IN BOOK 1886 PAGE 157 OF DEEDS, IN THE OFFICE OF SAID COUNTY RECORDER; THENCE SOUTHERLY ALONG THE SOUTHERLY PROLONGATION OF SAID WESTERLY LINE TO A LINE EXTENDING NORTH 74° 32' 16" WEST FROM A POINT IN THE EASTERLY LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY'S ARCADE DEPOT GROUNDS, AS PER MAP RECORDED IN BOOK 630 PAGE 191 OF DEEDS, SAID POINT BEING DISTANT SOUTH 0° 00' 45" WEST ALONG SAID EASTERLY LINE 29.78 FEET FROM THE SOUTHERLY LINE OF SAID FOURTH STREET; THENCE NORTH 74° 32' 16" WEST TO SAID NORTHERLY LINE OF FOURTH STREET; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

EXCEPT ALL MINERALS AND ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES CONTAINED THEREIN AND THEREUNDER WITHOUT THE RIGHT TO PENETRATE THE SURFACE OF OR TO ENTER UPON SAID REAL PROPERTY WITHIN 500 FEET OF THE SURFACE THEREOF TO EXTRACT THE SAME, AS RESERVED BY THE CITY OF LOS ANGELES IN THE DEED RECORDED APRIL 1, 1959 AS INSTRUMENT NO. 1748, IN BOOK D-423 PAGE 617, OFFICIAL RECORDS.

APN(S): 5147-001-007

PARCEL 4:

THAT PORTION OF BLOCK 13 OF THE WOLFSKILL ORCHARD TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 30, PAGES 9 TO 13, INCLUSIVE OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND THAT PORTION OF THAT CERTAIN STREET, 100 FEET WIDE, AS SHOWN ON SAID MAP, NOW VACATED, TOGETHER WITH THAT PORTION OF THAT CERTAIN PARCEL OF LAND IN SAID CITY, COUNTY AND STATE DESCRIBED IN THE DEED TO THE SOUTHERN PACIFIC RAILROAD COMPANY, RECORDED IN BOOK 19278, PAGE 136, OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER, BEING MORE PARTICULARLY DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID BLOCK 13, DISTANT SOUTHERLY (MEASURED ALONG SAID PROLONGATION AND ALONG SAID WESTERLY LINE) THEREON 202.63 FEET FROM THE SOUTHWEST CORNER OF LOT 1 IN SAID BLOCK 13, SAID POINT OF BEGINNING BEING ALSO A POINT IN THE EASTERLY LINE OF CENTRAL AVENUE; THENCE ALONG SAID PROLONGATION AND ALONG SAID WESTERLY LINE NORTH 02° 55' 20" EAST 685.77 FEET, MORE OR LESS, TO THE SOUTHERLY LINE OF THE LAND FIRST DESCRIBED IN THE DEED TO THE CITY OF LOS ANGELES, RECORDED ON JUNE 21, 1957 AS INSTRUMENT NO. 4213, IN BOOK 54656, PAGE 105 OF SAID OFFICIAL RECORDS; THENCE ALONG THE SOUTHERLY BOUNDARY OF THE LAND DESCRIBED IN SAID LAST MENTIONED DEED AS FOLLOWS:

NORTH 55° 36' 46" EAST 12.11 FEET; SOUTH 71° 37' 14" EAST 395.17 FEET AND SOUTH 34° 21' 02" EAST 15.87 FEET TO A POINT IN THE EASTERLY LINE OF THE LAND DESCRIBED IN SAID DEED TO THE SOUTHERN PACIFIC RAILROAD COMPANY, SAID LAST MENTIONED EASTERLY LINE BEING ALSO THE WESTERLY LINE OF ALAMEDA STREET; THENCE ALONG SAID LAST MENTIONED EASTERLY LINE SOUTH 02° 55' 31" WEST 337.31 FEET TO SOUTHEASTERLY CORNER OF THE LAND DESCRIBED IN THE DEED TO THE CALIFORNIA CONSUMERS CORPORATION, RECORDED NOVEMBER 19, 1956, AS INSTRUMENT NO. 1881, IN BOOK 52870, PAGE 78 OF OFFICIAL RECORDS; THENCE CONTINUING ALONG SAID LAST MENTIONED EASTERLY LINE, SOUTH 02° 55' 31" WEST 240.80 FEET; THENCE IN A STRAIGHT LINE, NORTH 87° 05' 00" WEST 400.03 FEET TO THE POINT IN THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID BLOCK 13; THENCE ALONG SAID WESTERLY LINE, NORTH 02° 55' 00" EAST 32.00 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE TITLE AND EXCLUSIVE RIGHT TO ALL THE MINERALS AND MINERAL ORES OF EVERY KIND AND CHARACTER NOW KNOWN TO EXIST OR HEREAFTER DISCOVERED UPON, WITHIN OR UNDERLYING SAID LAND OR THAT MAY BE PRODUCED THEREFROM INCLUDING, WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, ALL PETROLEUM, OIL, NATURAL GAS AND OTHER HYDROCARBON SUBSTANCES AND PRODUCTS DERIVED THEREFROM, TOGETHER WITH THE EXCLUSIVE AND PERPETUAL RIGHT OF INGRESS AND EGRESS BENEATH THE SURFACE OF SAID LAND TO EXPLORE FOR, DEVELOP AND REMOVE THE SAME, AND TO MAKE SUCH USE OF THE SAID LAND BENEATH THE SURFACE AS IS NECESSARY OR USEFUL IN CONNECTION THEREWITH, WHICH USE MAY INCLUDE LATERAL OR SLANT DRILLING, BORING, DIGGING OR SINKING OF WELLS, SHAFTS OR TUNNELS; WITHOUT, HOWEVER, THE RIGHT TO (A) USE THE SURFACE OF SAID LAND IN THE EXERCISE OF ANY OF SAID RIGHTS, AND (B) DISTURB THE SURFACE OF SAID LAND OR ANY IMPROVEMENTS THEREON OR REMOVE OR IMPAIR THE LATERAL OR SUBJACENT SUPPORT OF SAID LAND OR ANY IMPROVEMENTS THEREON, AS RESERVED BY SOUTHERN PACIFIC COMPANY, A CORPORATION, IN DEED RECORDED JUNE 1, 1956 AS INSTRUMENT NO. 1870, AND IN DEED RECORDED 11-161956 AS INSTRUMENT NO. 1881.

PARCEL 5:

A PERPETUAL EXCLUSIVE EASEMENT AS SET FORTH IN EASEMENT AGREEMENT RECORDED FEBRUARY 28, 1994 AS INSTRUMENT NO. 94-403391, OFFICIAL RECORDS

APN: 5147-013-016

PARCEL 6:

LOT 24 IN BLOCK 11 OF THE WOLFSKILL ORCHARD TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 30 PAGES 9, ET SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 7:

LOTS 25 AND 26 IN BLOCK 11 OF THE WOLFSKILL ORCHARD TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 30 PAGES 9, ET SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 8:

THAT PORTION OF LOT 27 IN BLOCK 11 OF THE WOLFSKILL ORCHARD TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 30 PAGES 9, ET SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 27; THENCE SOUTH 2 DEGREES 55 MINUTES WEST 23.19 FEET ALONG THE WEST LINE OF CENTRAL AVENUE; THENCE NORTH 84 DEGREES 25 MINUTES WEST 64.70 FEET; THENCE NORTH 71 DEGREES 42 MINUTES WEST 55.95 FEET TO THE WEST LINE OF SAID LOT 27; THENCE NORTH 36 DEGREES 48 MINUTES EAST 6.50 FEET ALONG THE WEST LINE OF SAID LOT TO THE NORTHWEST CORNER OF SAID LOT 27; THENCE ALONG THE NORTH LINE OF SAID LOT, SOUTH 87 DEGREES 5 MINUTES EAST 114.81 FEET TO THE POINT OF BEGINNING.

5147-011-015, 016, 017;, 5147-012-015

LEGAL DESCRIPTION (CONT.)
(CHICAGO TITLE COMPANY ORDER NO. 00132022-993-SD2-CFU DATED MARCH 26, 2021)

PARCEL 9:

LOTS 27 AND 28 IN BLOCK 11 OF THE WOLFSKILL ORCHARD TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 30 PAGES 9, ET SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF SAID LOT 27, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 27; THENCE SOUTH 2 DEGREES 55 MINUTES WEST 23.19 FEET ALONG THE WEST LINE OF CENTRAL AVENUE; THENCE NORTH 84 DEGREES 25 MINUTES WEST 64.70 FEET; THENCE NORTH 71 DEGREES 42 MINUTES WEST 55.95 FEET TO THE WEST LINE OF SAID LOT 27; THENCE NORTH 36 DEGREES 48 MINUTES EAST 6.50 FEET ALONG THE WEST LINE OF SAID LOT TO THE NORTHWEST CORNER OF SAID LOT 27; THENCE ALONG THE NORTH LINE OF SAID LOT, SOUTH 87 DEGREES 5 MINUTES EAST 114.81 FEET TO THE POINT OF BEGINNING.

5147-011-015, 016, 017;, 5147-012-015

EXCEPTIONS
(CHICAGO TITLE COMPANY ORDER NO. 00132022-993-SD2-CFU DATED MARCH 26, 2021)

MATTERS AFFECTING PARCELS 1, 2 AND 3

1. INTENTIONALLY OMITTED
2. ANY RIGHT AND PRIVILEGE TO USE, MAINTAIN AND OPERATE THE EXISTING TRACKS NOW TRAVERSING SAID LAND THAT THE OWNERS OF THE LAND ADJOINING MAY HAVE AS INFERRED IN THAT CERTAIN AGREEMENT BETWEEN THE CITY OF LOS ANGELES AND SOUTHERN PACIFIC COMPANY, A CORPORATION, RECORDED IN BOOK 51256, PAGE 200, OFFICIAL RECORDS.

   AFFECTS: PARCEL 3

   (NOT PLOTTABLE – MAY STILL AFFECT PARCEL 3 IF PUBLIC UTILITIES EXIST ON SAID PARCEL)
3. ANY RIGHTS, INTEREST AND USES OF SAID LAND AS HAVE HERETOFORE BEEN GRANTED BY THE CITY OF LOS ANGELES, FOR THE USE THEREOF AND THOSE WHICH AS A MATTER OF LAW ARE CONTINUING FOLLOWING STATUTORY STREET VACATION PROCEEDINGS, AS RESERVED BY SAID CITY IN ORDINANCE 111,151, AND BY DEED FROM THE CITY OF LOS ANGELES

   RECORDING DATE: APRIL 7, 1959
   RECORDING NO: 1748, IN BOOK D423, PAGE 617, OFFICIAL RECORDS

   AFFECTS: PARCEL 3
4. EASEMENTS FOR WATER AND POWER FACILITIES AS RESERVED TO CITY OF LOS ANGELES, AND THE RIGHT OF THE DEPARTMENT OF WATER AND POWER OF SAID CITY TO MAINTAIN AND OPERATE THE SAME, AS RESERVED BY ORDINANCE 109,349 AND ORDINANCE 111,151, AND ALSO AS RECITED ON THAT CERTAIN STREET VACATION MAP, RECORDED IN BOOK 5, PAGE 80 OF STREET VACATION MAPS, AND IN THE DEED FROM THE CITY OF LOS ANGELES

   RECORDING DATE: APRIL 7, 1959
   RECORDING NO: 1748, IN BOOK D423, PAGE 617, OFFICIAL RECORDS

   AFFECTS: PARCEL 3
5. AN OIL AND GAS LEASE FOR THE TERM THEREIN PROVIDED WITH CERTAIN COVENANTS, CONDITIONS AND PROVISIONS, TOGETHER WITH EASEMENTS, IF ANY, AS SET FORTH THEREIN.

   DATED: JUNE 17, 1966
   LESSOR: CALIFORNIA CONSUMERS CORPORATION
   LESSEE: STANDARD OIL COMPANY OF CALIFORNIA, A CORPORATION
   RECORDING DATE: NOVEMBER 14, 1966
   RECORDING NO.: 2293, IN BOOK M2368, PAGE 172, OFFICIAL RECORDS

   SAID LEASE AFFECTS THAT PORTION OF SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF.

   SAID LEASE PROVIDES FOR NO RIGHT OF SURFACE ENTRY.

   NO INSURANCE IS MADE AS TO THE PRESENT OWNERSHIP OF THE LEASEHOLD CREATED BY SAID LEASE, NOR AS TO OTHER MATTERS AFFECTING THE RIGHTS OR INTERESTS OF THE LESSOR OR LESSEE IN SAID LEASE.

   AFFECTS: PARCEL 1
6. AN OIL AND GAS LEASE FOR THE TERM THEREIN PROVIDED WITH CERTAIN COVENANTS, CONDITIONS AND PROVISIONS, TOGETHER WITH EASEMENTS, IF ANY, AS SET FORTH THEREIN.

   DATED: JUNE 17, 1966
   LESSOR: LOS ANGELES COLD STORAGE COMPANY
   LESSEE: STANDARD OIL COMPANY OF CALIFORNIA, A CORPORATION
   RECORDING DATE: NOVEMBER 14, 1966
   RECORDING NO.: 2293, IN BOOK M2368, PAGE 172, OFFICIAL RECORDS

   SAID LEASE AFFECTS THAT PORTION OF SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF.

   SAID LEASE PROVIDES FOR NO RIGHT OF SURFACE ENTRY.

   NO INSURANCE IS MADE AS TO THE PRESENT OWNERSHIP OF THE LEASEHOLD CREATED BY SAID LEASE, NOR AS TO OTHER MATTERS AFFECTING THE RIGHTS OR INTERESTS OF THE LESSOR OR LESSEE IN SAID LEASE.

   AFFECTS: PARCEL 2
7. AN INSTRUMENT ENTITLED "COVENANT AND AGREEMENT"

   EXECUTED BY: GERALD RAUDA AND MORRIS GLESEY
   IN FAVOR OF: CITY OF LOS ANGELES
   RECORDING DATE: FEBRUARY 27, 1969
   RECORDING NO: 2124, IN BOOK M3128, PAGE 833, OFFICIAL RECORDS

   (WHICH AMONG OTHER THINGS PROVIDES: REGARDING MAINTENANCE OF OFF-STREET PARKING SPACE

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

   THIS COVENANT AND AGREEMENT SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCERS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.

   (NOT PLOTTED – APPEARS TO BURDEN PARCELS 1 & 2 AND BENEFIT PARCEL 4)
8. INTENTIONALLY OMITTED.
9. INTENTIONALLY OMITTED.
10. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.

    RECORDING DATE: JUNE 14, 1988
    RECORDING NO.: 88-943401, OFFICIAL RECORDS

    REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
11. AN INSTRUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING MAINTENANCE OF BUILDING"

    EXECUTED BY: STANDARD-SOUTHERN CORPORATION
    IN FAVOR OF: CITY OF LOS ANGELES
    RECORDING DATE: NOVEMBER 3, 1994
    RECORDING NO: 94-1995114, OFFICIAL RECORDS

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    THIS COVENANT AND AGREEMENT SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCERS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.
12. A NOTICE THAT SAID LAND IS INCLUDED WITHIN A PROJECT AREA OF THE REDEVELOPMENT AGENCY SHOWN BELOW, AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW (SUCH REDEVELOPMENT TO PROCEED ONLY AFTER THE ADOPTION OF THE REDEVELOPMENT PLAN) AS DISCLOSED BY A DOCUMENT

    RECORDING DATE: NOVEMBER 30, 2007
    RECORDING NO: 20072639425, OFFICIAL RECORDS
    REDEVELOPMENT AGENCY: CENTRAL INDUSTRIAL REDEVELOPMENT PROJECT AREA

    (NOT PLOTTED – APPEARS TO AFFECT PARCELS 1-3 AND 6-9)

EXCEPTIONS (CONT.)
(CHICAGO TITLE COMPANY ORDER NO. 00132022-993-SD2-CFU DATED MARCH 26, 2021)

MATTERS AFFECTING PARCELS 4 AND 5

12a. ANY RIGHTS, INTERESTS, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING MATTERS DISCLOSED BY SURVEY.

    PROJECT NO.: 2000500
    DATED: SEPTEMBER 14, 2020
    PREPARED BY: CHRISTOPHER JONES, LS 8193 FOR KPFF
    MATTERS SHOWN: a) ENCROACHMENT OF THE BUILDING LOCATED ON THE LAND ONTO LAND ADJOINING ON THE NORTH BY 0.28' ON THE WEST TO 0.21'ON THE EAST
    b) ENCROACHMENT OF A PORTION OF THE BUILDING LOCATED ON THE LAND ONTO THE EASEMENT SHOWN ABOVE IN EXCEPTION NO. 3 AND 4

MATTERS AFFECTING PARCELS 4 AND 5

13. INTENTIONALLY OMITTED.
14. AN INSTRUMENT ENTITLED "AGREEMENT"

    EXECUTED BY: CALIFORNIA CONSUMES CORPORATION
    IN FAVOR OF: CITY OF LOS ANGELES
    RECORDING DATE: SEPTEMBER 27, 1957
    RECORDING NO: 3197, IN BOOK 55720, PAGE 287, OFFICIAL RECORDS

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    THIS COVENANT AND AGREEMENT SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCERS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.
15. A COVENANT AND AGREEMENT UPON AND SUBJECT TO THE TERMS AND CONDITIONS THEREIN

    EXECUTED BY: CALIFORNIA CONSUMERS CORPORATION
    IN FAVOR OF: CITY OF LOS ANGELES
    RECORDING DATE: SEPTEMBER 27, 1957
    RECORDING NO: 3198, BOOK 55720, PAGE 224, OFFICIAL RECORDS

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    THIS COVENANT AND AGREEMENT SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCERS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.
16. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR

    PURPOSE(S): PUBLIC STREET
    RECORDING DATE: MARCH 30, 1964
    RECORDING NO.: 5388, OFFICIAL RECORDS
    AFFECTS: THAT PORTION OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED TO THE SOUTHERN PACIFIC RAILROAD COMPANY RECORDED IN BOOK 19278 PAGE 136 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID LOS ANGELES COUNTY, BOUNDED AND DESCRIBED AS FOLLOWS:

    BEGINNING AT THE MOST SOUTHERLY CORNER OF THE LAND DESCRIBED IN SAID DEED; THENCE NORTH 55 DEGREES 34 MINUTES WEST ALONG THE NORTHERLY LINE OF 6TH STREET TO A LINE PARALLEL WITH AND DISTANT 10 FEET WESTERLY MEASURED AT RIGHT ANGLES FROM THE WESTERLY LINE OF ALAMEDA STREET; THENCE NORTHERLY ALONG SAID PARALLEL LINE TO A LINE HAVING A BEARING OF NORTH 87 DEGREES 05 MINUTES 20 SECONDS WEST AND PASSING THROUGH A POINT IN THE WESTERLY LINE OF ALAMEDA STREET, SAID POINT BEING DISTANT NORTH 2 DEGREES 55 MINUTES EAST 1213.58 FEET FROM THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 05 MINUTES 20 SECONDS EAST ALONG SAID LINE HAVING A BEARING OF NORTH 87 DEGREES 05 MINUTES 20 SECONDS WEST TO SAID WESTERLY LINE OF ALAMEDA STREET; THENCE SOUTH 2 DEGREES 55 MINUTES WEST 127.58 FEET ALONG SAID LAST MENTIONED WESTERLY LINE TO THE POINT OF BEGINNING

    SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED JUNE 4, 1964 AS INSTRUMENT NO. 6731, OFFICIAL RECORDS.
17. AN INSTRUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING MAINTENANCE OF YARDS FOR AN OVER-SIZED BUILDINGS"

    EXECUTED BY: LOS ANGELES COLD STORAGE CO.
    IN FAVOR OF: CITY OF LOS ANGELES
    RECORDING DATE: FEBRUARY 27, 1969
    RECORDING NO: 2123, IN BOOK M3128, PAGE 82, OFFICIAL RECORDS

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    THIS COVENANT AND AGREEMENT SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCERS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.

    SAID LEASE AFFECTS THAT PORTION OF SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF.

    SAID LEASE PROVIDES FOR NO RIGHT OF SURFACE ENTRY.

    NO INSURANCE IS MADE AS TO THE PRESENT OWNERSHIP OF THE LEASEHOLD CREATED BY SAID LEASE, NOR AS TO OTHER MATTERS AFFECTING THE RIGHTS OR INTERESTS OF THE LESSOR OR LESSEE IN SAID LEASE.
18. AN INSTRUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING MAINTENANCE OF OF-STREET PARKING SPACE

    EXECUTED BY: LOS ANGELES COLD STG. CO.
    IN FAVOR OF: CITY OF LOS ANGELES
    RECORDING DATE: FEBRUARY 27, 1969
    RECORDING NO: 2124, IN BOOK M3128, PAGE 833, OFFICIAL RECORDS

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    THIS COVENANT AND AGREEMENT SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCERS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.

    (NOT PLOTTED – APPEARS TO BURDEN PARCELS 1 & 2 AND BENEFIT PARCEL 4)
19. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR

    PURPOSE(S): CITY OF LOS ANGELES
    RECORDING DATE: FEBRUARY 10, 1969
    RECORDING NO: 3114, IN BOOK D4275, PAGE 397, OFFICIAL RECORDS
    AFFECTS: THAT PORTION OF LOT 27, BLOCK 13, WOLFSKILL ORCHARD TRACT, AS PER MAP RECORDED IN BOOK 30, PAGES 9 TO 13 INCLUSIVE OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, BOUNDED AND DESCRIBED AS FOLLOWS:

    BEGINNING AT THE INTERSECTION OF THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID LOT WITH THE WESTERLY PROLONGATION OF THE SOUTHERLY LINE OF FOURTH STREET AS SAID SOUTHERLY LINE IS DESCRIBED IN DEED RECORDED IN BOOK 54656, PAGE 105 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID COUNTY RECORDER; THENCE SOUTH EASTERLY ALONG SAID SOUTHERLY LINE AND ITS WESTERLY PROLONGATION A DISTANCE OF 15 FEET; THENCE SOUTHWESTERLY IN A DIRECT LINE TO A POINT IN SAID WESTERLY LINE DISTANT 15 FEET SOUTHERLY, MEASURED ALONG SAID WESTERLY LINE AND ITS NORTHERLY PROLONGATION FROM THE POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WESTERLY LINE AND ITS NORTHERLY PROLONGATION TO THE POINT OF BEGINNING.

    AND RECORDING DATE: MARCH 24, 1969
    AND RECORDING NO: 3179, IN BOOK D4316, PAGE 872, OFFICIAL RECORDS

    SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED JUNE 6, 1969 AS INSTRUMENT NO. 3751, OFFICIAL RECORDS.
20. INTENTIONALLY OMITTED
21. INTENTIONALLY OMITTED
22. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.

    RECORDING DATE: SEPTEMBER 30, 1994
    RECORDING NO.: 94-1795826, OFFICIAL RECORDS

    REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
23. AN INSTRUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING MAINTENANCE OF BUILDING"

    EXECUTED BY: STANDARD-SOUTHERN CORPORATION
    IN FAVOR OF: CITY OF LOS ANGELES
    RECORDING DATE: NOVEMBER 3, 1994
    RECORDING NO: 94-1995114, OFFICIAL RECORDS

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    THIS COVENANT AND AGREEMENT SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCERS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.

EXCEPTIONS (CONT.)
(CHICAGO TITLE COMPANY ORDER NO. 00132022-993-SD2-CFU DATED MARCH 26, 2021)

MATTERS AFFECTING PARCELS 6, 7, 8 AND 9

24. INTENTIONALLY OMITTED.
25. AN INSTRUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING MAINTENANCE OF OFF-STREET PARKING SPACE

    RECORDING DATE: APRIL 12, 1995
    RECORDING NO: 95-510843, OF OFFICIAL RECORDS

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    THIS COVENANT AND AGREEMENT PROVIDES THAT IT SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCERS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION
26. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.

    RECORDING DATE: APRIL 12, 1995
    RECORDING NO: 95-510844, OF OFFICIAL RECORDS

    REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    THIS COVENANT AND AGREEMENT PROVIDES THAT IT SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCERS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.
27. INTENTIONALLY OMITTED

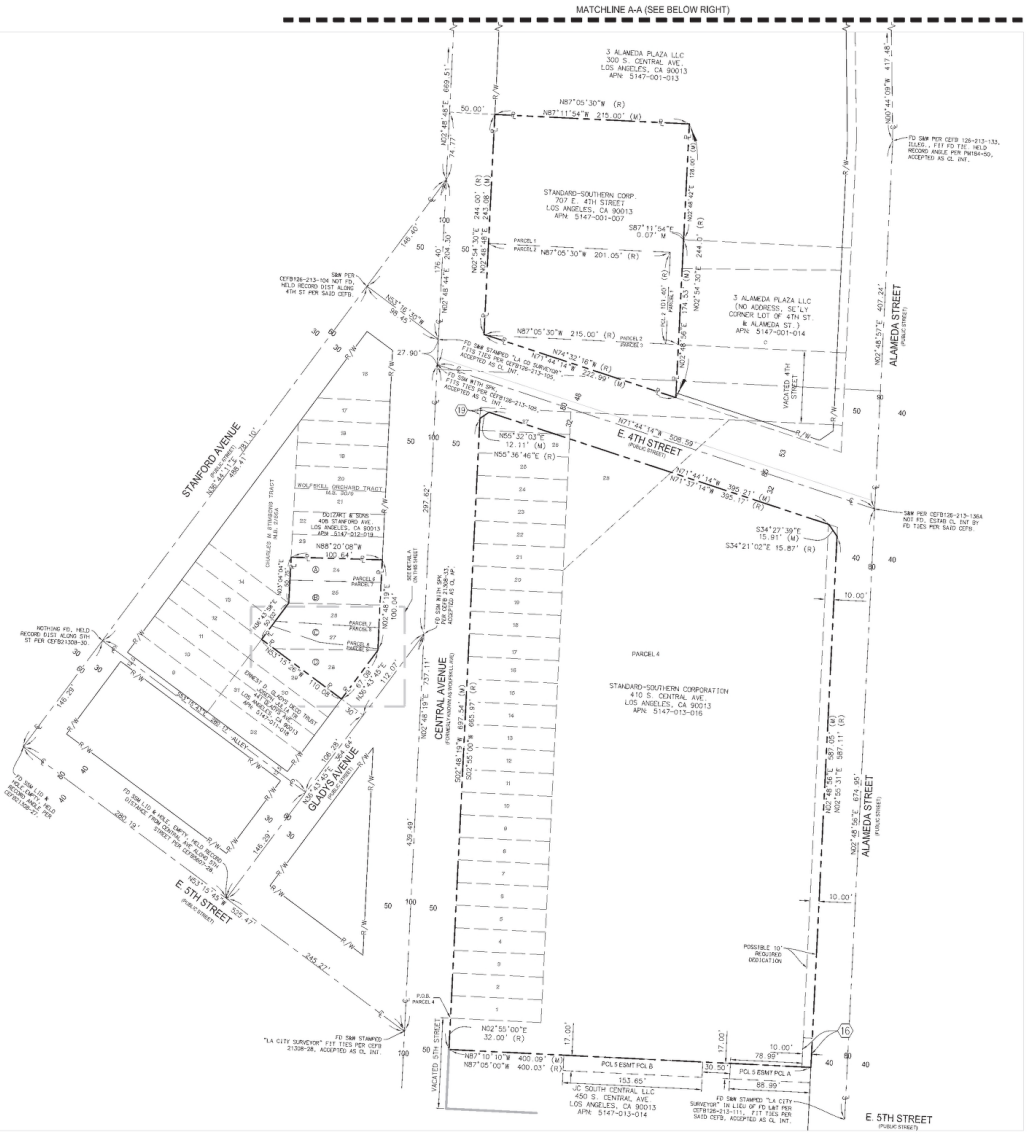
    NOT A SURVEY MATTER
28. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

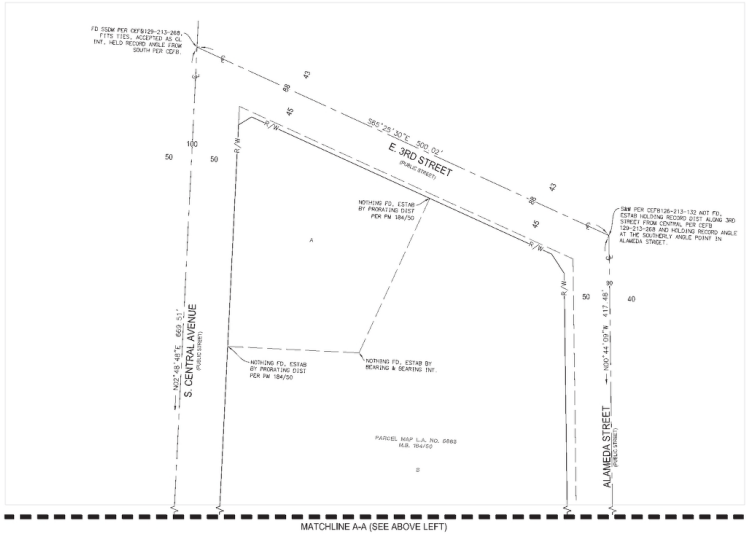
    NOT A SURVEY MATTER
29. INTENTIONALLY OMITTED
30. ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.

    THE COMPANY WILL REQUIRE, FOR REVIEW, A FULL AND COMPLETE COPY OF ANY UNRECORDED AGREEMENT, CONTRACT, LICENSE AND/OR LEASE, TOGETHER WITH ALL SUPPLEMENTS, ASSIGNMENTS AND AMENDMENTS THERETO, BEFORE ISSUING ANY POLICY OF TITLE INSURANCE WITHOUT EXCEPTING THIS ITEM FROM COVERAGE.

    THE COMPANY RESERVES THE RIGHT TO EXCEPT ADDITIONA

ALTA/NSPS LAND TITLE SURVEY
(PROPERTY-OVERALL)





LINETYPES

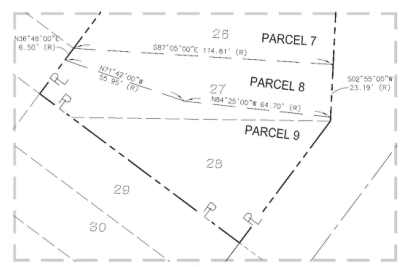
- PROPERTY LINE
- LOT LINE
- RIGHT OF WAY LINE
- CENTERLINE
- EASEMENT LINE

LEGEND

(M) . . . . . MEASURED IN THE FIELD
(R) . . . . . PER HISTORICAL DOCUMENTS
P.O.B. . . . . POINT OF BEGINNING

PROPERTY INFORMATION

- (A) STANDARD SOUTHERN CORP. 431 S. CENTRAL AVE. LOS ANGELES, CA 90013 APN: 5147-012-015
- (B) STANDARD SOUTHERN CORP. 427 S. CENTRAL AVE. LOS ANGELES, CA 90013 APN: 5147-011-015
- (C) STANDARD SOUTHERN CORP. 431 S. CENTRAL AVE. LOS ANGELES, CA 90013 APN: 5147-011-016
- (D) STANDARD SOUTHERN CORP. 433 S. CENTRAL AVE. LOS ANGELES, CA 90013 APN: 5147-011-017



DETAIL A
1" = 20'

SCALE: 1"=50'

NO.	DATE	REVISIONS
6		
5		
4		
3		
2		
1		

PROJECT # 2000000
DATE PREPARED 04/14/2021
DRAWN BY BM
CHECKED BY CJ

400 S. CENTRAL AVENUE
PREPARED FOR:
MR. ROGER PECSOK
CONTINUUM PARTNERS
1801 16TH STREET
DENVER, CO 80202

kpff
760 FLEMING ST., Suite 2180
Los Angeles, CA 90017
T: 213.418.0200
F: 213.218.2474
www.kpff.com

SHEET 2 OF 6

Adjaye Associates
studioneleven

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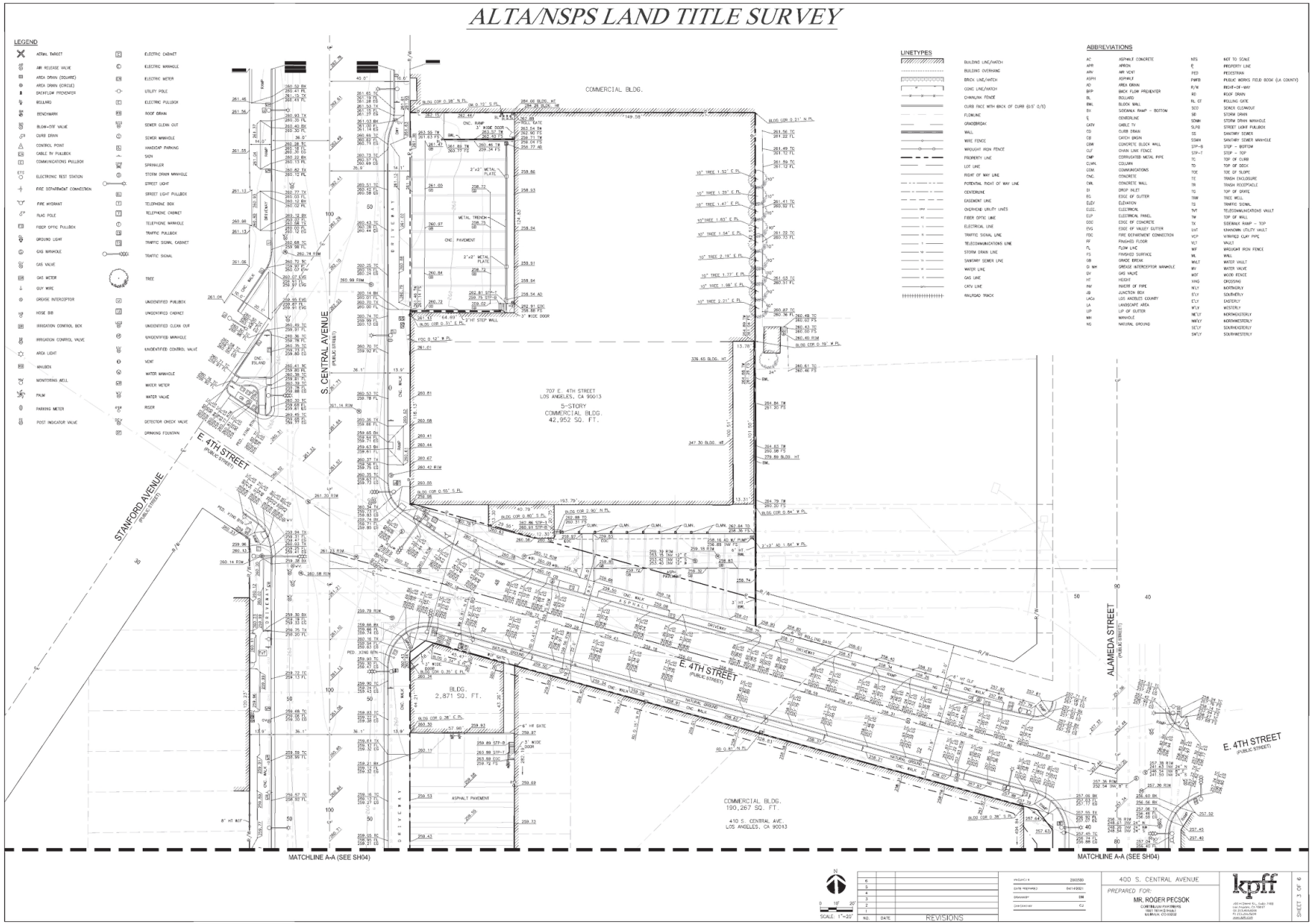
ALTA/NSPS LAND TITLE SURVEY



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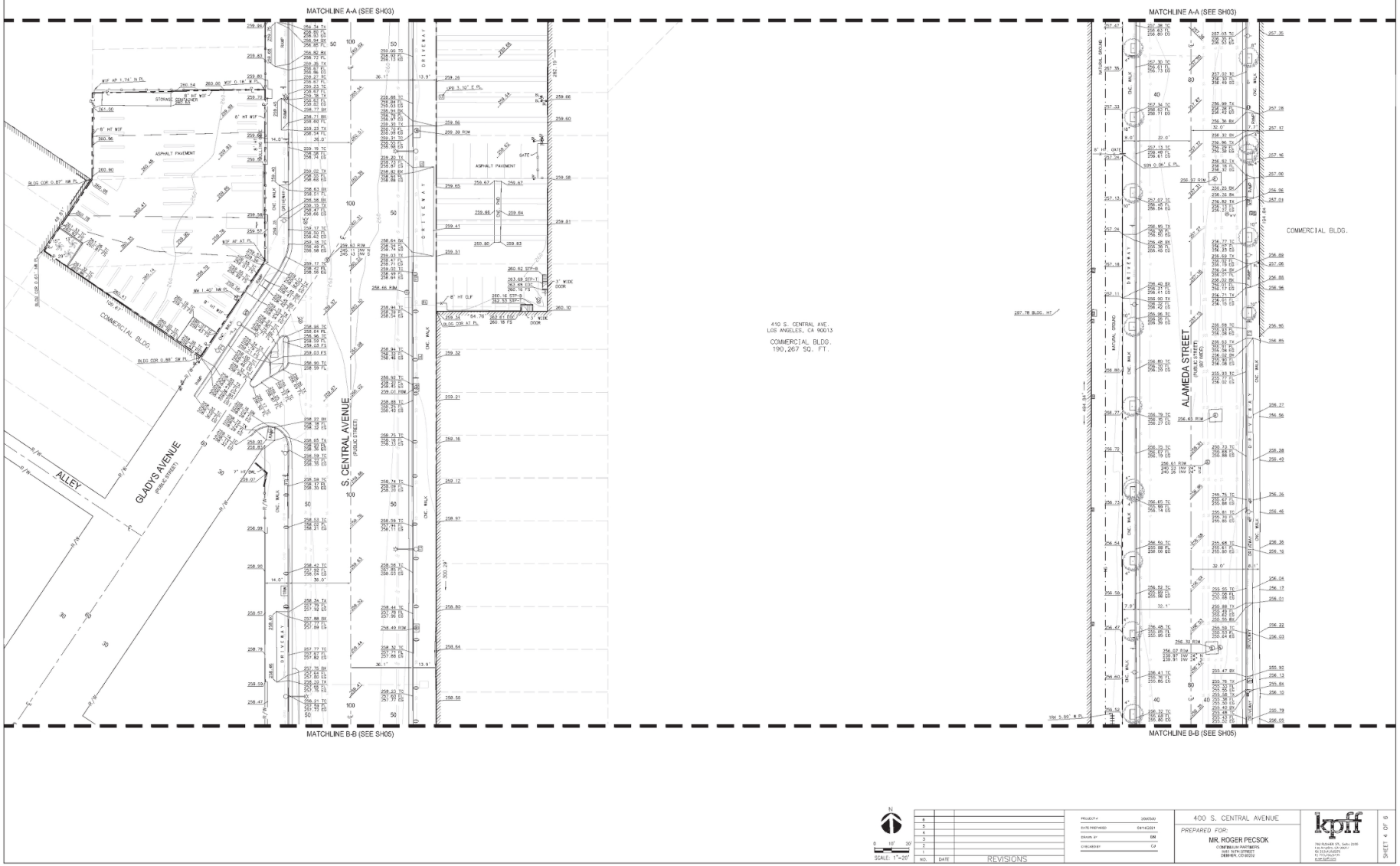
ALTA/NSPS LAND TITLE SURVEY



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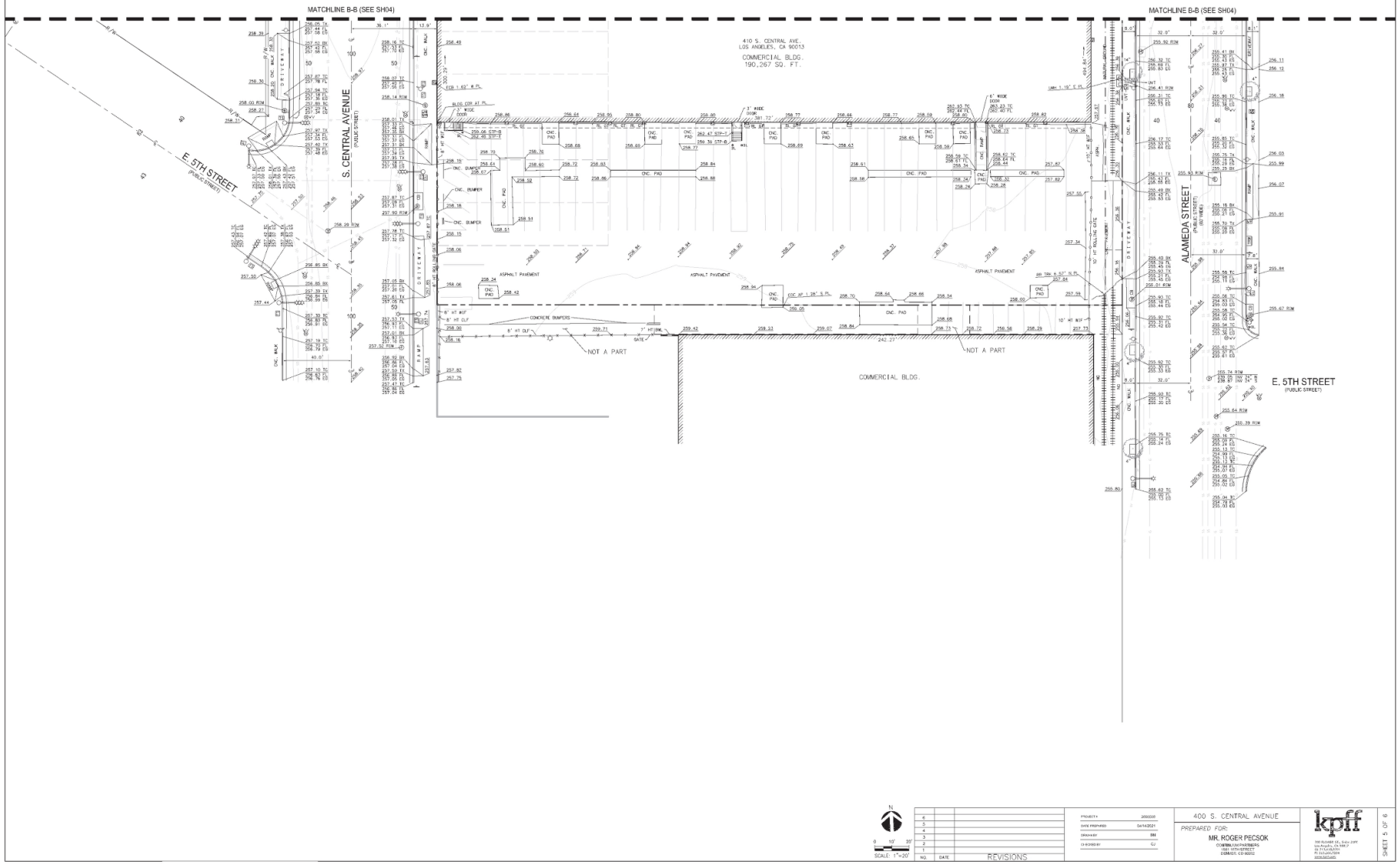
ALTA/NSPS LAND TITLE SURVEY



SCALE: 1"=20'

REVISIONS

400 S. CENTRAL AVENUE

PREPARED FOR:
MR. ROGER PECSOK

kpff

SHEET 5 OF 6

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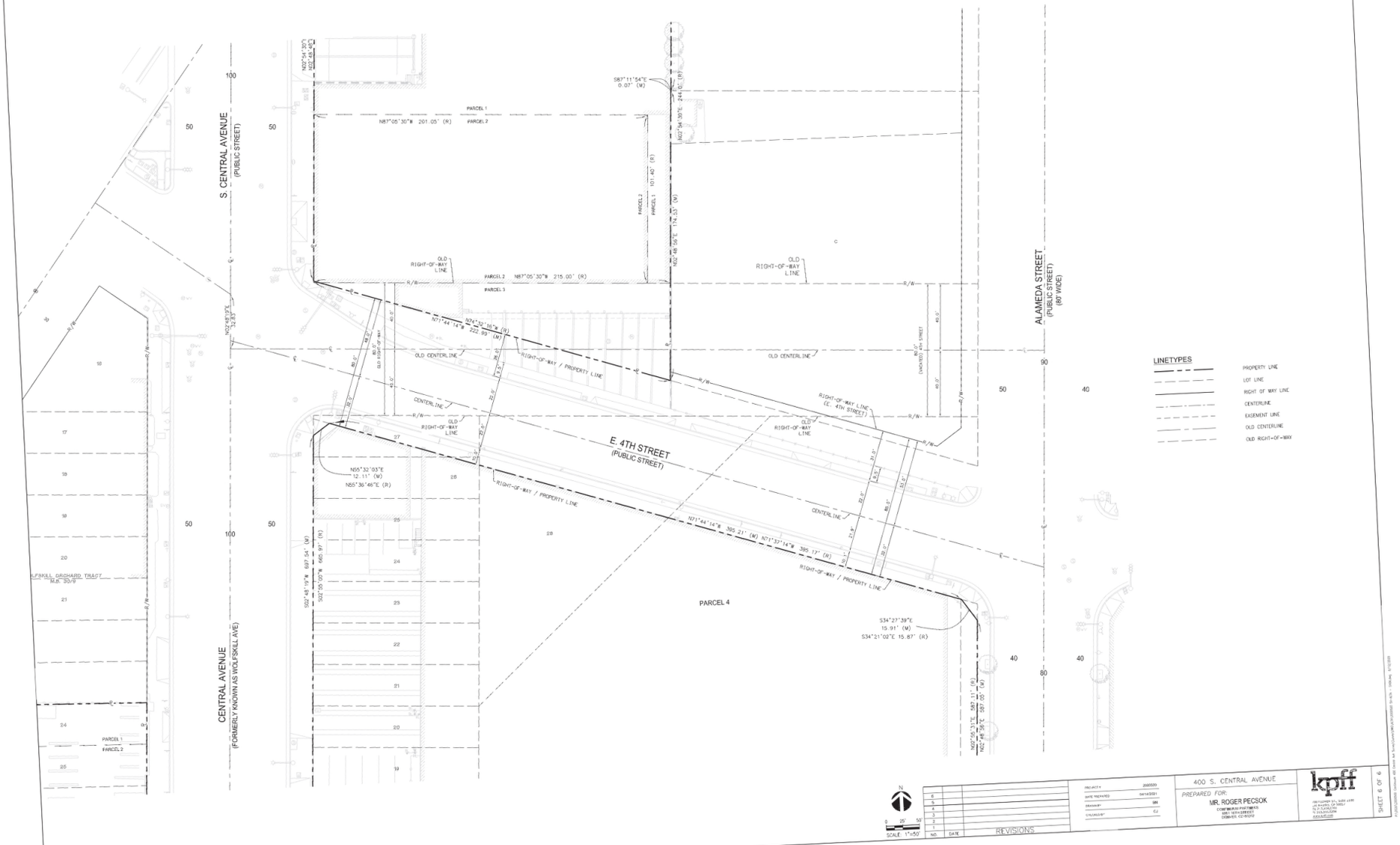
ALTA/NSPS LAND TITLE SURVEY
(DETAIL - (VACATED) EAST 4TH STREET AND (CURRENT) EAST 4TH STREET



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VEHICULAR PARKING

REQUIRED			
PROGRAM	SF / UNIT	RATIO	PARKING #
RETAIL & RESTAURANT*	145,748 SF	2 PER 1,000 SF	292
OFFICE*	411,113 SF	2 PER 1,000 SF	823
RESIDENTIAL**			
≤3 HABITABLE ROOMS	1,248	1 PER 1 UNIT	1,248
>3 HABITABLE ROOMS	341	1.25 PER 1 UNIT	427
TOTAL PROJECT CODE PARKING REQUIREMENT			**2,790 STALLS*** **
ALLOWABLE REDUCTIONS FOR BICYCLE PARKING			
	RATE	BICYCLE SPACES	VEHICULAR STALL REDUCTION
NON-RESIDENTIAL	6%	271 SPACES	67 STALLS
RESIDENTIAL	8%	521 SPACES	130 STALLS
TOTAL PROJECT CODE PARKING REQUIREMENT WITH BICYCLE PARKING REDUCTION			**2,593 STALLS**

*PARKING RATES PER LAMC SECTION 12.21.A4(x)(3) FOR COMMERCIAL USES WITHIN A STATE ENTERPRISE ZONE.
**PARKING RATES PER LAMC SECTION 12.21.A4(p) FOR RESIDENTIAL AND HOTEL USES WITHIN THE CENTRAL CITY PARKING DISTRICT.
***THIS IS THE LAMC REQUIRED PARKING COUNT. THE PROJECT IS NOT SUBJECT TO ANY PARKING REQUIREMENT UNDER ASSEMBLY BILL 2097 (GOV. CODE SECTION 65585 ET.SEQ).

PROVIDED						
STANDARD	ADA		EVCS			
	STANDARD	VAN	STANDARD	ADA	ADA VAN	ADA AMB.
2,129	43	10	223	9	5	7
TOTAL PROJECT PARKING PROVIDED					**2,426 STALLS**	

BICYCLE PARKING

REQUIRED***						
PROGRAM	SIZE	SHORT-TERM		LONG-TERM		SUB TOTAL
		RATIO	PARKING #	RATIO	PARKING #	
RETAIL & RESTAURANT	145,748 SF	1 PER 2,000 SF	73	1 PER 2,000 SF	73	146
OFFICE	411,113 SF	1 PER 10,000 SF	42	1 PER 5,000 SF	83	125
RESIDENTIAL						
1-25 UNITS	25	1 PER 10 UNITS	3	1 PER 1 UNIT	25	521
26-100 UNITS	75	1 PER 15 UNITS	5	1 PER 1.5 UNITS	50	
101-200 UNITS	100	1 PER 20 UNITS	5	1 PER 2 UNITS	50	
200+ UNITS	1,389	1 PER 40 UNITS	35	1 PER 4 UNITS	348	
TOTAL PROJECT BICYCLE PARKING REQUIREMENT			**163 SPACES**		**629 SPACES**	

***BICYCLE PARKING RATES PER LAMC SECTION 12.21.A16.

PROVIDED			
TOTAL PROJECT BICYCLE PARKING PROVIDED	SHORT-TERM		LONG TERM
	163 SPACES		**629 SPACES**

LAND USE OVERVIEW

APN #		5147001007, 5147013016, 5147012015, 5147011015, 5147011016, 5147011017	
ADDRESS		364, 400-464(EVEN NUMBERS), 425, 427, 429, 431, 433 S. CENTRAL AVENUE; 707,715, 730 E. 4th STREET	
LOT AREA	PRE-DEDICATION	333,602 SF	7.66 ACRES
	POST-DEDICATION	328,702 SF	7.55 ACRES
EXISTING ZONE		M2-2D, M2-2D-O	
LAND USE DESIGNATION		LIGHT MANUFACTURING	

		ALLOWED UNDER PROPOSED ZONING	PROPOSED PROJECT
ZONE		C2-3D COMMUNITY COMMERCIAL LAND USE DESIGNATION	
FAR		6.00	6.95 (PRE-DEDICATION) 7.05 (POST-DEDICATION)
GROSS BUILDING AREA		2,001,612 SF	2,318,534 SF
SETBACKS	FRONT	NONE	
	SIDE	5 FT, + 1 FT FOR EACH STORY OVER 2ND, MAX. 16 FT (ONLY FOR RESIDENTIAL USE)	
	REAR	15 FT, +1 FT FOR EACH STORY OVER 3RD, MAX. 20 FT (ONLY FOR RESIDENTIAL USE)	
HEIGHT		UNLIMITED	
LOT COVERAGE		MAX. 90% OF NET AREA OF LOT	COVERED 64%
		MIN. 10% OF NET AREA OF OPEN AND LANDSCAPE	OPEN AND LANDSCAPE 36%

PROGRAM

		AREA		UNITS	
RETAIL & RESTAURANT		COMBINED 145,748 SF RETAIL 67,596 SF RESTAURANT 78,152 SF			
OFFICE		411,113 SF			
RESIDENTIAL	FOR RENT	1,635,118 SF	1,761,673 SF	1466	1,589 UNITS
	FOR SALE	126,555 SF		123	
TOTAL GROSS BUILDING AREA		2,318,534 SF			
TOTAL SITE AREA (PRE-DEDICATION)		333,602 SF			
OVERALL FAR (PRE-DEDICATION)		6.95			
TOTAL SITE AREA (POST-DEDICATION)		328,702 SF			
OVERALL FAR (POST-DEDICATION)		7.05			

RESIDENTIAL UNIT MIX

TYPE	LIVE/WORK	STUDIO	1BD	2BD	3BD	SUB TOTAL
FOR SALE	4	35	62	22	0	**123**
FOR RENT	4	414	729	262	57	**1466**
PROJECT TOTAL # OF UNITS						**1,589 UNITS**

CODE REQUIRED OPEN SPACE

REQUIRED			
UNIT TYPE	UNIT #	REQUIRED SF / UNIT	REQUIRED OPEN SPACE
STUDIO (<3 HABITABLE ROOMS)	457	100 SF	45,700 SF
1BD (<3 HABITABLE ROOMS)	791	100 SF	79,100 SF
2BD (=3 HABITABLE ROOMS)	284	125 SF	35,500 SF
3BD (>3 HABITABLE ROOMS)	57	175 SF	9,975 SF
TOTAL PROJECT REQUIRED OPEN SPACE BY CODE			**170,275 SF**
MIN. PROJECT REQUIRED PLANTING AREA BY CODE (MIN. 25% OF COMMON OPEN SPACE)			**21,284 SF**
TOTAL PROJECT REQUIRED TREE COUNTS BY CODE			**439***

PROVIDED	
TOTAL PROJECT PROVIDED OPEN SPACE BY CODE	**170,275 SF**
TOTAL PROJECT PROVIDED PLANTING AREA BY CODE (MIN. 25% OF COMMON OPEN SPACE)	**27,412 SF**
TOTAL PROJECT PROVIDED TREE COUNTS BY CODE	**439***

*SEE SHEET 82 FOR MORE INFORMATION

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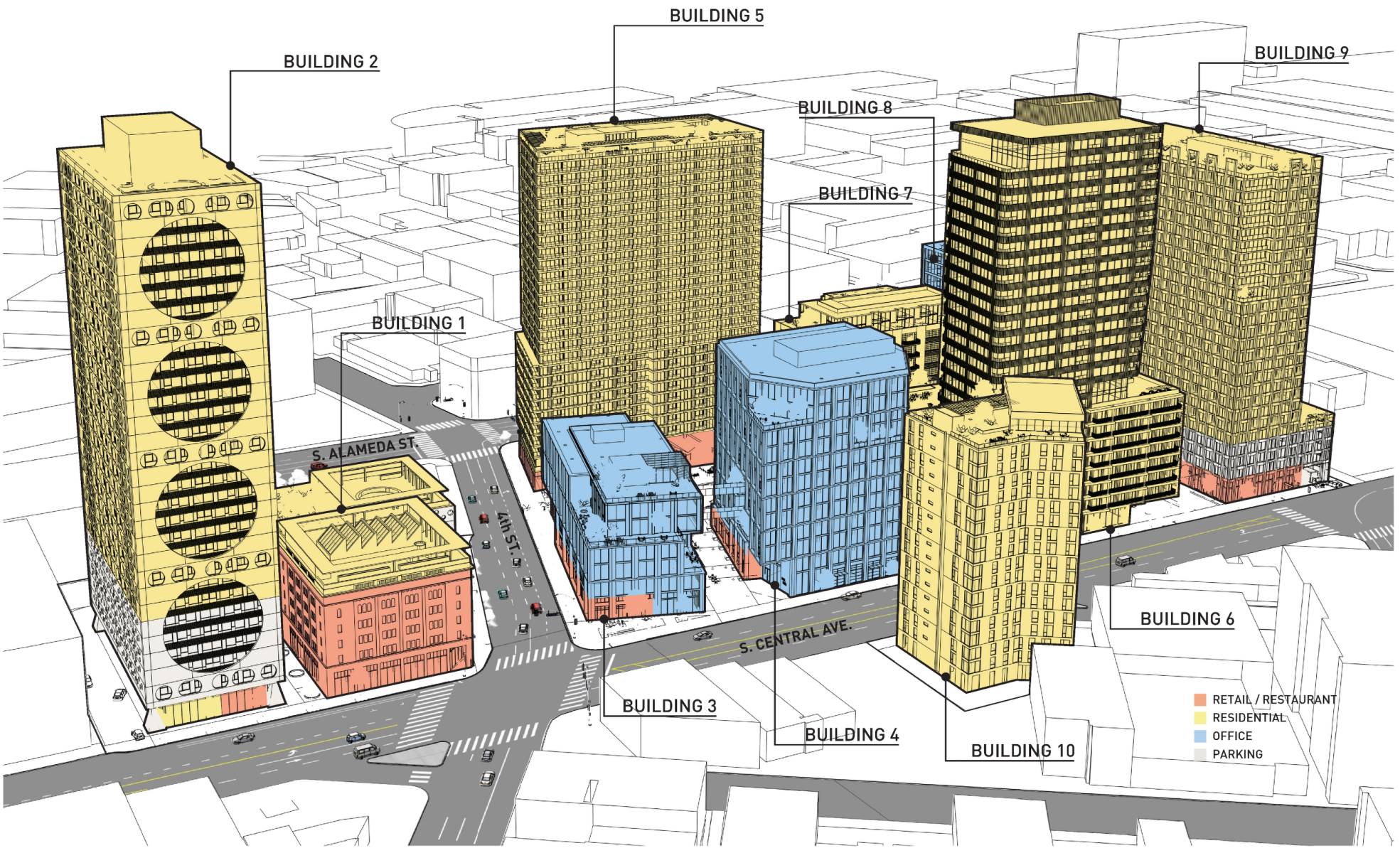

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PROPOSED PROGRAM DIAGRAM
FOURTH & CENTRAL
2025



0 25 50 100
SCALE 1"=50'

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PLOT PLAN
FOURTH & CENTRAL
2025

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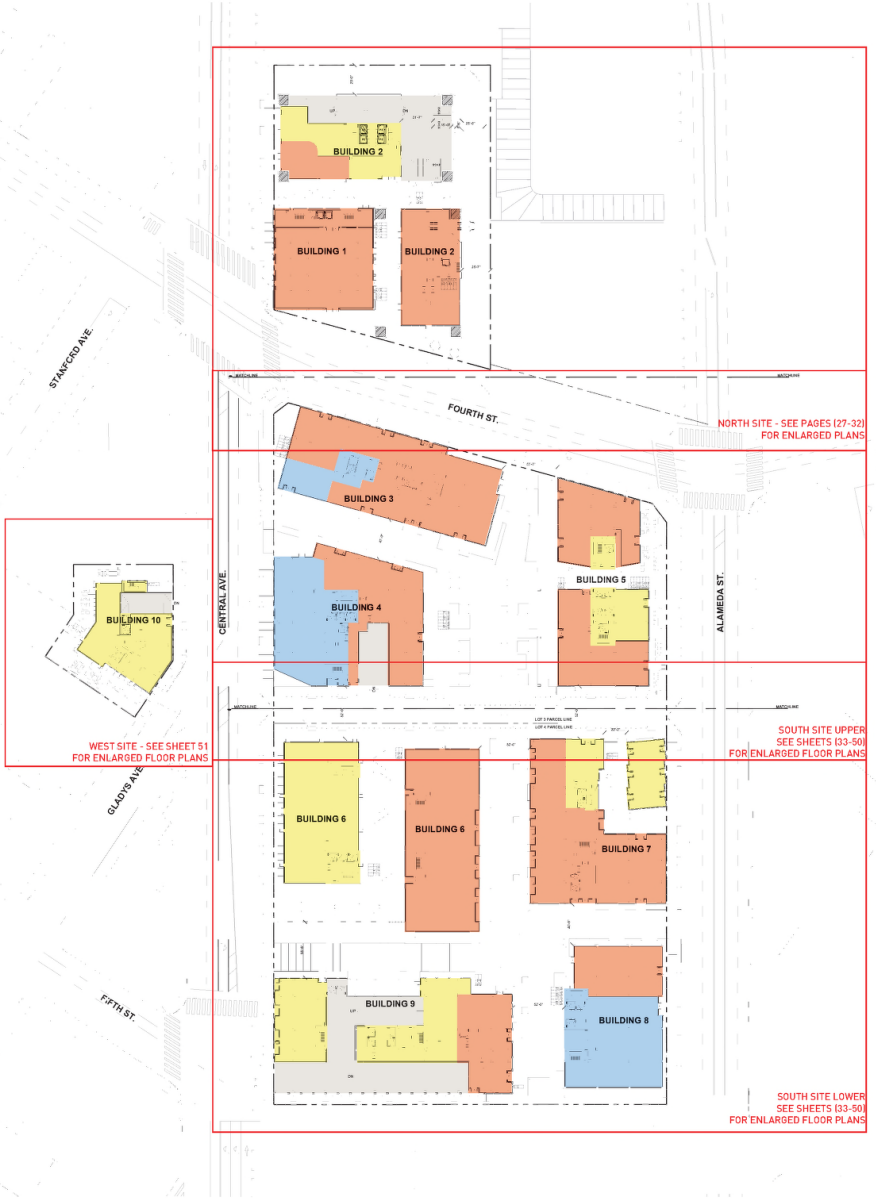

PROJECT SUMMARY

			AREA		UNITS	
RETAIL & RESTAURANT			COMBINED	145,748 SF		
			RETAIL	67,596 SF		
			RESTAURANT	78,152 SF		
OFFICE				411,118 SF		
RESIDENTIAL		FOR RENT	1,685,118 SF	1,761,673 SF	1466	1,589 UNITS
		FOR SALE	126,555 SF		123	
TOTAL GROSS BUILDING AREA				2,818,534 SF		
TOTAL SITE AREA (PRE-DEDICATION)				833,602 SF		
OVERALL FAR (PRE-DEDICATION)				6.95		
TOTAL SITE AREA (POST-DEDICATION)				328,702 SF		
OVERALL FAR (POST-DEDICATION)				7.05		
VEHICULAR PARKING		LAMC REQUIRED		2,593 STALLS		
		PROVIDED		2,426 STALLS		
BICYCLE PARKING	REQUIRED	SHORT TERM	163	792 SPACES		
		LONG TERM	629			
	PROVIDED	SHORT TERM	163	792 SPACES		
		LONG TERM	629			

RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING

0 25 50 100
SCALE 1"=50'

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OVERALL SITE PLAN
FOURTH & CENTRAL
2025

Adjaye Associates
studioneleven

BUILDING 1

PROGRAM

LEVEL	GROSS AREA		
	RETAIL	RESTAURANT	SUBTOTAL
P1	3,789 SF	3,789 SF	7,578 SF
1	4,455 SF	4,455 SF	8,910 SF
2	4,455 SF	4,455 SF	8,910 SF
3	4,455 SF	4,455 SF	8,910 SF
4	4,455 SF	4,455 SF	8,910 SF
5	4,455 SF	4,455 SF	8,910 SF
6	4,455 SF	4,455 SF	8,910 SF
SUBTOTAL	30,519 SF	30,519 SF	

TOTAL BUILDING SF	61,038 SF



BUILDING 2

PROGRAM

LEVEL	GROSS AREA			
	RESIDENTIAL	RETAIL	RESTAURANT	SUBTOTAL
P4-P1	245 SF	245 SF		1,225 SF
1	3,980 SF	6,102 SF	6,347 SF	16,429 SF
2-6 (5 FLOORS)	235 SF			1,175 SF
7-30 (24 FLOORS)	16,420 SF			394,087 SF
SUBTOTAL	400,222 SF	6,347 SF	6,347 SF	

TOTAL BUILDING SF	412,916 SF

RESIDENTIAL UNIT MIX (FOR RENT)

LEVEL	STUDIO	1BD	2BD	# UNITS PER LEVEL
7 (1 FLOOR)	3	8	2	13
8-30 (23 FLOORS)	4	8	2	14
SUBTOTAL	95	192	48	
AVG. UNIT SIZE	504 SF	762 SF	966 SF	
RATIO	28%	57%	14%	

TOTAL # OF UNITS	335 UNITS

CODE-REQUIRED OPEN SPACE

CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF / UNIT	RQ'D OPEN SPACE
STUDIO (<3 HABITABLE ROOMS)	95	100 SF	9,500 SF
1 BD (<3 HABITABLE ROOMS)	192	100 SF	19,200 SF
2 BD (=3 HABITABLE ROOMS)	48	125 SF	6,000 SF

TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	34,700 SF

TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	84



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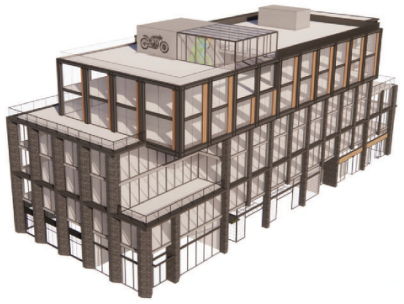
BUILDING 3

PROGRAM

LEVEL	GROSS AREA			
	RETAIL	RESTAURANT	OFFICE	SUBTOTAL
P3-P2			180 SF	360 SF
P1	150 SF		180 SF	330 SF
1	8,611 SF	6,530 SF	1,838 SF	16,979 SF
2			16,441 SF	16,441 SF
3			16,723 SF	16,723 SF
4			15,646 SF	15,646 SF
5			14,374 SF	14,374 SF
6			15,472 SF	15,472 SF
7			1,000 SF	1,000 SF
SUBTOTAL	8,761 SF	6,530 SF	81,854 SF	

TOTAL BUILDING SF	97,145 SF



BUILDING 4

PROGRAM

LEVEL	GROSS AREA			
	RETAIL	RESTAURANT	OFFICE	SUBTOTAL
P3-P1			300 SF	900 SF
1	2,246 SF	5,475 SF	8,081 SF	15,802 SF
2			15,460 SF	15,460 SF
3			16,430 SF	16,430 SF
4			16,077 SF	16,077 SF
5			16,282 SF	16,282 SF
6			16,105 SF	16,105 SF
7			16,566 SF	16,566 SF
8			16,566 SF	16,566 SF
9			15,820 SF	15,820 SF
10			15,415 SF	15,415 SF
11-12 (2 FLOORS)			15,230 SF	30,460 SF
SUBTOTAL	2,246 SF	5,475 SF	184,162 SF	

TOTAL BUILDING SF	191,883 SF



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BUILDING 5

PROGRAM

LEVEL	GROSS AREA			
	RESIDENTIAL	RETAIL	RESTAURANT	SUBTOTAL
P3-P1	200 SF			600 SF
1	5,040 SF	2,276 SF	9,083 SF	16,399 SF
2	5,988 SF			5,988 SF
3-10 (8 FLOORS)	15,652 SF			125,216 SF
11-27 (17 FLOORS)	15,869 SF			269,773 SF
28	600 SF			600 SF
SUBTOTAL	407,217 SF	2,276 SF	9,083 SF	

TOTAL BUILDING SF	418,576 SF

RESIDENTIAL UNIT MIX (FOR RENT)

LEVEL	STUDIO	1BD	2BD	# UNITS PER LEVEL
3-10 (8 FLOORS)	8	5	4	17
11-27 (17 FLOORS)	7	6	4	17
SUBTOTAL	183	142	100	
AVG. UNIT SIZE	507 SF	848 SF	1,037 SF	
RATIO	43%	33%	24%	

TOTAL # OF UNITS	425 UNITS

CODE-REQUIRED OPEN SPACE

CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF / UNIT	RQ'D OPEN SPACE
STUDIO (<3 HABITABLE ROOMS)	183	100 SF	18,300 SF
1 BD (<3 HABITABLE ROOMS)	142	100 SF	14,200 SF
2 BD (=3 HABITABLE ROOMS)	100	125 SF	12,500 SF

TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	45,000 SF

TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	107



BUILDING 6

PROGRAM

LEVEL	GROSS AREA			
	RESIDENTIAL	RETAIL	RESTAURANT	SUBTOTAL
P3-P2	200 SF			400 SF
P1	200 SF	200 SF		400 SF
1	15,674 SF	6,207 SF	9,160 SF	31,041 SF
2-5 (4 FLOORS)	30,817 SF			123,268 SF
6	22,674 SF			22,674 SF
7-8 (2 FLOORS)	22,351 SF			44,702 SF
9	13,147 SF			13,147 SF
10-25 (16 FLOORS)	11,325 SF			181,200 SF
26	11,136 SF			11,136 SF
SUBTOTAL	412,401 SF	6,407 SF	9,160 SF	

TOTAL BUILDING SF	427,968 SF

RESIDENTIAL UNIT MIX (FOR RENT)

LEVEL	1BD	2BD	3BD	# UNITS PER LEVEL
2-5 (4 FLOORS)	12	5	4	21
6-7 (2 FLOORS)	9	3	3	15
8	9	4	3	16
9-10 (2 FLOORS)	4	1	1	6
11-24 (14 FLOORS)	4	1	2	7
25-26 (2 FLOORS)	3	1	1	5
SUBTOTAL	145	48	57	
AVG. UNIT SIZE	840 SF	1,334 SF	2,115 SF	
RATIO	58%	19%	23%	

TOTAL # OF UNITS	250 UNITS

CODE-REQUIRED OPEN SPACE

CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF / UNIT	RQ'D OPEN SPACE
1 BD (<3 HABITABLE ROOMS)	145	100 SF	14,500 SF
2 BD (=3 HABITABLE ROOMS)	48	125 SF	6,000 SF
3 BD (>3 HABITABLE ROOMS)	57	175 SF	9,975 SF

TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	30,475 SF

TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	63



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BUILDING 7

PROGRAM

LEVEL	GROSS AREA			
	RESIDENTIAL	RETAIL	RESTAURANT	SUBTOTAL
P3-P2	200 SF			400 SF
P1	200 SF	100 SF		300 SF
1	5,472 SF	6,079 SF	6,178 SF	17,729 SF
2	17,594 SF			17,594 SF
3-8 (6 FLOORS)	15,189 SF			91,134 SF
9	7,653 SF			7,653 SF
10	4,102 SF			4,102 SF
SUBTOTAL	126,555 SF	6,179 SF	6,178 SF	

TOTAL BUILDING SF	138,912 SF

RESIDENTIAL UNIT MIX (FOR SALE)

LEVEL	LIVE/WORK	STUDIO	1BD	2BD	# UNITS PER LEVEL
1	4				4
2-8 (6 FLOORS)		5	8	3	16
9			6	1	7
SUBTOTAL	4	35	62	22	
AVG. UNIT SIZE	770 SF	617 SF	902 SF	1,204 SF	
RATIO	3%	28%	50%	18%	

TOTAL # OF UNITS	123 UNITS

CODE-REQUIRED OPEN SPACE

CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
L/W (<3 HABITABLE ROOMS)	4	100 SF	400 SF
STUDIO(<3 HABITABLE ROOMS)	35	100 SF	3,500 SF
1BD (<3 HABITABLE ROOMS)	62	100 SF	6,200 SF
2BD (=3 HABITABLE ROOMS)	22	125 SF	2,750 SF

TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	12,850 SF
TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	31

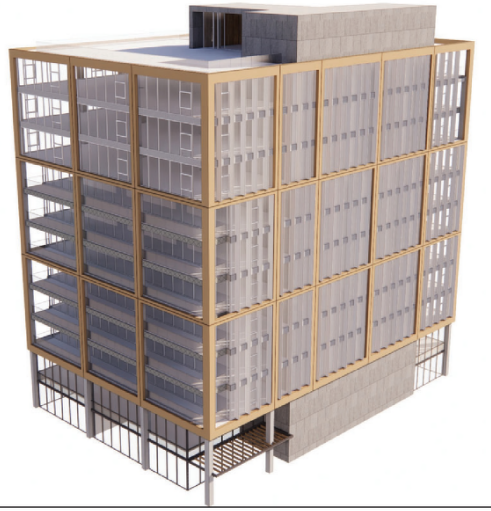


BUILDING 8

PROGRAM

LEVEL	GROSS AREA			
	RETAIL	RESTAURANT	OFFICE	SUBTOTAL
P3-P1			150 SF	450 SF
1	2,323 SF	2,322 SF	8,246 SF	12,891 SF
2			12,427 SF	12,427 SF
3-8 (6 FLOORS)			13,717 SF	82,302 SF
9-11 (3 FLOORS)			13,724 SF	41,172 SF
12			500 SF	500 SF
SUBTOTAL	2,323 SF	2,322 SF	145,097 SF	

TOTAL BUILDING SF	149,742 SF



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BUILDING 9

PROGRAM

LEVEL	GROSS AREA			
	RESIDENTIAL	RETAIL	RESTAURANT	SUBTOTAL
P3-P2	195 SF			390 SF
P1	195 SF	200 SF		395 SF
1	10,355 SF	2,338 SF	2,538 SF	15,231 SF
5-16 (12 FLOORS)	12,922 SF			155,064 SF
17-26 (10 FLOORS)	12,697 SF			126,970 SF
27	600 SF			600 SF
SUBTOTAL	293,574 SF	2,538 SF	2,538 SF	

TOTAL BUILDING SF	298,650 SF

RESIDENTIAL UNIT MIX (FOR RENT)

LEVEL	LIVE/WORK	STUDIO	1BD	2BD	# UNITS PER LEVEL
1	4				4
5-16 (12 FLOORS)		4	8	2	14
17-26 (10 FLOORS)		4	9	1	14
SUBTOTAL	4	88	186	34	
AVG. UNIT SIZE	914 SF	505 SF	799 SF	952 SF	
RATIO	1%	28%	60%	11%	

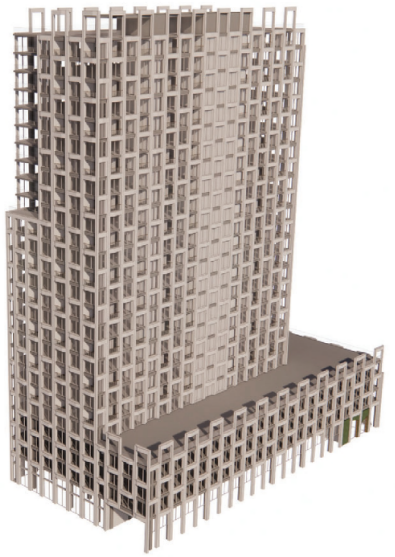
TOTAL # OF UNITS	312 UNITS

CODE-REQUIRED OPEN SPACE

CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
L/W (<3 HABITABLE ROOMS)	4	100 SF	400 SF
STUDIO(<3 HABITABLE ROOMS)	88	100 SF	8,800 SF
1BD (<3 HABITABLE ROOMS)	186	100 SF	18,600 SF
2BD (=3 HABITABLE ROOMS)	34	125 SF	4,250 SF

TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	32,050 SF

TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	78



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BUILDING 10

PROGRAM

LEVEL	GROSS AREA	
	RESIDENTIAL	SUBTOTAL
P1	190 SF	190 SF
1	2,485 SF	2,485 SF
2-17 (16 FLOORS)	7,300 SF	116,791 SF
18	2,238 SF	2,238 SF
SUBTOTAL	121,704 SF	

TOTAL BUILDING SF	121,704 SF

RESIDENTIAL UNIT MIX (FOR RENT)

LEVEL	STUDIO	1BD	2BD	# UNITS PER LEVEL
2-17 (16 FLOORS)	3	4	2	9
SUBTOTAL	48	64	32	
AVG. UNIT SIZE	517 SF	760 SF	1,065 SF	
RATIO	33%	44%	22%	

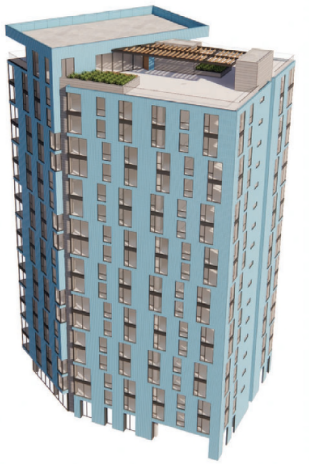
TOTAL # OF UNITS	144 UNITS

CODE-REQUIRED OPEN SPACE

CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
STUDIO(<3 HABITABLE ROOMS)	48	100 SF	4,800 SF
1BD (<3 HABITABLE ROOMS)	64	100 SF	6,400 SF
2BD (=3 HABITABLE ROOMS)	32	125 SF	4,000 SF

TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	15,200 SF

TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	36



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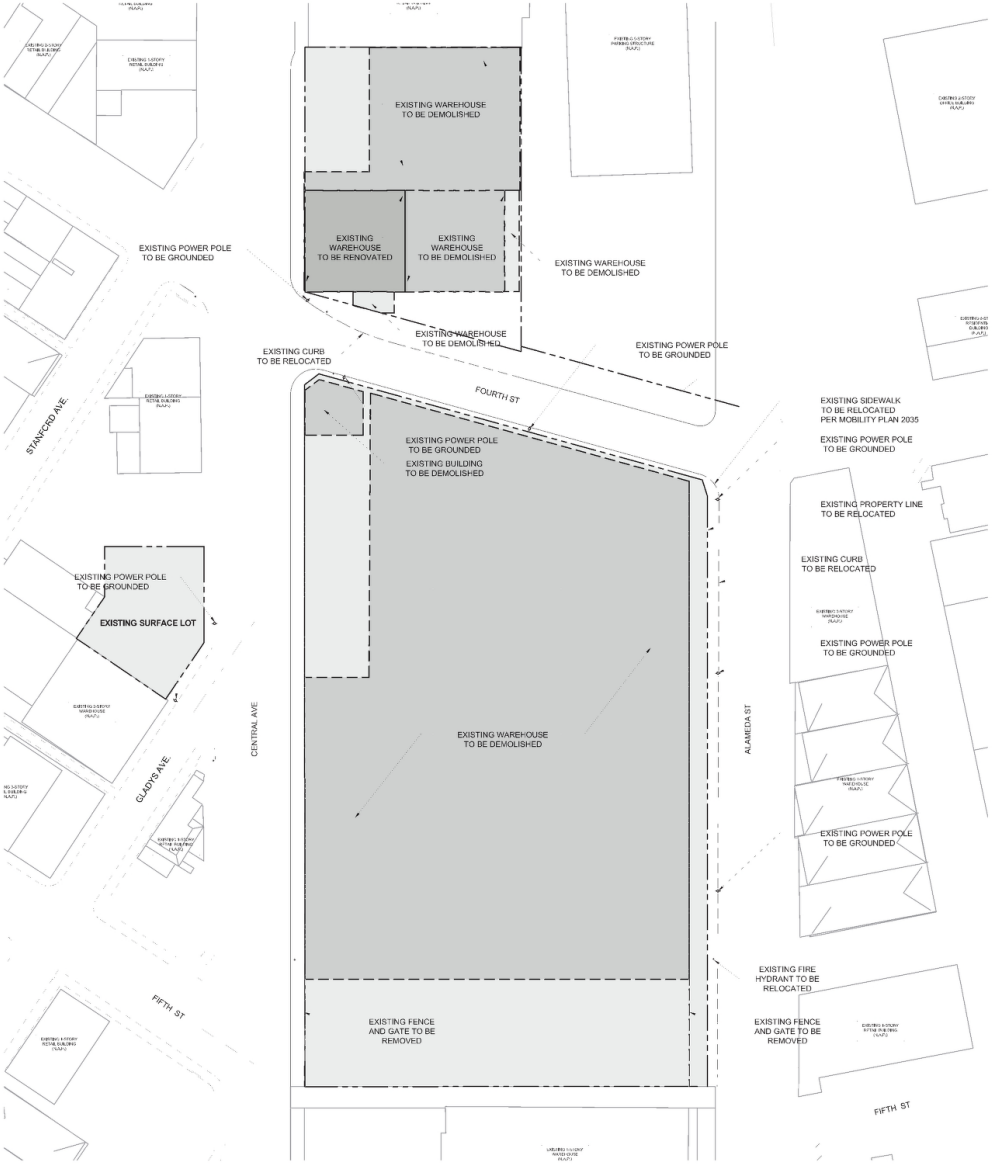

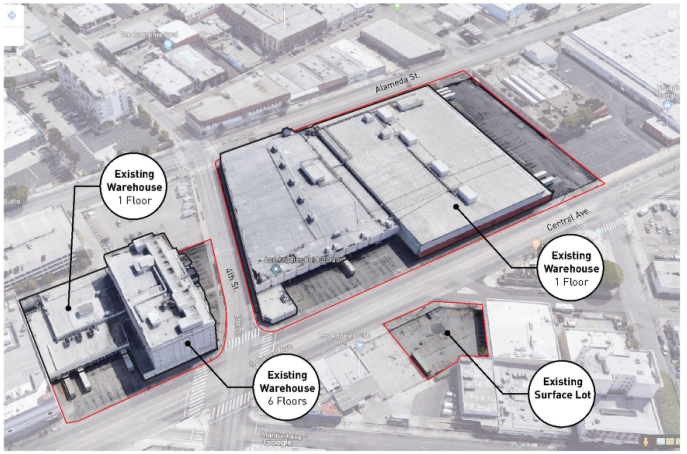

SCALE 1"=50'

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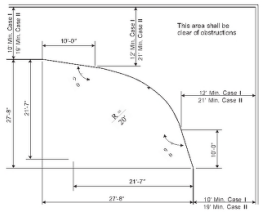
DEMO PLAN
FOURTH & CENTRAL
2025



FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P2 PARKING TABULATION (LEVEL P4-P3 SIM.)				
STANDARD	TANDEM	ADA	EVCS	TOTAL
3	108			111



SCALE 1/16" = 1'-0"

NORTH SITE
LEVEL P2 ENLARGED FLOOR PLAN (LEVELS P4-P3 SIM.)

FOURTH & CENTRAL
2025

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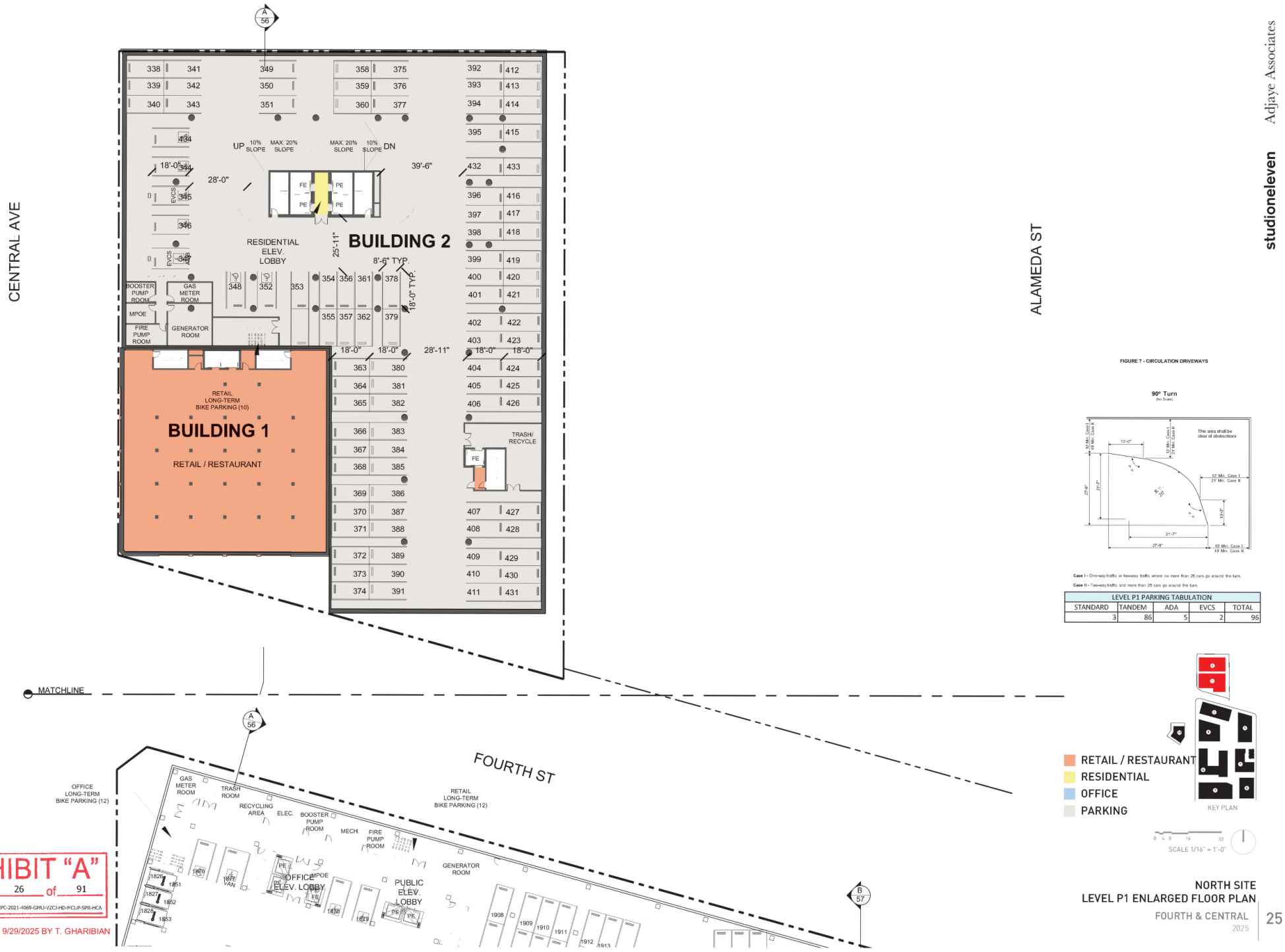

FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P1 PARKING TABULATION				
STANDARD	TANDEM	ADA	EVCS	TOTAL
3	86	5	2	96

NORTH SITE
LEVEL P1 ENLARGED FLOOR PLAN

FOURTH & CENTRAL
2025

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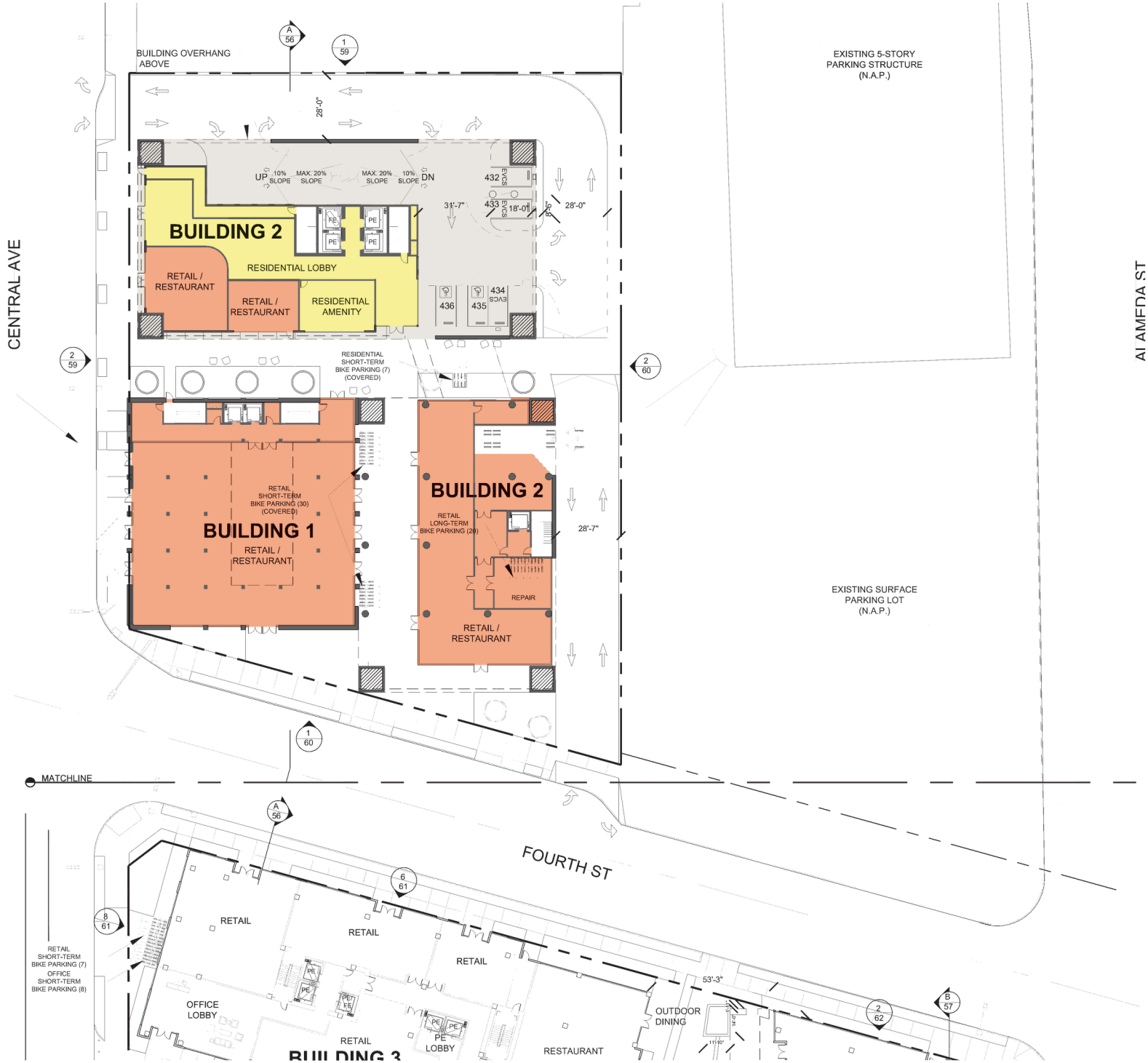

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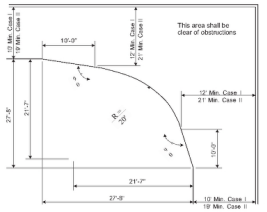
FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL 1 PARKING TABULATION				
STANDARD	TANDEM	ADA	EVCS	TOTAL
		2	3	5



- RETAIL / RESTAURANT
- RESIDENTIAL
- OFFICE
- PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

NORTH SITE
LEVEL 1 ENLARGED FLOOR PLAN
FOURTH & CENTRAL
2025

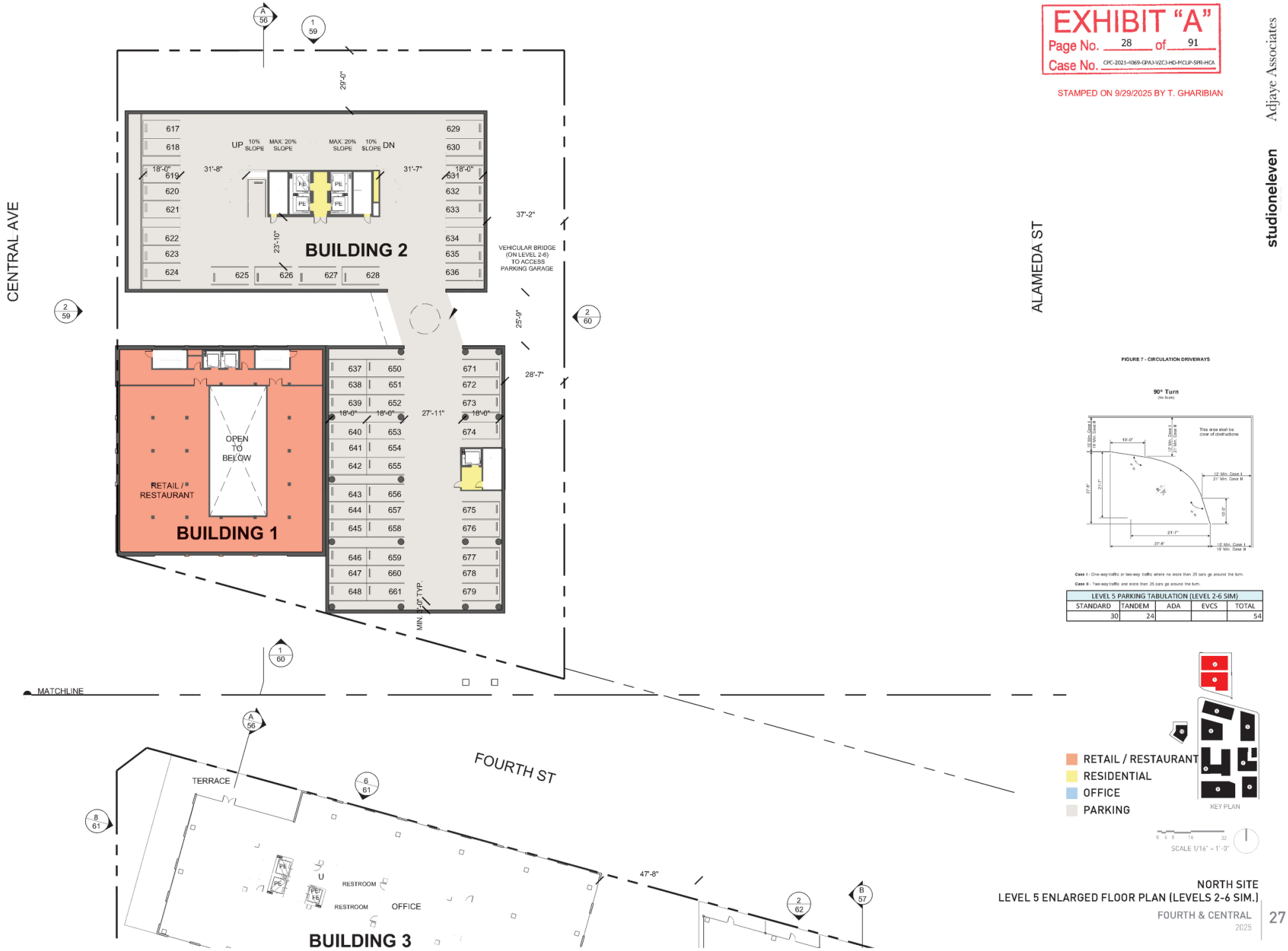


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FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL 5 PARKING TABULATION (LEVEL 2-6 SIM)				
STANDARD	TANDEM	ADA	EVCS	TOTAL
30	24			54

SCALE 1/16" = 1'-0"

NORTH SITE
LEVEL 5 ENLARGED FLOOR PLAN (LEVELS 2-6 SIM.)

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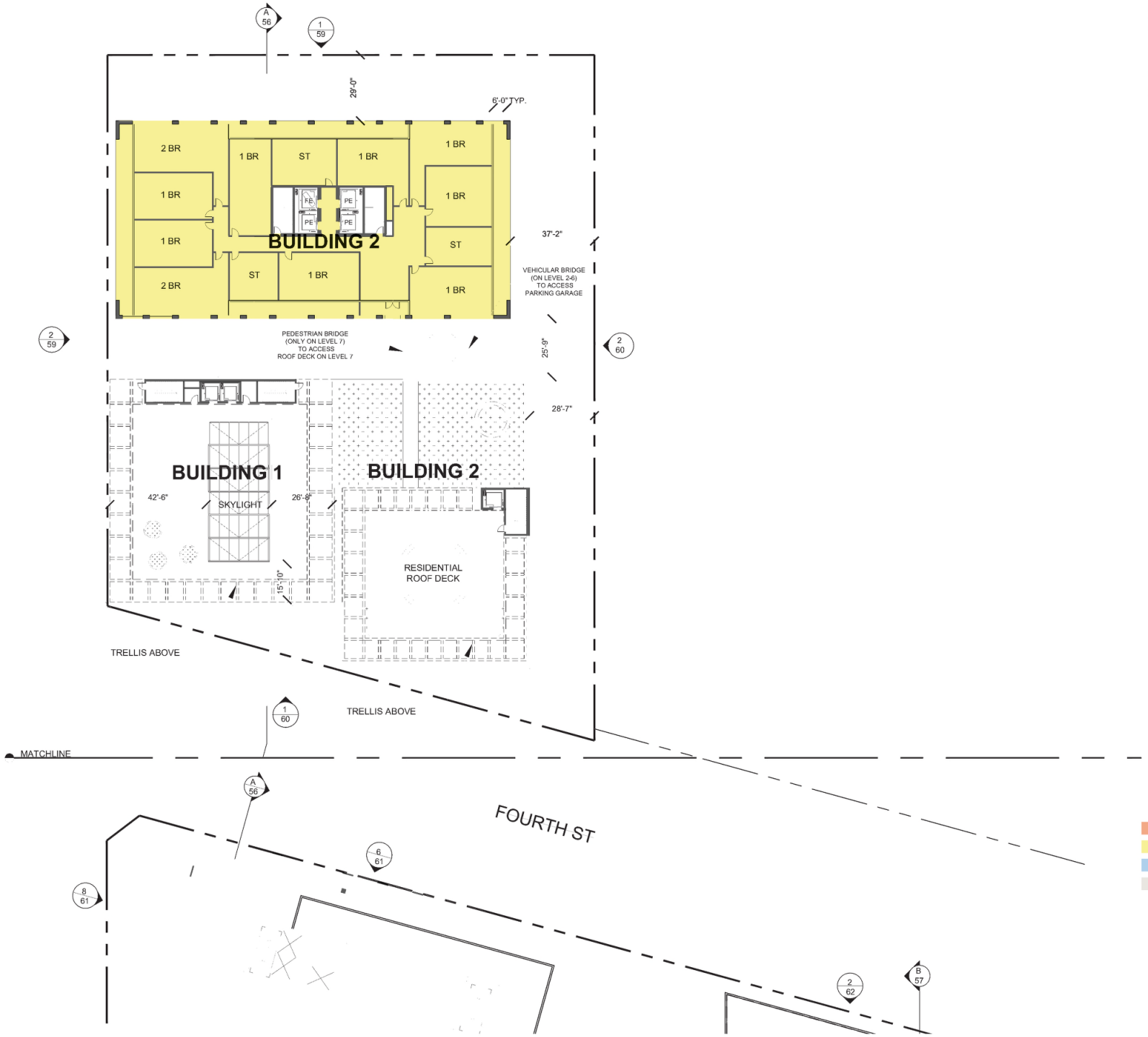
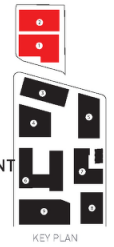


RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING



SCALE 1/16" = 1'-0"

NORTH SITE
LEVEL 7 ENLARGED FLOOR PLAN

FOURTH & CENTRAL
2025

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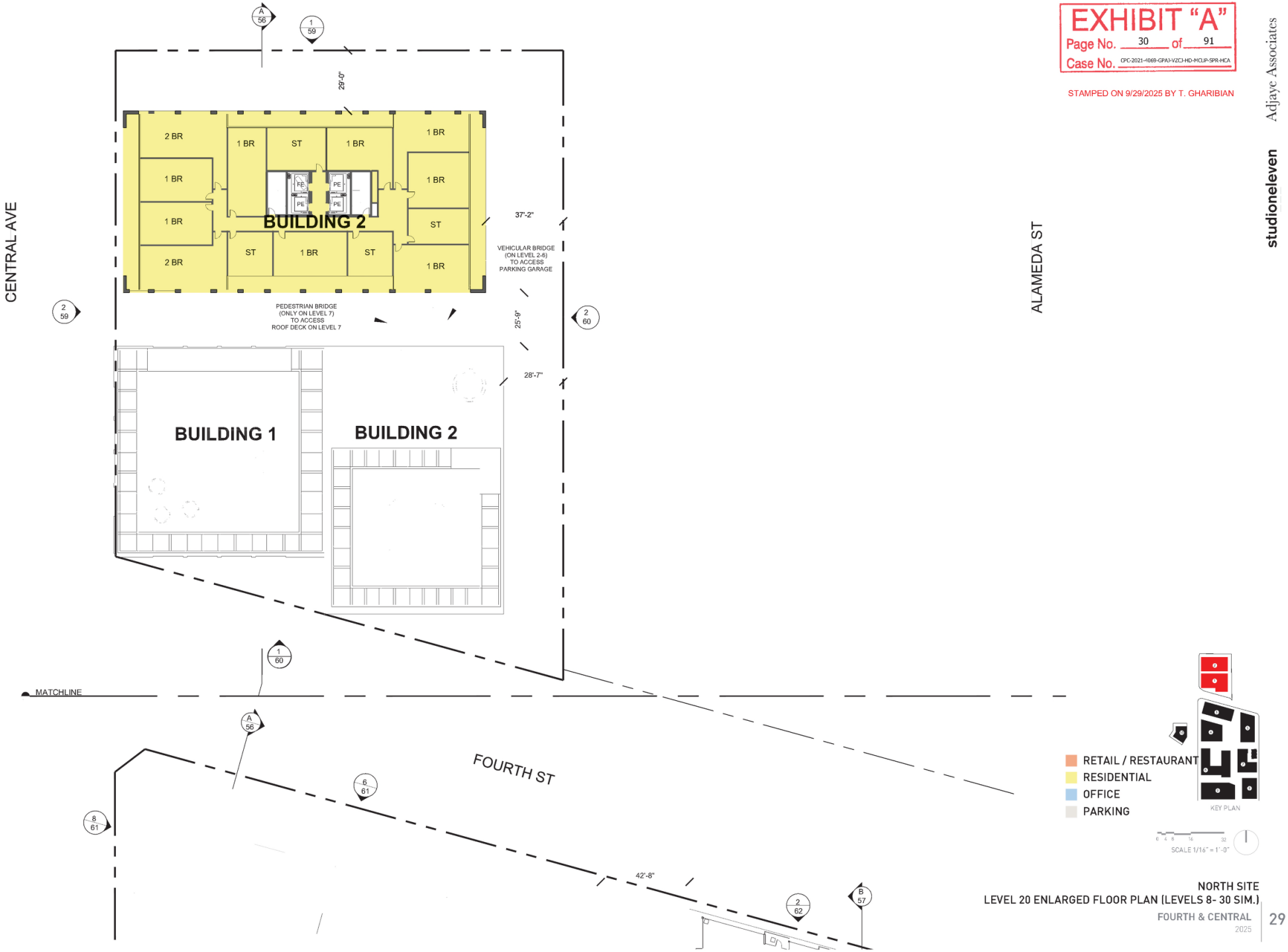

NORTH SITE
LEVEL 20 ENLARGED FLOOR PLAN (LEVELS 8- 30 SIM.)



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RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

NORTH SITE
ENLARGED ROOF PLAN

FOURTH & CENTRAL
2025

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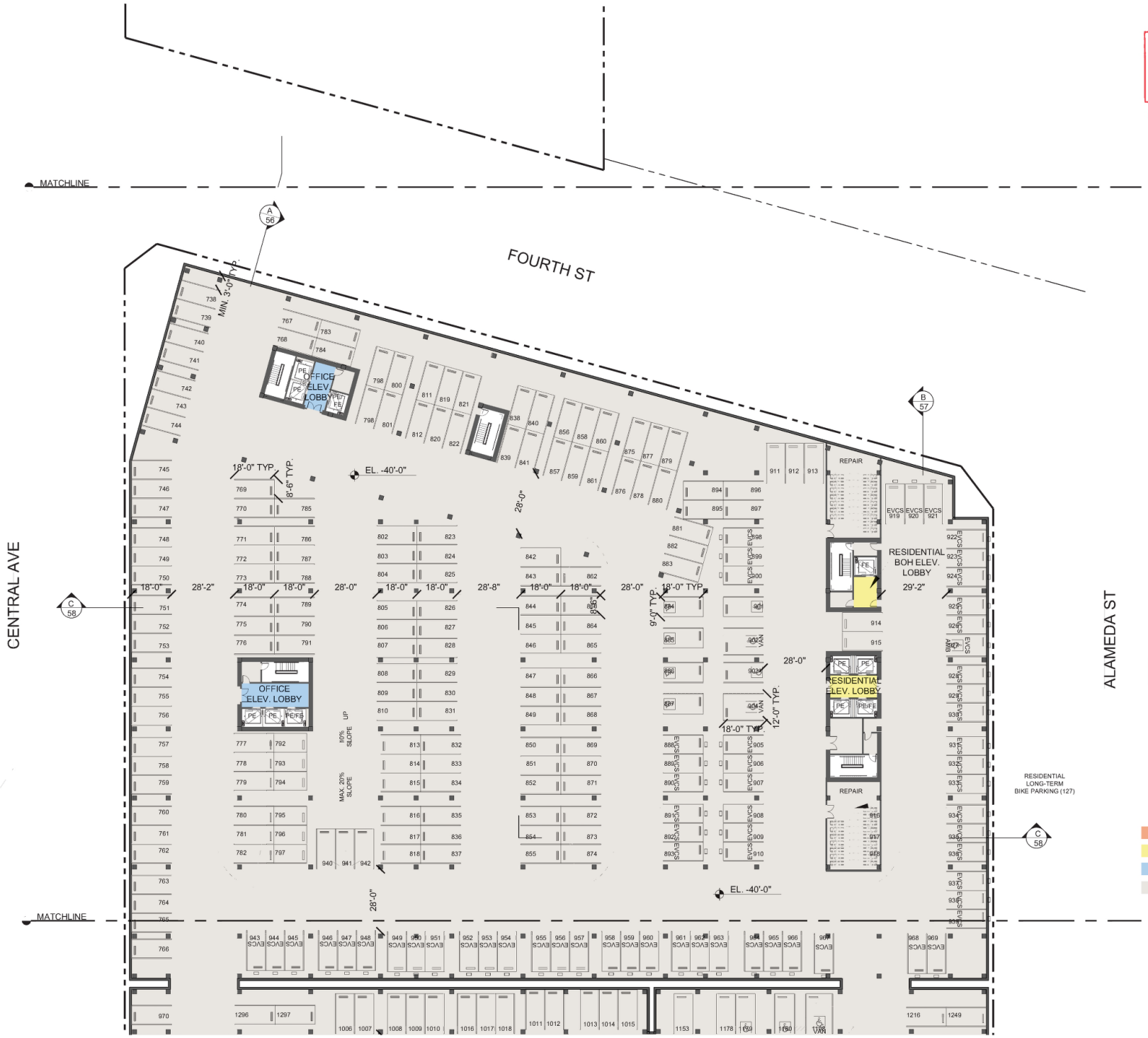
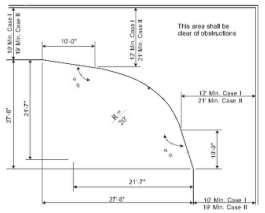


FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P3 PARKING TABULATION					
STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
263	140		21	120	544

RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING



KEY PLAN

SCALE 1/16" = 1'-0"

UPPER SOUTH SITE
LEVEL P3 ENLARGED FLOOR PLAN

FOURTH & CENTRAL
2025

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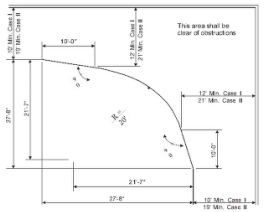
Adjaye Associates

FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P3 PARKING TABULATION					
STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
263	140		21	120	544



RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL P3 ENLARGED FLOOR PLAN

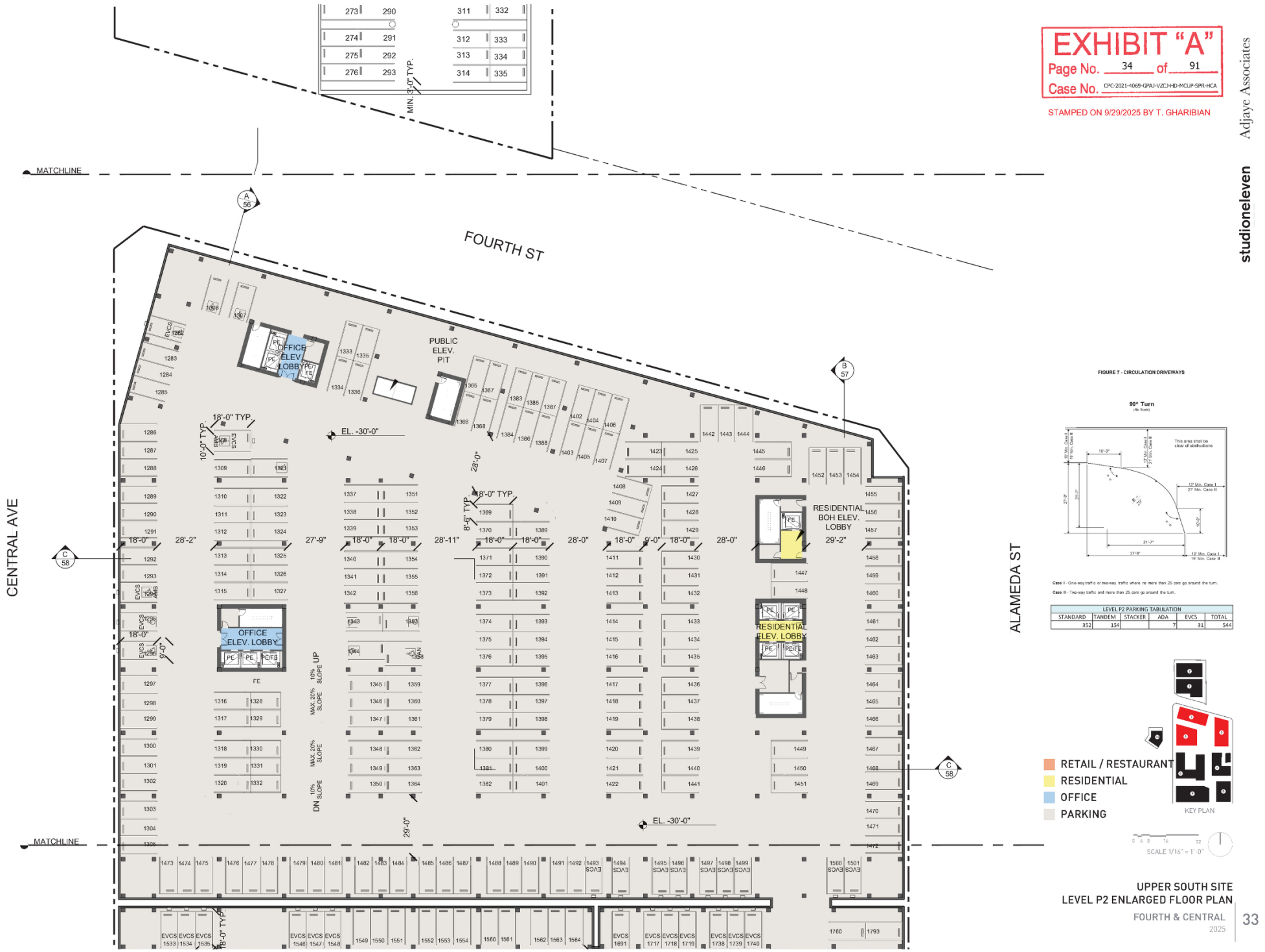


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FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P2 PARKING TABULATION					
STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
352	154		7	31	544

RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

UPPER SOUTH SITE
LEVEL P2 ENLARGED FLOOR PLAN



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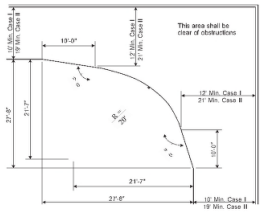
FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P2 PARKING TABULATION					
STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
352	154		7	31	544



RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL P2 ENLARGED FLOOR PLAN

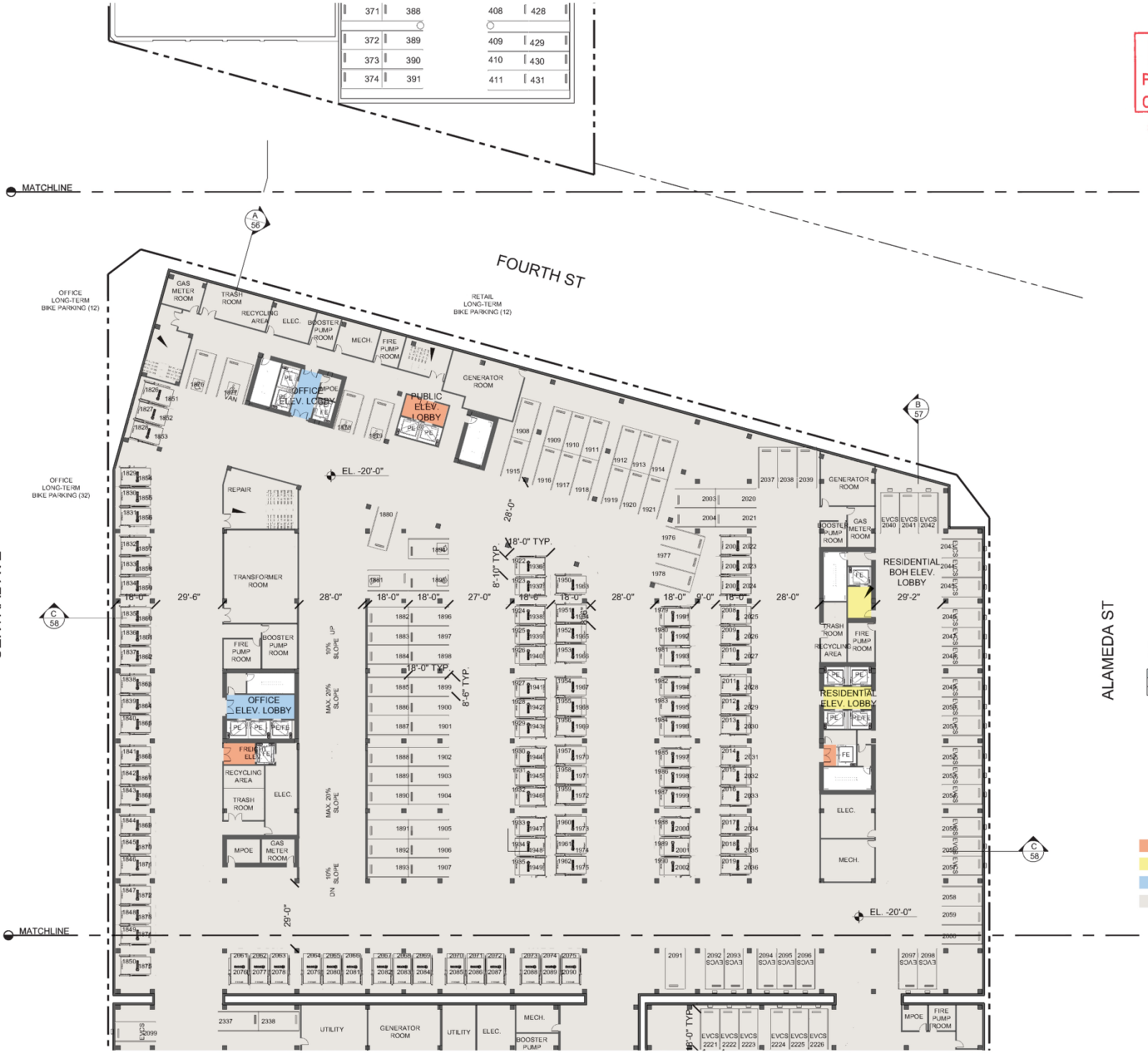


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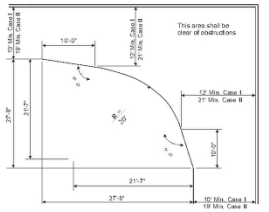
FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P1 PARKING TABULATION

STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
52	98	248	17	81	496



SCALE 1/16" = 1'-0"

UPPER SOUTH SITE
LEVEL P1 ENLARGED FLOOR PLAN

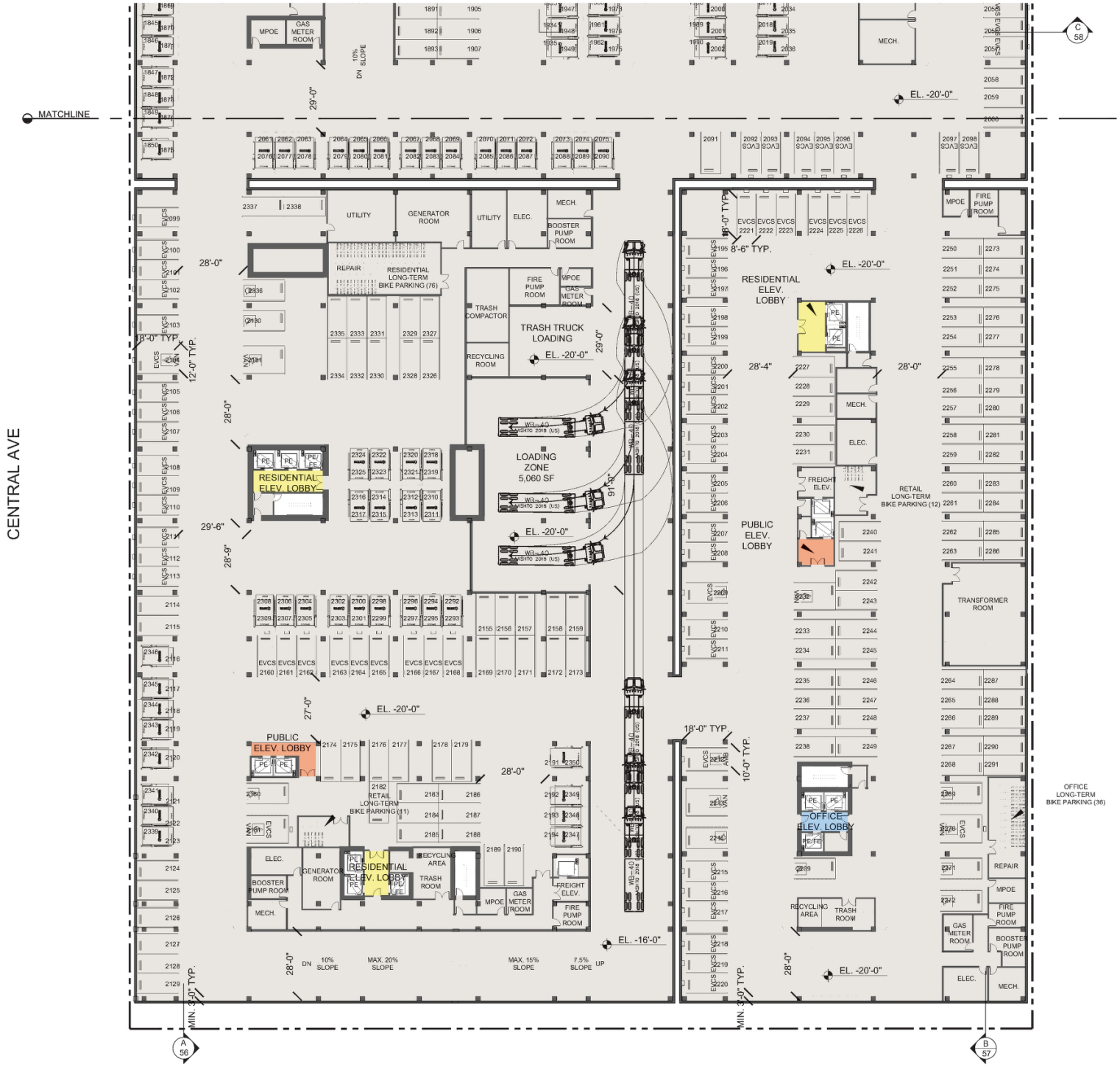


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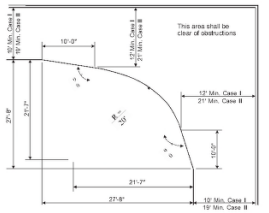
FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P1 PARKING TABULATION

STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
52	98	248	17	81	496



RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL P1 ENLARGED FLOOR PLAN



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UPPER SOUTH SITE
LEVEL 1 ENLARGED FLOOR PLAN

FOURTH & CENTRAL
2025

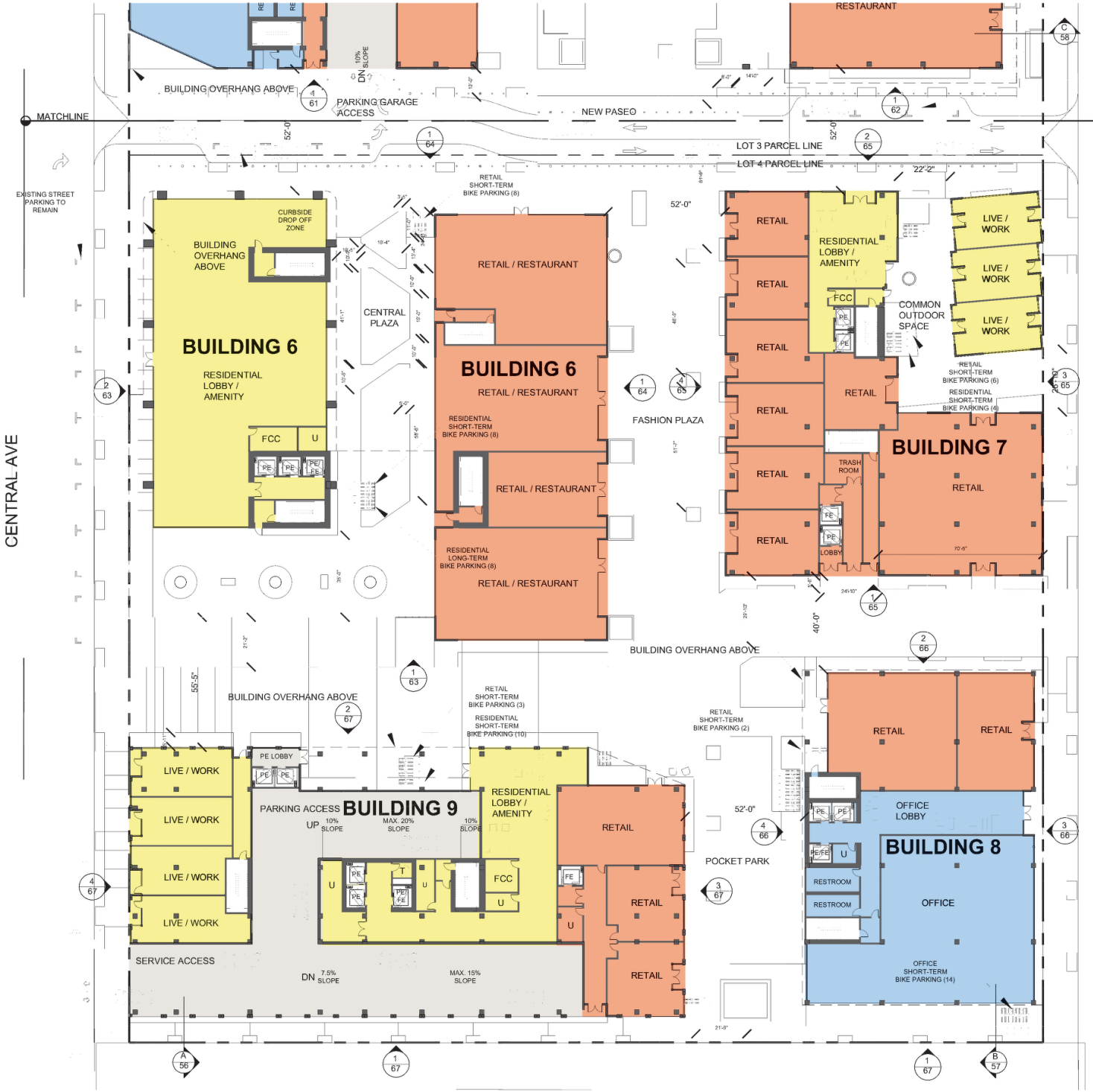

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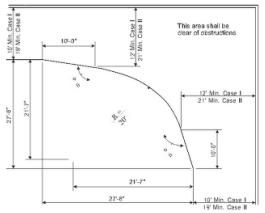
FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.



- RETAIL / RESTAURANT
- RESIDENTIAL
- OFFICE
- PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL 1 ENLARGED FLOOR PLAN

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UPPER SOUTH SITE
LEVEL 2 ENLARGED FLOOR PLAN (LEVELS 3 & 4 SIM.)

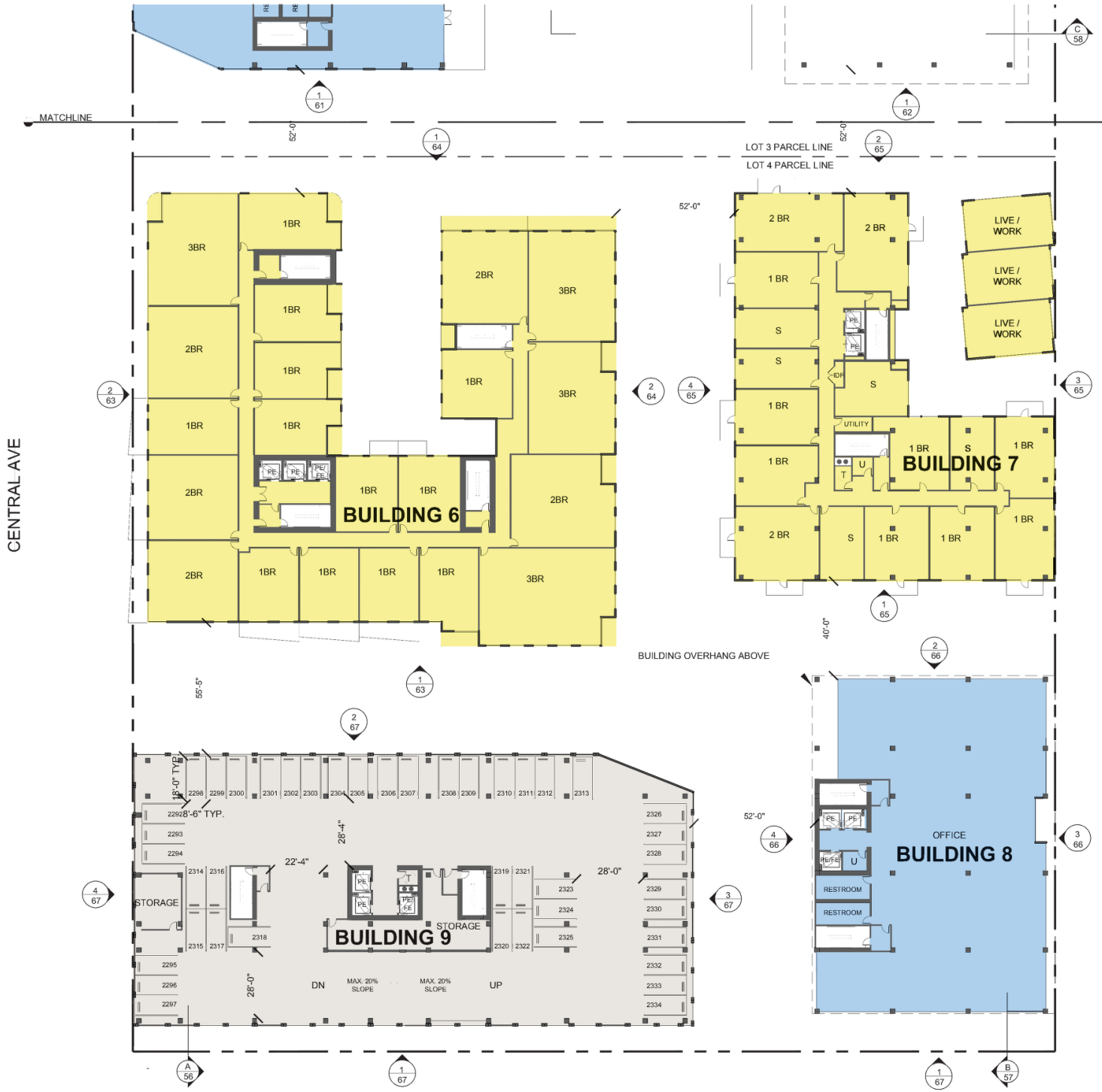

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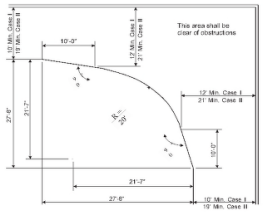
FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.
Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL 2 PARKING TABULATION (LEVEL 3-4 SIM.)					
STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
43					43

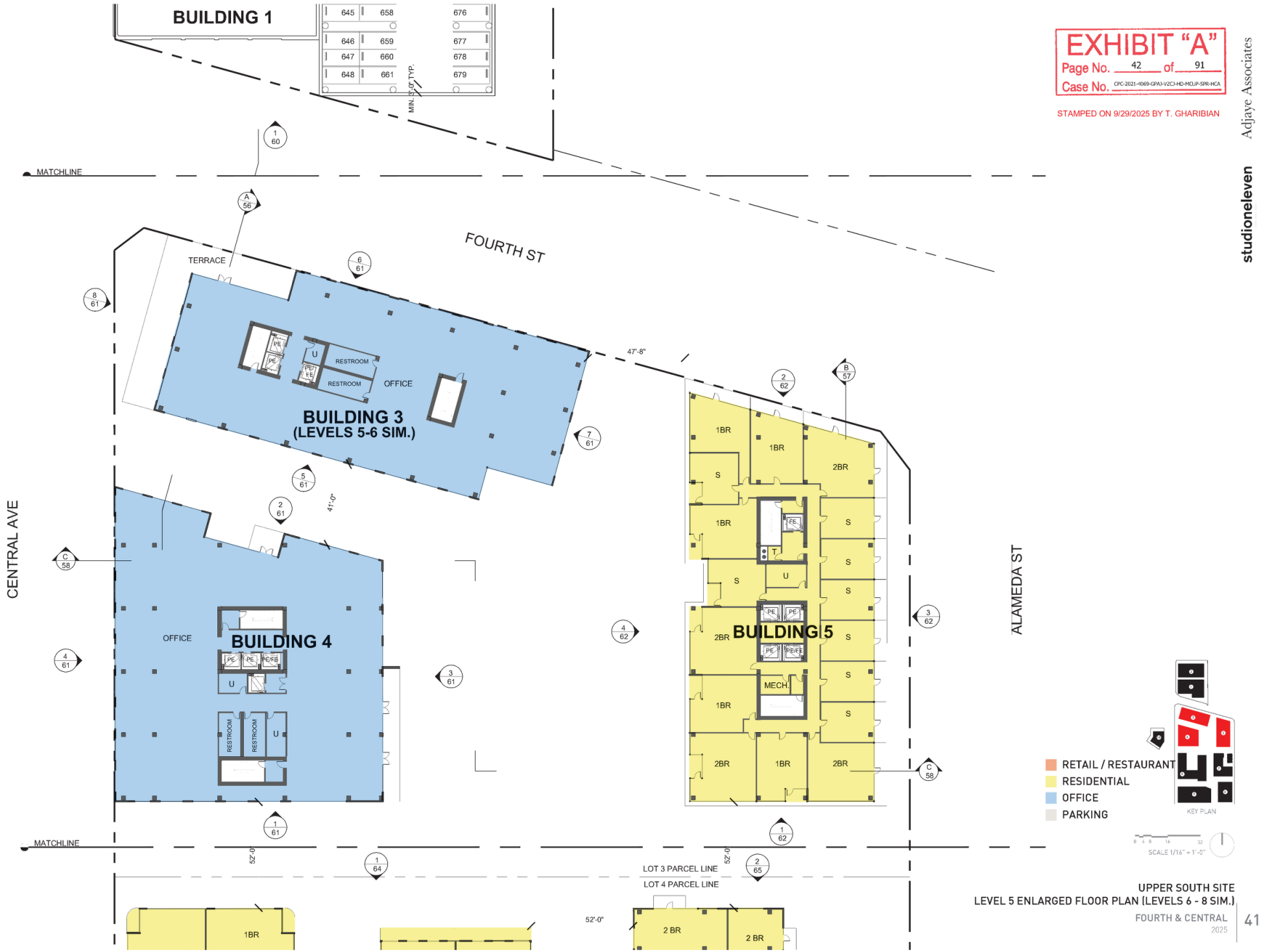


RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL 2 ENLARGED FLOOR PLAN (LEVELS 3 & 4 SIM.)



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UPPER SOUTH SITE
LEVEL 5 ENLARGED FLOOR PLAN (LEVELS 6 - 8 SIM.)



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LOWER SOUTH SITE
LEVEL 5 ENLARGED FLOOR PLAN (LEVELS 6 - 8 SIM.)

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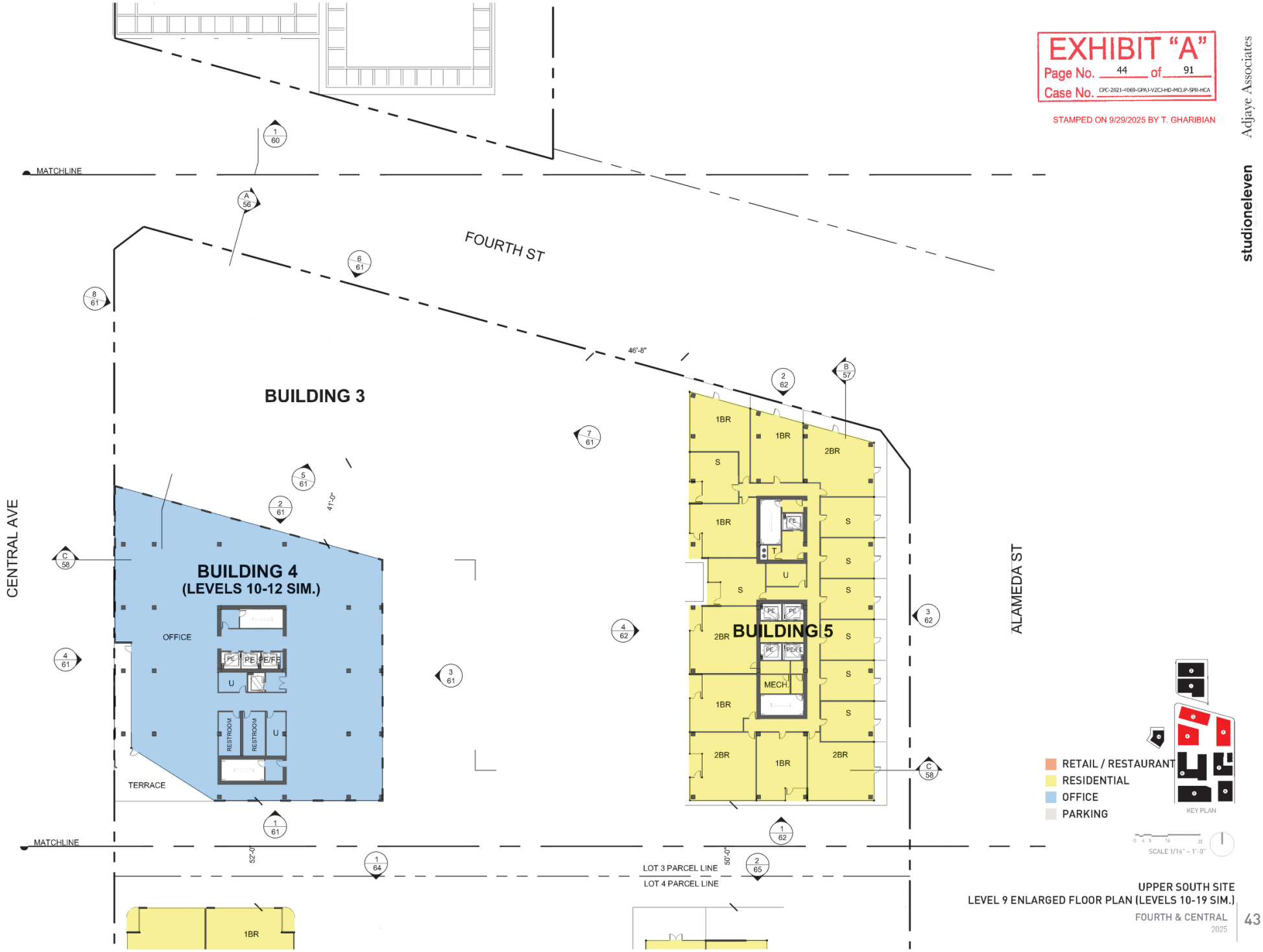

UPPER SOUTH SITE
LEVEL 9 ENLARGED FLOOR PLAN (LEVELS 10-19 SIM.)



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LOWER SOUTH SITE
LEVEL 9 ENLARGED FLOOR PLAN (LEVELS 10-19 SIM.)

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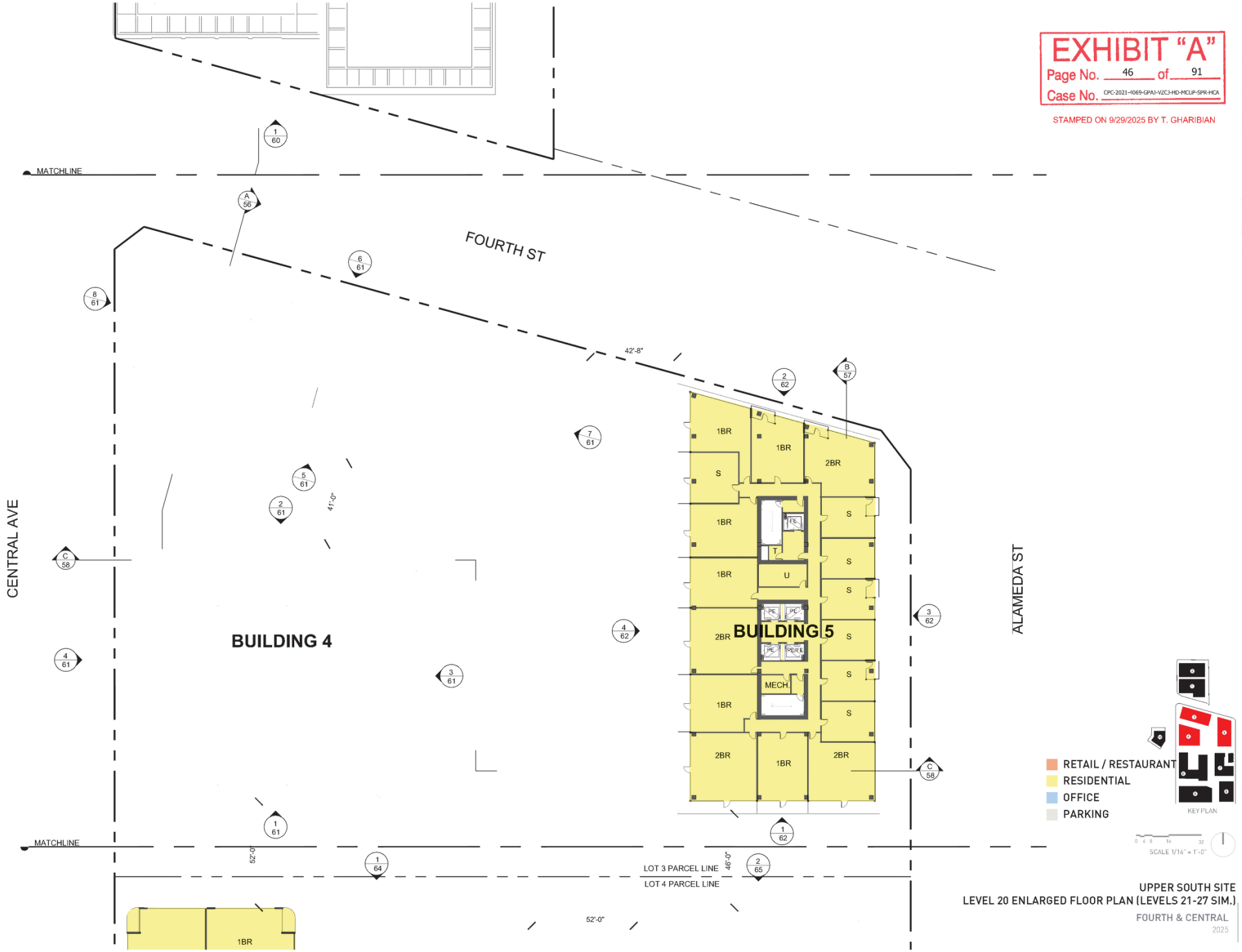
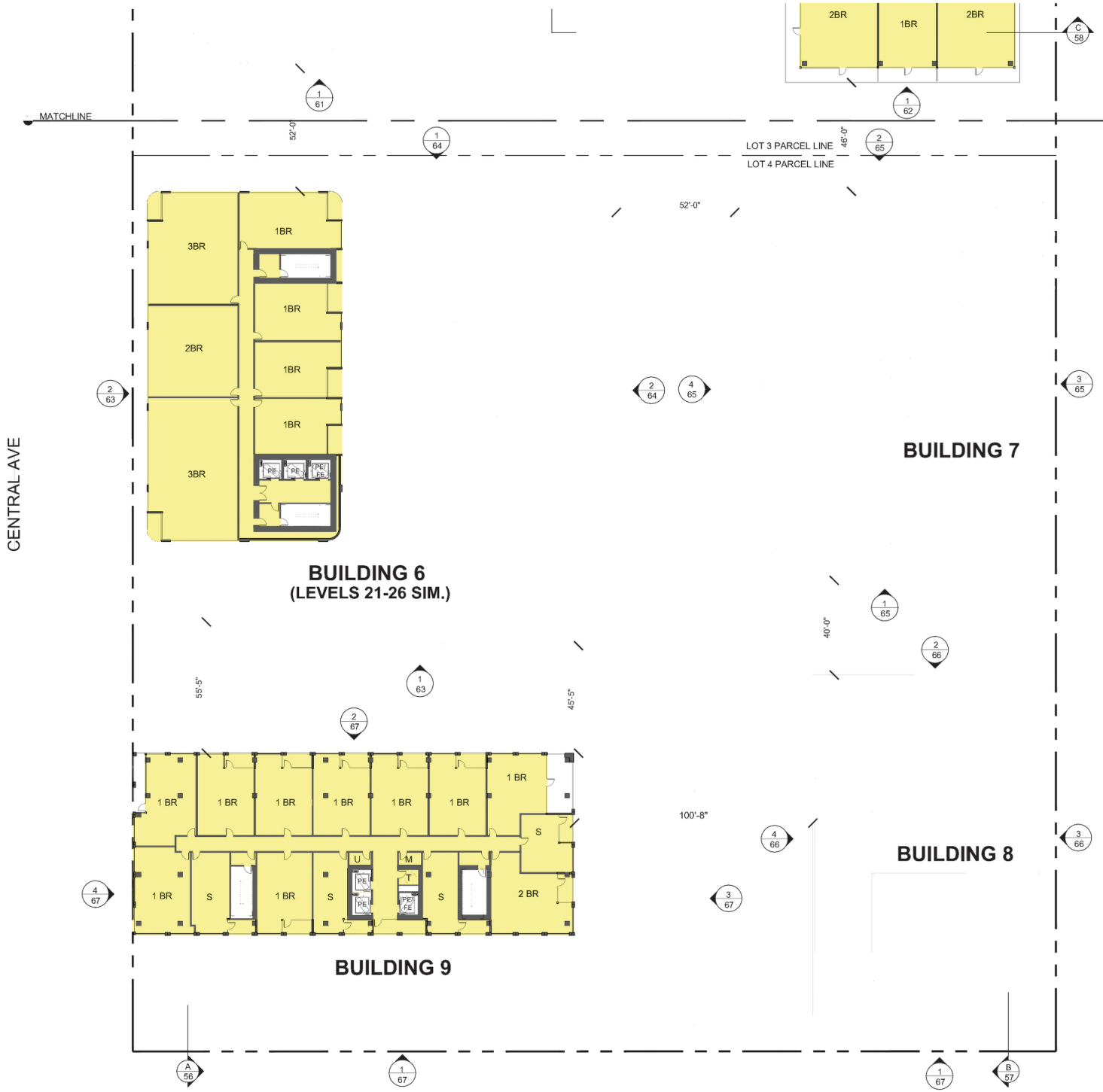


UPPER SOUTH SITE
LEVEL 20 ENLARGED FLOOR PLAN (LEVELS 21-27 SIM.)



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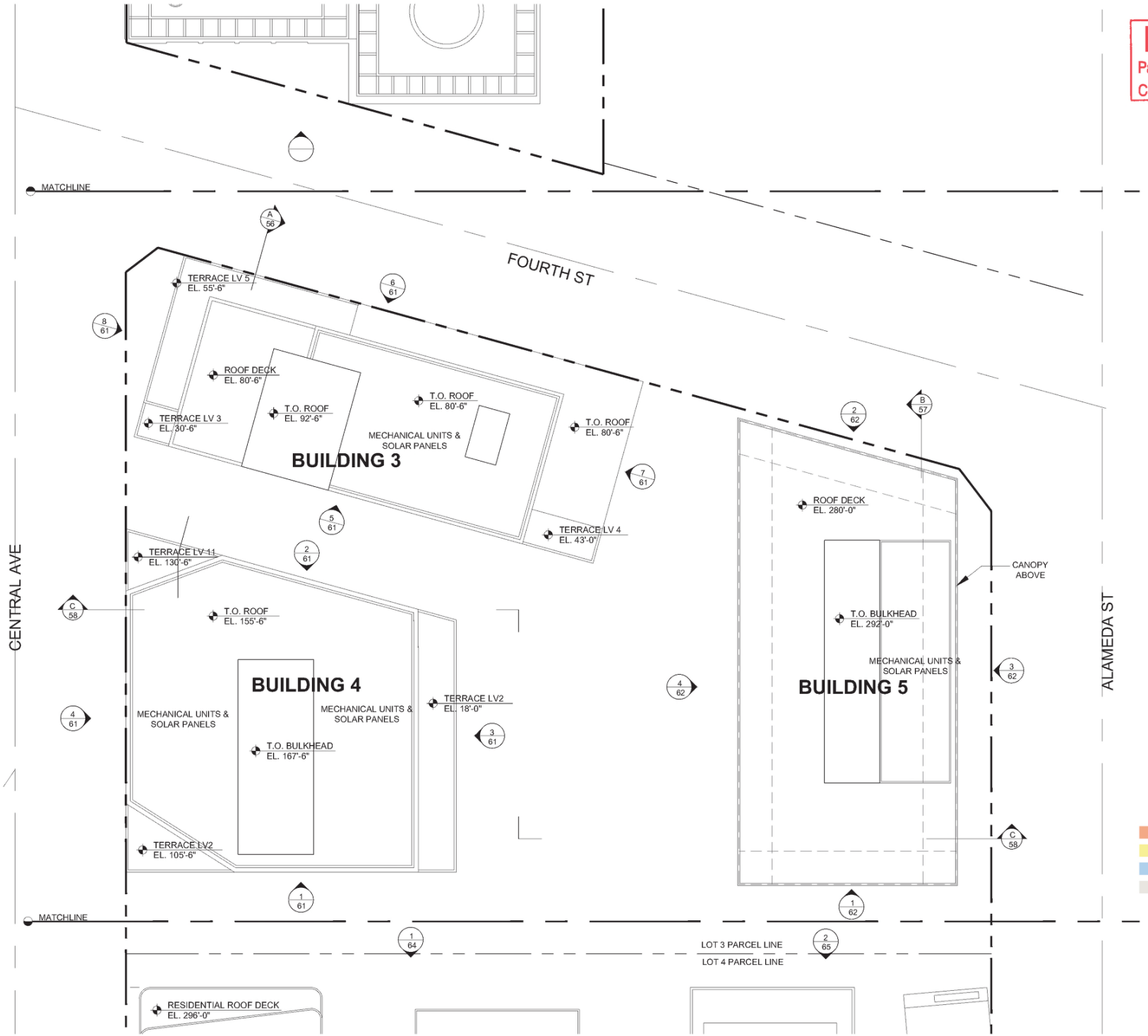
RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL 20 ENLARGED FLOOR PLAN (LEVELS 21-27 SIM.)



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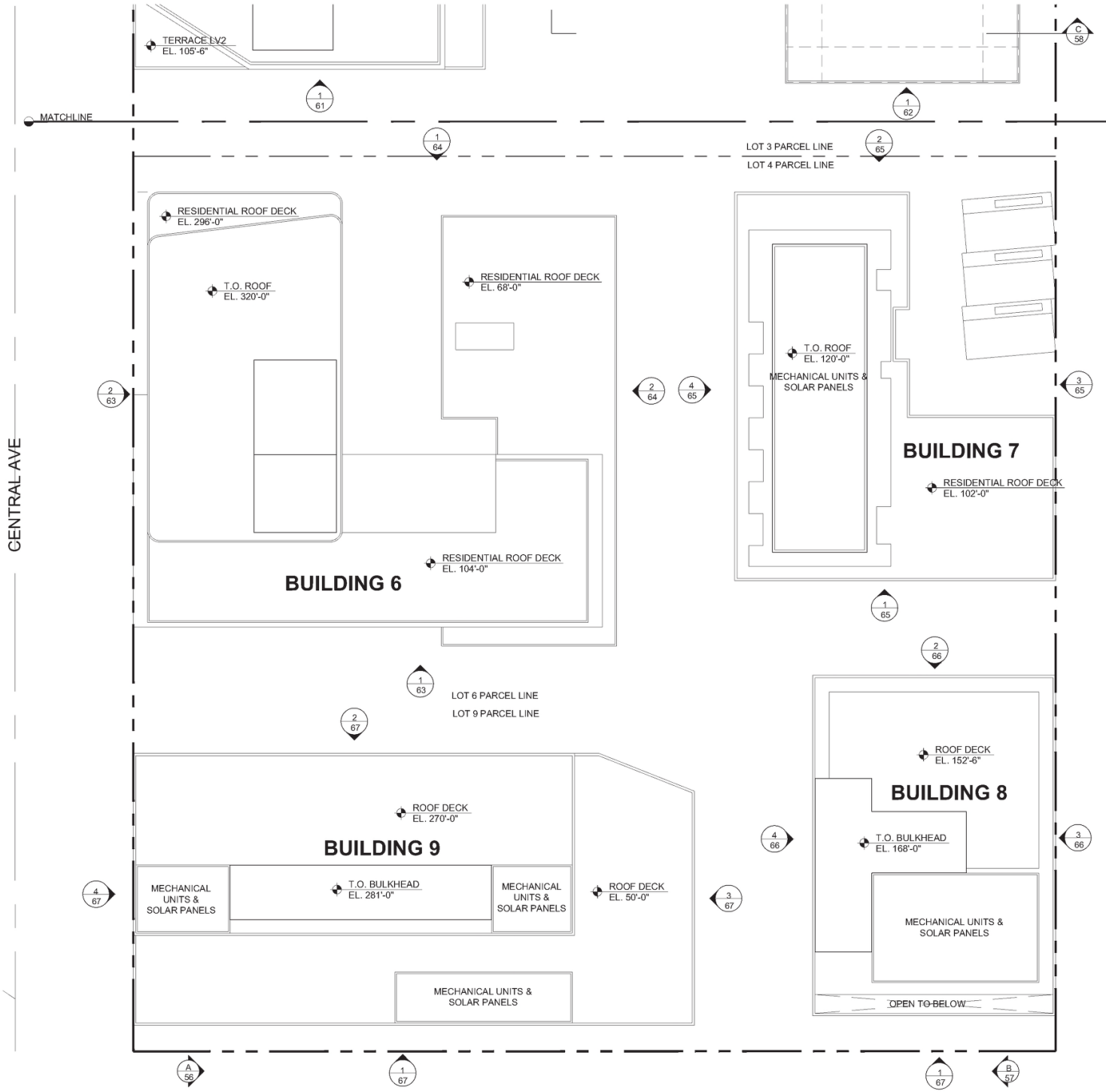
RESIDENTIAL
OFFICE
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

UPPER SOUTH SITE
ENLARGED ROOF PLAN

FOURTH & CENTRAL
2025



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RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
ENLARGED ROOF PLAN

FOURTH & CENTRAL
2025

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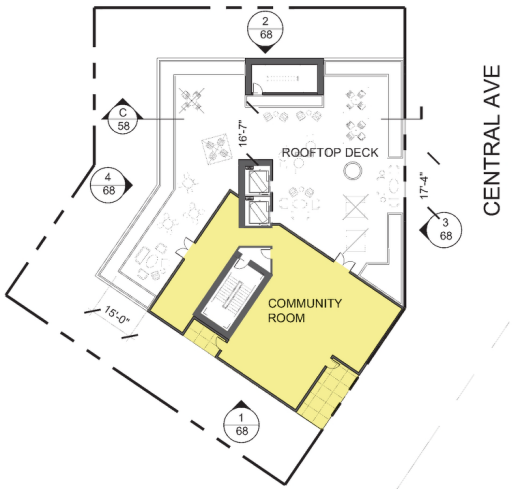
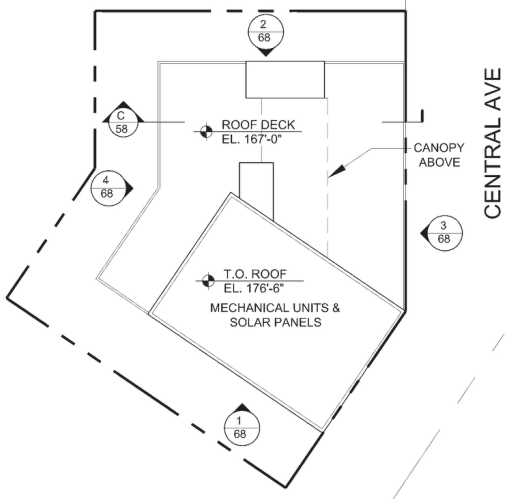
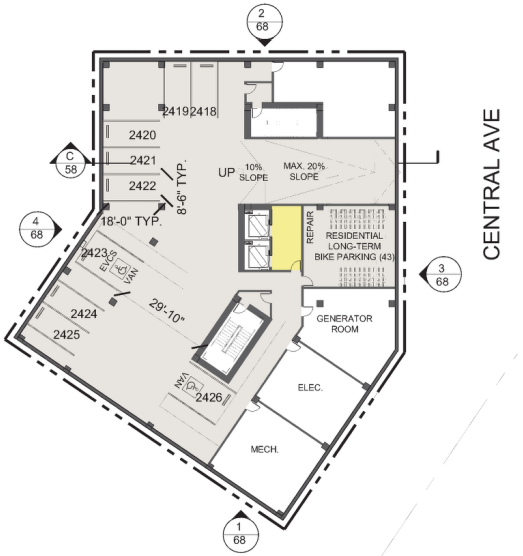
LEVEL 1



LEVEL 18



ROOF



LEVEL P1



LEVELS 2-17

LEVEL P1 PARKING TABULATION			
STANDARD	ADA	EVCS	TOTAL
7	1	1	9

RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING



SCALE 1/16" = 1'-0"

WEST SITE-
BUILDING 10 ENLARGED FLOOR PLANS

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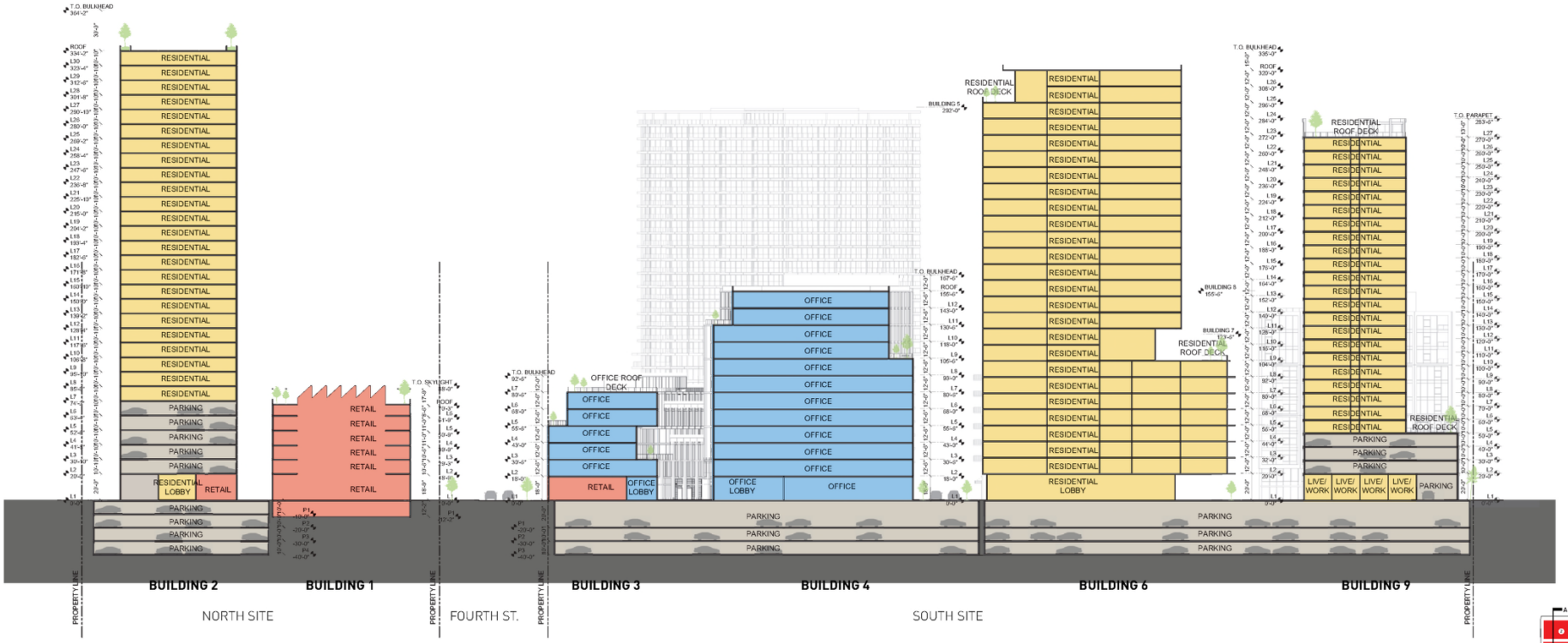



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SITE SECTION A
FOURTH & CENTRAL
2025

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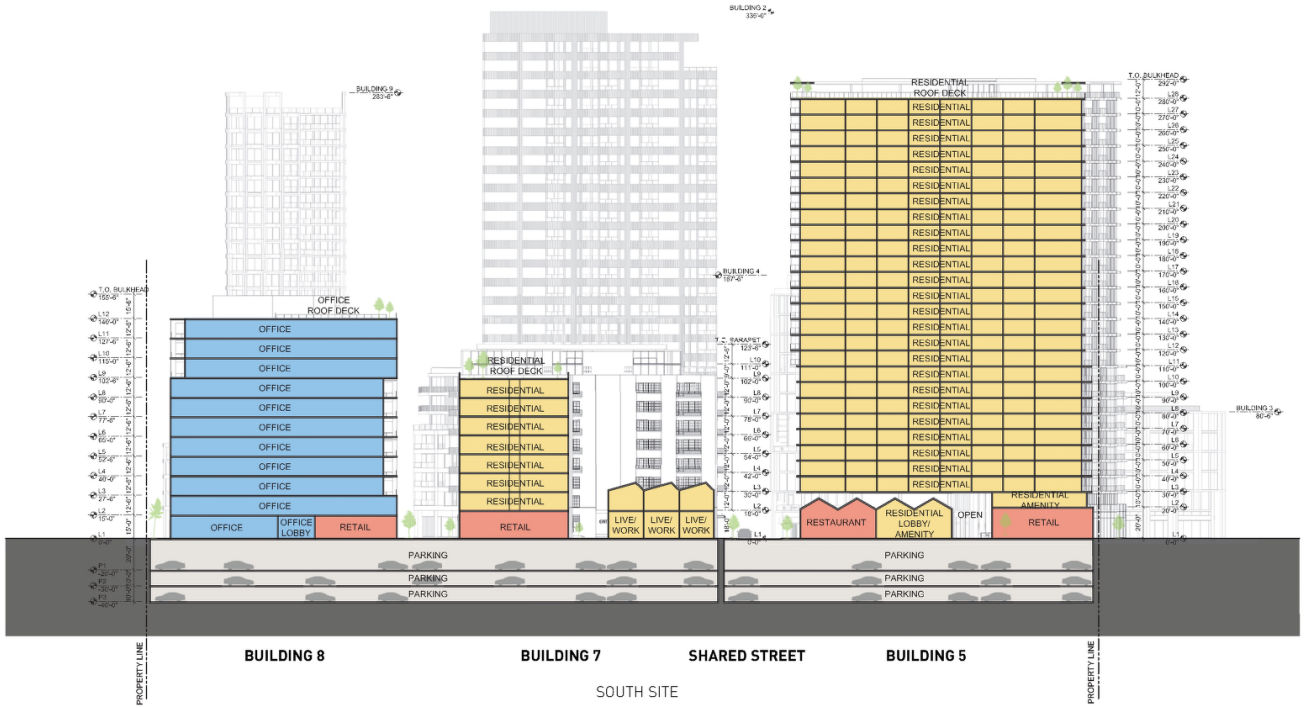
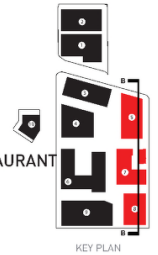


SOUTH SITE

RETAIL / RESTAURANT
RESIDENTIAL
OFFICE
PARKING



SCALE 1/32" = 1'-0"

SITE SECTION B
FOURTH & CENTRAL
2025

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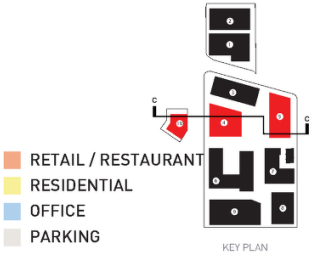

SITE SECTION C
FOURTH & CENTRAL
2025

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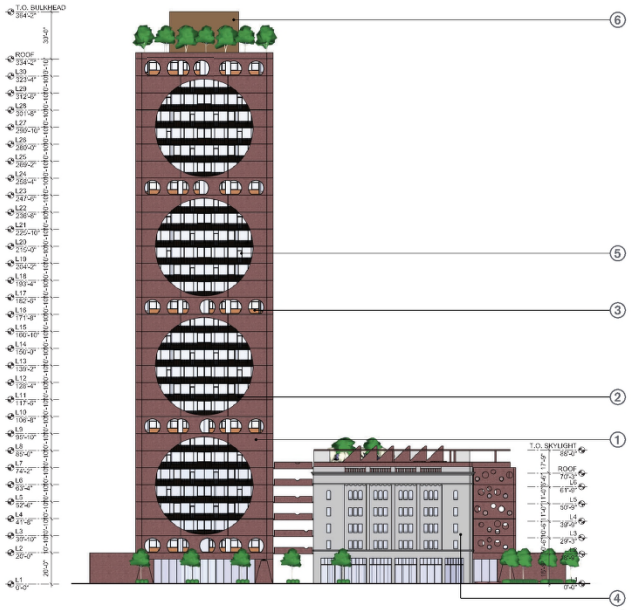
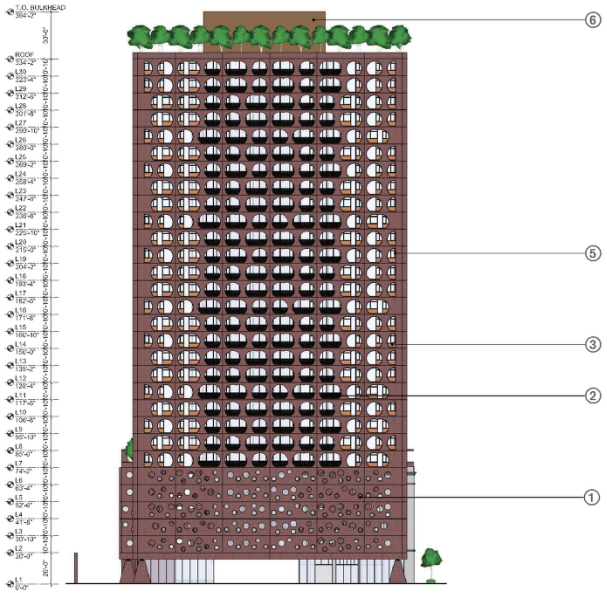
STAMPED ON 9/29/2025 BY T. GHARIBIAN



WEST ELEVATION **BUILDING 1+2** | 2

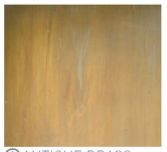


NORTH ELEVATION **BUILDING 1+2** | 1

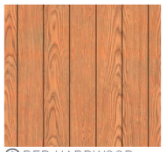
BUILDING 1+2 MATERIALS



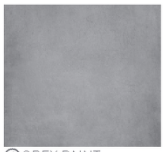
①BUSH HAMMERED PURPLE CONCRETE



②ANTIQUE BRASS RAILING



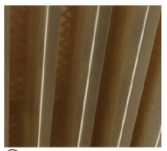
③RED HARDWOOD PLANKS



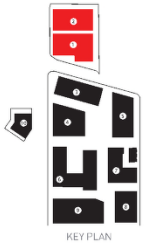
④GREY PAINT



⑤BRASS CURTAIN WALL SYSTEM



⑥BRASS LOUVRE OVERRUN



KEY PLAN

SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES

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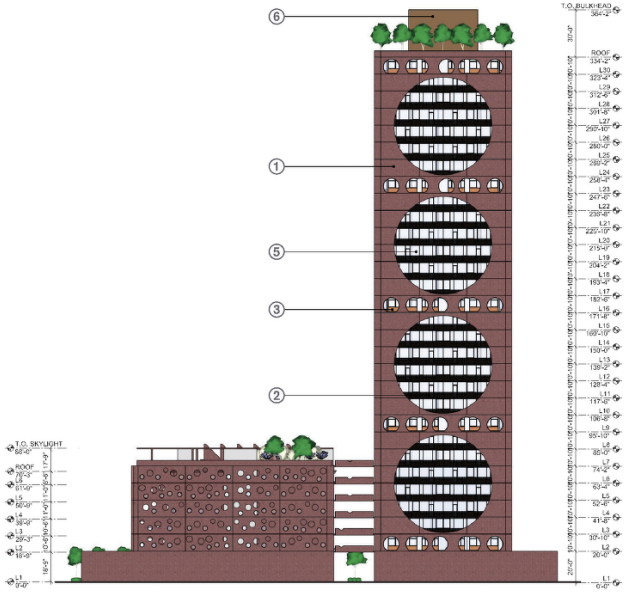
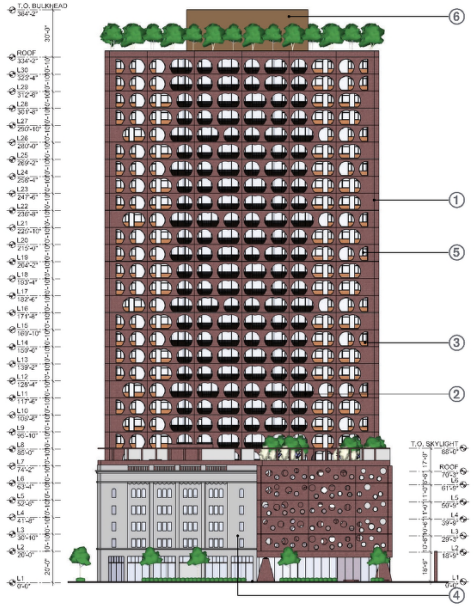


EAST ELEVATION **BUILDING 1+2** | 2



SOUTH ELEVATION **BUILDING 1+2** | 1

BUILDING 1+2 MATERIALS



①BUSH HAMMERED PURPLE CONCRETE



②ANTIQUE BRASS RAILING



③RED HARDWOOD PLANKS



④GREY PAINT



⑤BRASS CURTAIN WALL SYSTEM



⑥BRASS LOUVRE OVERRUN



KEY PLAN

SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES

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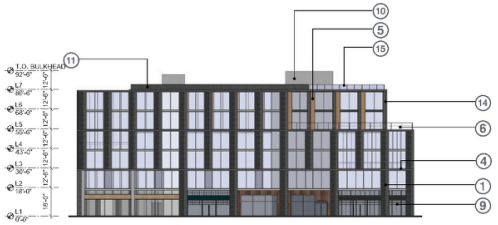
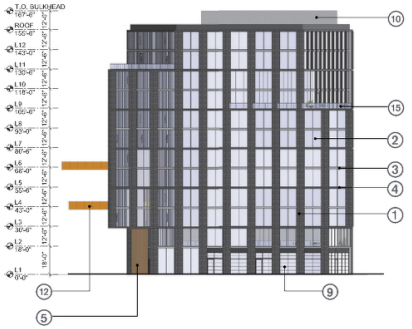
WEST ELEVATION **BUILDING 3** | 8



NORTH ELEVATION **BUILDING 3** | 6



WEST ELEVATION **BUILDING 4** | 4



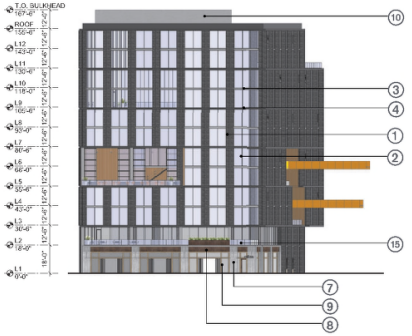
NORTH ELEVATION **BUILDING 4** | 2



EAST ELEVATION **BUILDING 3** | 7



SOUTH ELEVATION **BUILDING 3** | 5



EAST ELEVATION **BUILDING 4** | 3



SOUTH ELEVATION **BUILDING 4** | 1

BUILDING 3 + 4 MATERIALS



①FACE BRICK, DARK GREY



②ALUMINUM WINDOW WALL SYSTEM



③POLISHED CONCRETE EDGE



④ALUMINUM METAL PANEL, DARK GREY



⑤WOOD VERTICAL SIDING



⑥CABLE GUARDRAIL



⑦BOARDFORM CONCRETE



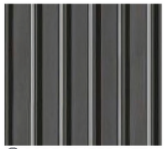
⑧CORTEN METAL PANEL



⑨ALUMINUM STOREFRONT SYSTEM, TYP.



⑩POLISHED CONCRETE FINISH



⑪CORRUGATED METAL PANEL



⑫ALUMINUM METAL PANEL, YELLOW



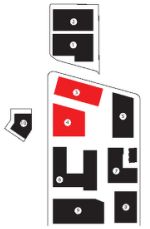
⑬ART MURAL



⑭EXPOSED STREEL STRUCTURE, DARK GREY



⑮GLASS GUARDRAIL



KEY PLAN



SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES

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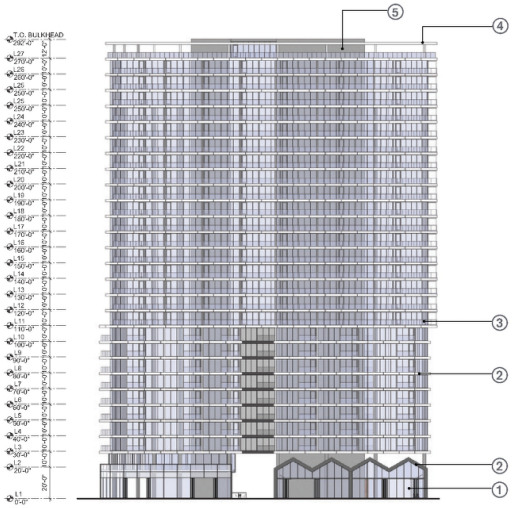
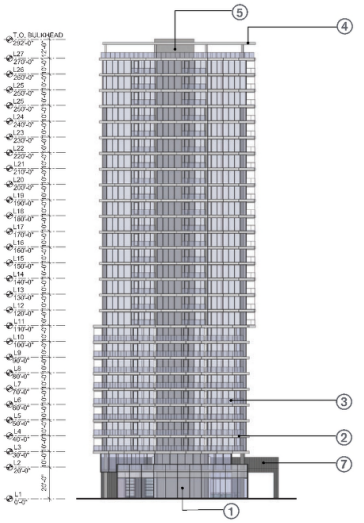
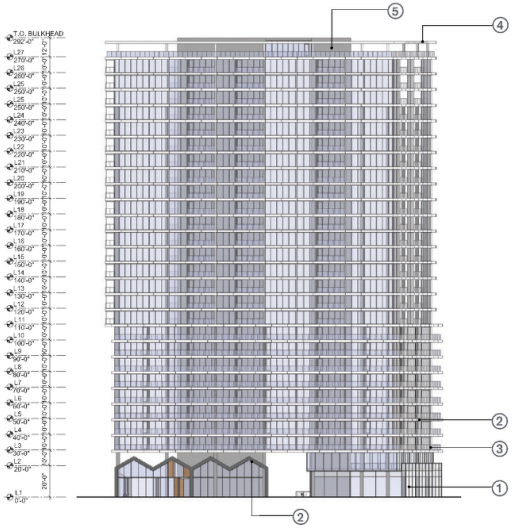


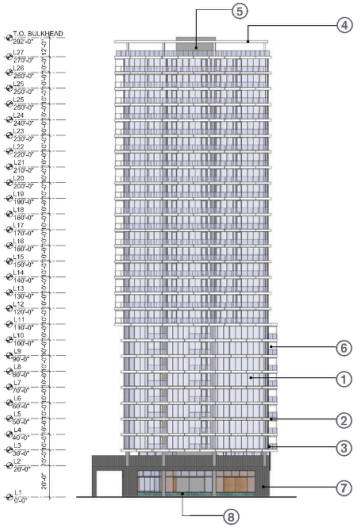
WEST ELEVATION **BUILDING 5** | 4



NORTH ELEVATION **BUILDING 5** | 2



EAST ELEVATION **BUILDING 5** | 3



SOUTH ELEVATION **BUILDING 5** | 1

BUILDING 5 MATERIALS



①ALUMINUM STOREFRONT SYSTEM, TYP.



②ALUMINUM METAL PANELS ON SLAB EDGE, WHITE



③GLASS GUARDRAIL



④METAL CANOPY, WHITE



⑤EXPOSED CONCRETE FINISH



⑥FROSTED GLASS DIVIDER



⑦STANDING SEAM METAL PANELS, DARK GREY



⑧TILE FINISH



KEY PLAN



SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES

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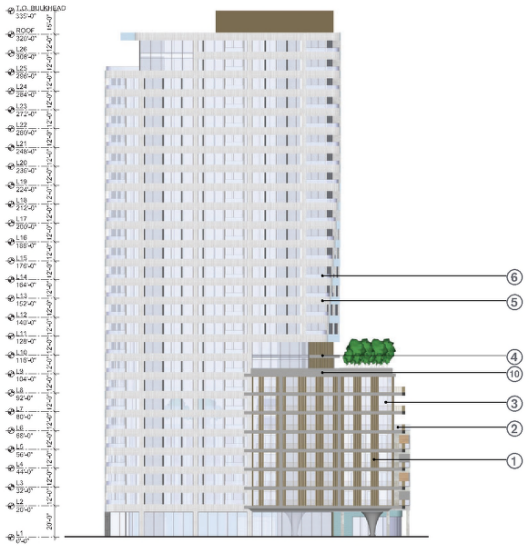
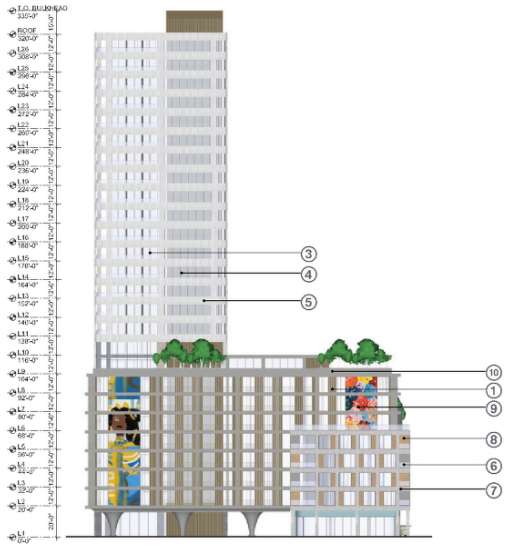


WEST ELEVATION **BUILDING 6** | 2



SOUTH ELEVATION **BUILDING 6** | 1

BUILDING 6 MATERIALS


①BRASS LOUVER

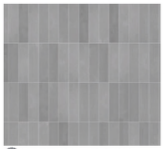

②VERTICAL PICKET RAILING


③ALUMINUM STOREFRONT SYSTEM, TYP.


④STONE PANEL


⑤PRE-CAST FLUTED CONCRETE PANEL

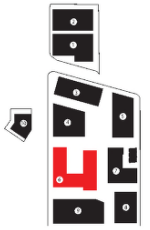

⑥GLASS GUARDRAIL


⑦VERTICAL BRICK PATTERN


⑧FIBER CEMENT BOARD, WOOD LOOK


⑨ART BY OTHERS


⑩SAND BLASTED CONCRETE


KEY PLAN

SCALE 1/32" = 1'-0"

BUILDING 6 - ELEVATIONS + MATERIAL PALETTES

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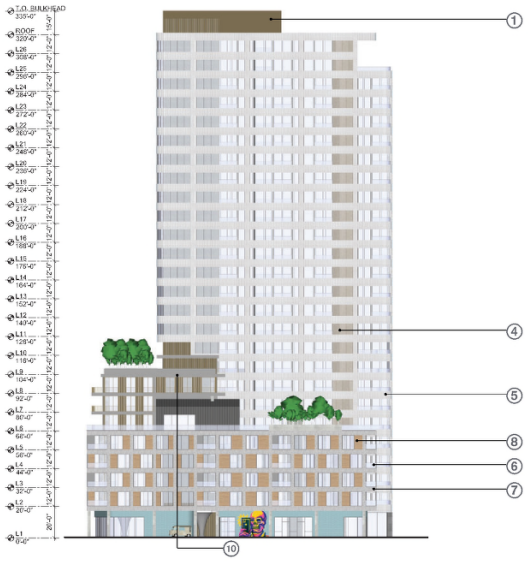
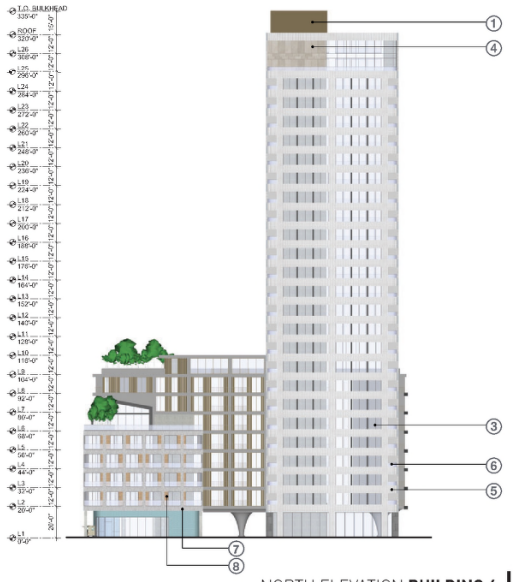


EAST ELEVATION **BUILDING 6** | 2



NORTH ELEVATION **BUILDING 6** | 1

BUILDING 6 MATERIALS


1 BRASS LOUVER


2 VERTICAL PICKET RAILING


3 ALUMINUM STOREFRONT SYSTEM, TYP.


4 STONE PANEL


5 PRE-CAST FLUTED CONCRETE PANEL

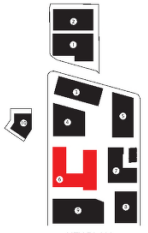

6 GLASS GUARDRAIL


7 VERTICAL BRICK PATTERN


8 FIBER CEMENT BOARD, WOOD LOOK


9 ART BY OTHERS


10 SAND BLASTED CONCRETE


KEY PLAN

SCALE 1/32" = 1'-0"

BUILDING 6 - ELEVATIONS + MATERIAL PALETTES

FOURTH & CENTRAL
2025

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WEST ELEVATION **BUILDING 7** | 4



NORTH ELEVATION **BUILDING 7** | 2



EAST ELEVATION **BUILDING 7** | 3

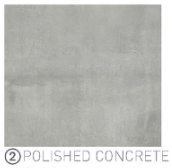


SOUTH ELEVATION **BUILDING 7** | 1

BUILDING 7 MATERIALS



①FACE BRICK, TAN



②POLISHED CONCRETE FINISH



③VINE WALL



④STEEL STOREFRONT SYSTEM, TYP.



⑤STEEL WINDOW SYSTEM



⑥WROUGHT IRON BALCONY



⑦CORTEN STEEL VERTICAL METAL PANELS



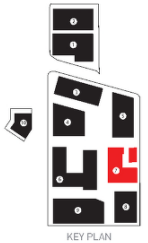
⑧ALUMINUM STOREFRONT SYSTEM



⑨ALUMINUM METAL PANEL, DARK GREY



⑩ART MURAL



KEY PLAN

SCALE 1/32" = 1'-0"

BUILDING 7 - ELEVATIONS + MATERIAL PALETTES

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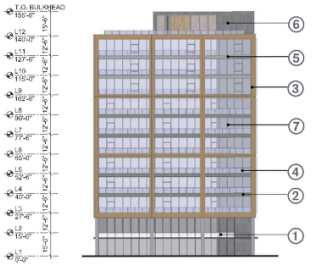
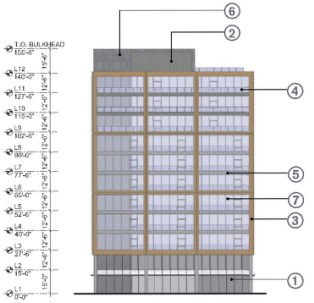
WEST ELEVATION **BUILDING 8** | 4



NORTH ELEVATION **BUILDING 8** | 2



EAST ELEVATION **BUILDING 8** | 3



SOUTH ELEVATION **BUILDING 8** | 1

BUILDING 8 MATERIALS



①CURTAIN WALL SYSTEM



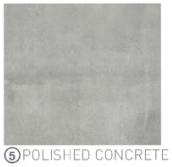
②ZINC DIAMOND PATTERN PANELS



③ALUMINUM METAL PANELS, CHAMPAGNE



④GLASS GUARDRAIL



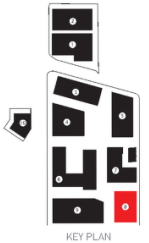
⑤POLISHED CONCRETE EDGE FINISH



⑥BASALT STONE TILE



⑦ALUMINUM WINDOW WALL SYSTEM W/ OPERABLE WINDOWS



KEY PLAN

SCALE 1/32" = 1'-0"

BUILDING 8 - ELEVATIONS + MATERIAL PALETTES

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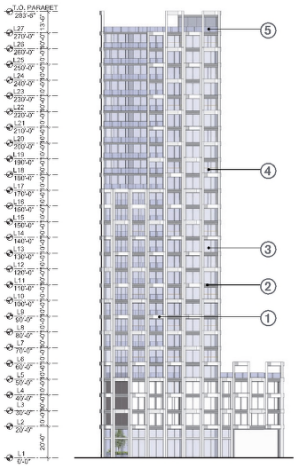


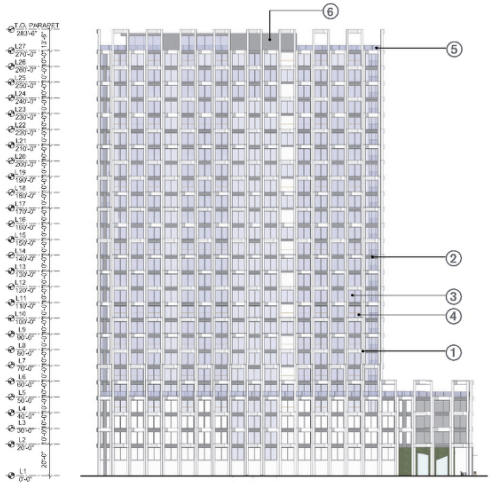
WEST ELEVATION **BUILDING 9** | 4



NORTH ELEVATION **BUILDING 9** | 2



EAST ELEVATION **BUILDING 9** | 3

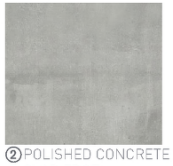


SOUTH ELEVATION **BUILDING 9** | 1

BUILDING 9 MATERIALS



①PRE-CAST CONCRETE FRAME, WHITE



②POLISHED CONCRETE SLAB EDGE



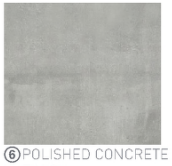
③ALUMINUM STOREFRONT SYSTEM



④VERTICAL PICKET RAILING, WHITE



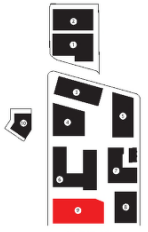
⑤GLASS GUARDRAIL



⑥POLISHED CONCRETE FINISH



⑦ART MURAL



KEY PLAN

SCALE 1/32" = 1'-0"

BUILDING 9 - ELEVATIONS + MATERIAL PALETTES

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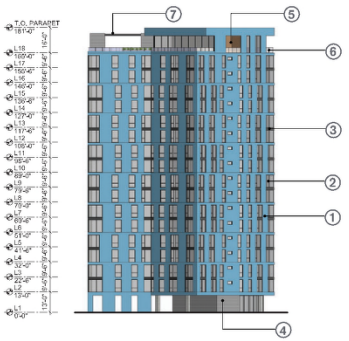
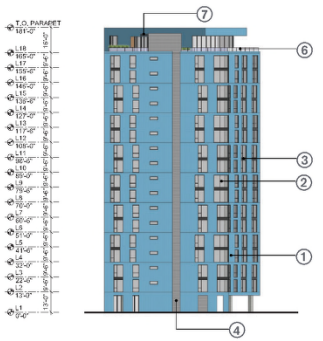
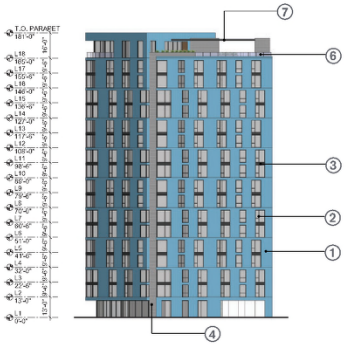


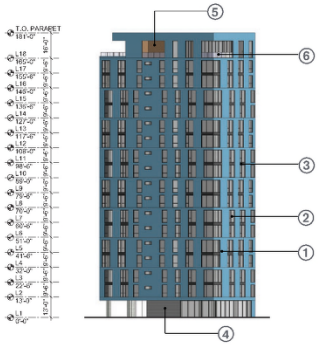
WEST ELEVATION **BUILDING 10** | 4



NORTH ELEVATION **BUILDING 10** | 2



EAST ELEVATION **BUILDING 10** | 3



SOUTH ELEVATION **BUILDING 10** | 1

BUILDING 10 MATERIALS



①STANDING SEAM METAL PANELS, SKY BLUE



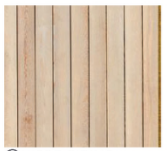
②ALUMINUM WINDOW WALL SYSTEM W/ OPERABLE WINDOWS



③BREAK METAL PANEL, DARK GREY



④HARDIE BOARD SIDING, LIGHT GREY



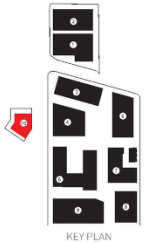
⑤WOOD SIDING



⑥GLASS GUARDRAIL



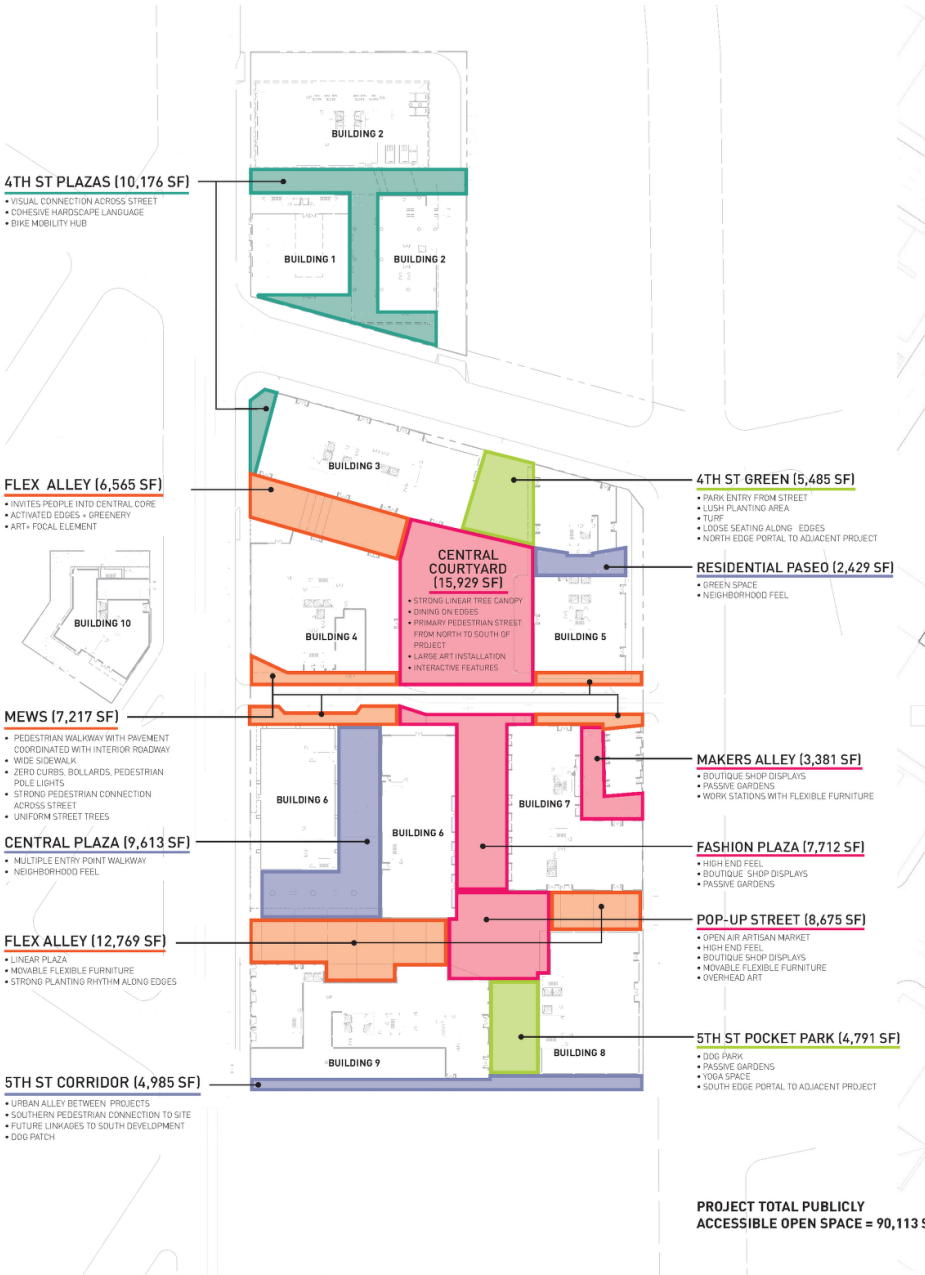
⑦EXPOSED STEEL CANOPY, DARK GREY



KEY PLAN

SCALE 1/32" = 1'-0"

BUILDING 10 - ELEVATIONS + MATERIAL PALETTES



1. PUBLICLY ACCESSIBLE OPEN SPACE DIAGRAM



2. CIRCULATION DIAGRAM

Adjaye Associates
studioneleven

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PUBLICLY ACCESSIBLE OPEN SPACE AND CIRCULATION DIAGRAM

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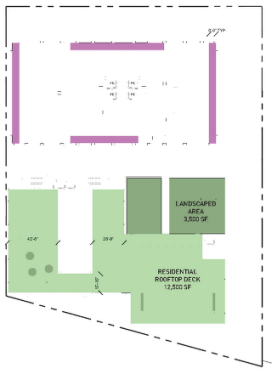
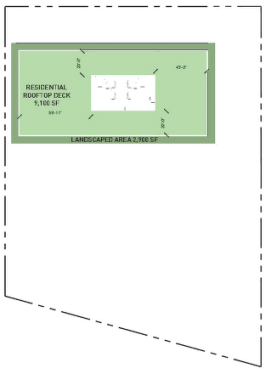


LEVEL 7



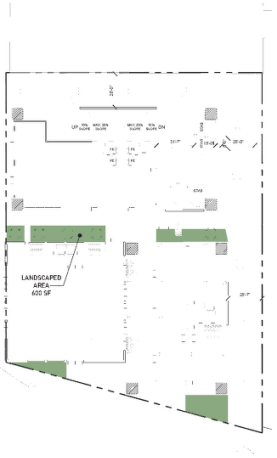
LEVEL 31 ROOF DECK

CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF / UNIT	RQ'D OPEN SPACE
STUDIO (<3 HABITABLE ROOMS)	95	100 SF	9,500 SF
1 BD (<3 HABITABLE ROOMS)	192	100 SF	19,200 SF
2 BD (=3 HABITABLE ROOMS)	48	125 SF	6,000 SF

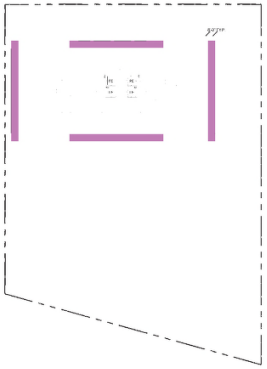
TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	34,700 SF
TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	84

CODE-REQUIRED OPEN SPACE PROVIDED	
COMMON OPEN SPACE (OCCUPIABLE SPACE + LANDSCAPED AREA)	**28,000 SF**
LEVEL 7 ROOFTOP DECK	16,000 SF
LEVEL 31 ROOFTOP DECK	12,000 SF
PRIVATE OPEN SPACE (MAX. 50 SF/UNIT)	**6,700 SF**
LANDSCAPE (MIN. 25% OF RQ'D COMMON OPEN SPACE)	**7,000 SF**
TOTAL PROVIDED CODE-REQUIRED TREE COUNT	84
TOTAL PROVIDED CODE-REQUIRED BUILDING OPEN SPACE	34,700 SF

CODE-REQUIRED OPEN SPACE SUMMARY **BUILDING 2**

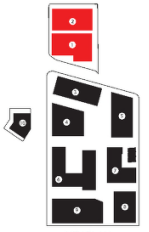


GROUND FLOOR



TYP. RESIDENTIAL FLOOR

- INDOOR AMENITY SPACE
- OUTDOOR COMMON SPACE
- LANDSCAPED AREA
- PRIVATE BALCONIES



KEY PLAN

Adjaye Associates
studioneleven

CODE-REQUIRED OPEN SPACE DIAGRAM

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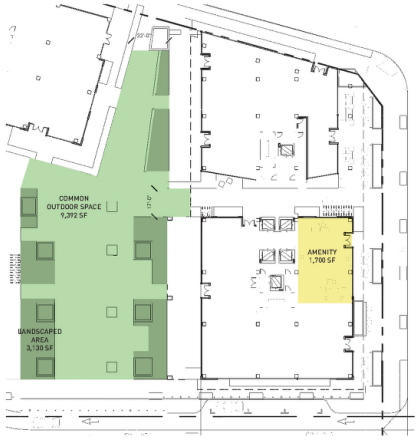
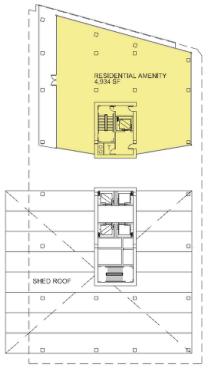
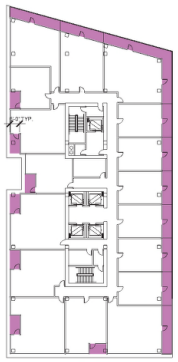


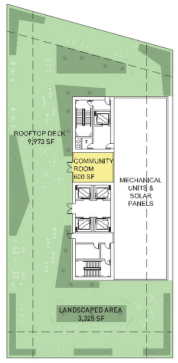
GROUND FLOOR



LEVEL 2



TYP. RESIDENTIAL FLOOR



LEVEL 28 ROOF DECK

CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF / UNIT	RQ'D OPEN SPACE
STUDIO (<3 HABITABLE ROOMS)	183	100 SF	18,300 SF
1 BD (<3 HABITABLE ROOMS)	142	100 SF	14,200 SF
2 BD (=3 HABITABLE ROOMS)	100	125 SF	12,500 SF

TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	45,000 SF
TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	107

CODE-REQUIRED OPEN SPACE PROVIDED		
COMMON OPEN SPACE (OCCUPIABLE SPACE + LANDSCAPED AREA)		25,820 SF
LEVEL 1	COMMON OUTDOOR SPACE	12,522 SF
LEVEL 28	ROOFTOP DECK	13,298 SF
RECREATION ROOM		7,234 SF
LEVEL 1	RESIDENTIAL LOBBY	1,700 SF
LEVEL 2	RECREATION ROOM	4,934 SF
LEVEL 28	COMMUNITY ROOM	600 SF
PRIVATE OPEN SPACE (MAX. 50 SF/UNIT)		11,946 SF
LANDSCAPE (MIN. 25% OF RQ'D COMMON OPEN SPACE)		6,455 SF
TOTAL PROVIDED CODE-REQUIRED TREE COUNT		107
TOTAL PROVIDED CODE-REQUIRED BUILDING OPEN SPACE		45,000 SF

CODE-REQUIRED OPEN SPACE SUMMARY **BUILDING 5**



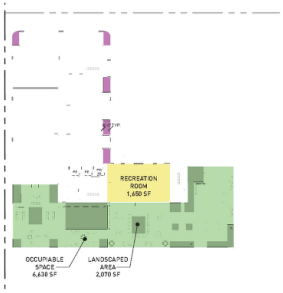
LEVEL 6



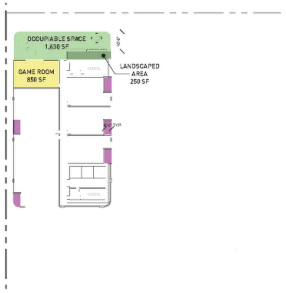
TYP. RESIDENTIAL FLOOR



GROUND FLOOR



LEVEL 9



LEVEL 25

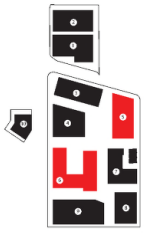
CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF / UNIT	RQ'D OPEN SPACE
1 BD (<3 HABITABLE ROOMS)	145	100 SF	14,500 SF
2 BD (=3 HABITABLE ROOMS)	48	125 SF	6,000 SF
3 BD (>3 HABITABLE ROOMS)	57	175 SF	9,975 SF

TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	30,475 SF
TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	63

CODE-REQUIRED OPEN SPACE PROVIDED		
COMMON OPEN SPACE (OCCUPIABLE SPACE + LANDSCAPED AREA)		17,080 SF
LEVEL 6	ROOFTOP DECK	6,500 SF
LEVEL 9	ROOFTOP DECK	8,700 SF
LEVEL 25	ROOFTOP DECK	1,880 SF
RECREATION ROOM		8,000 SF
LEVEL 1	LOBBY & AMENITY	4,000 SF
LEVEL 6	COMMUNITY ROOM	1,500 SF
LEVEL 9	RECREATION ROOM	1,650 SF
LEVEL 25	GAME ROOM	850 SF
PRIVATE OPEN SPACE (MAX. 50 SF/UNIT)		5,395 SF
LANDSCAPE (MIN. 25% OF RQ'D COMMON OPEN SPACE)		4,270 SF
TOTAL PROVIDED CODE-REQUIRED TREE COUNT		63
TOTAL PROVIDED CODE-REQUIRED BUILDING OPEN SPACE		30,475 SF

CODE-REQUIRED OPEN SPACE SUMMARY **BUILDING 6**

- INDOOR AMENITY SPACE
- OUTDOOR COMMON SPACE
- LANDSCAPED AREA
- PRIVATE BALCONIES



CODE-REQUIRED OPEN SPACE DIAGRAM

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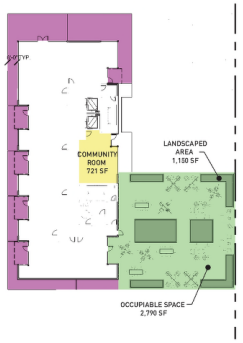
GROUND FLOOR



TYP. RESIDENTIAL FLOOR



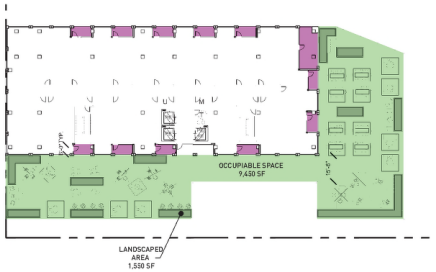
LEVEL 9

CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
L/W (<3 HABITABLE ROOMS)	4	100 SF	400 SF
STUDIO(<3 HABITABLE ROOMS)	35	100 SF	3,500 SF
1BD (<3 HABITABLE ROOMS)	62	100 SF	6,200 SF
2BD (=3 HABITABLE ROOMS)	22	125 SF	2,750 SF

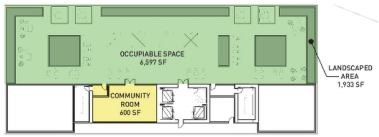
TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	12,850 SF
TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	31

CODE-REQUIRED OPEN SPACE PROVIDED		
COMMON OPEN SPACE (OCCUPIABLE SPACE + LANDSCAPED AREA)		8,740 SF
LEVEL 1	COMMON OUTDOOR SPACE	3,740 SF
LEVEL 9	ROOFTOP DECK	5,000 SF
RECREATION ROOM		2,537 SF
LEVEL 1	RESIDENTIAL LOBBY	1,816 SF
LEVEL 9	COMMUNITY ROOM	721 SF
PRIVATE OPEN SPACE (MAX. 50 SF/UNIT)		1,573 SF
LANDSCAPE (MIN. 25% OF RQ'D COMMON OPEN SPACE)		2,185 SF
TOTAL PROVIDED CODE-REQUIRED TREE COUNT		31
TOTAL PROVIDED CODE-REQUIRED BUILDING OPEN SPACE		12,850 SF

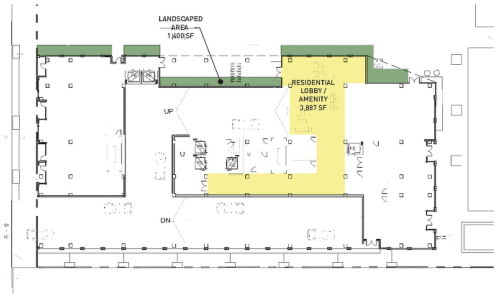
CODE-REQUIRED OPEN SPACE SUMMARY **BUILDING 7**



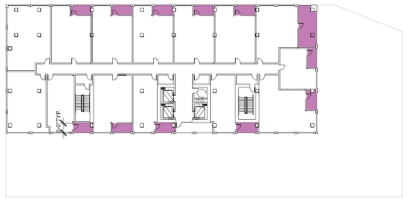
LEVEL 5



LEVEL 27 ROOF DECK



GROUND FLOOR



TYP. RESIDENTIAL FLOOR

CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
L/W (<3 HABITABLE ROOMS)	4	100 SF	400 SF
STUDIO(<3 HABITABLE ROOMS)	88	100 SF	8,800 SF
1BD (<3 HABITABLE ROOMS)	186	100 SF	18,600 SF
2BD (=3 HABITABLE ROOMS)	34	125 SF	4,250 SF

TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	32,050 SF
TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	78

CODE-REQUIRED OPEN SPACE PROVIDED		
COMMON OPEN SPACE (OCCUPIABLE SPACE + LANDSCAPED AREA)		19,530 SF
LEVEL 5	ROOFTOP DECK	11,000 SF
LEVEL 27	ROOFTOP DECK	8,530 SF
RECREATION ROOM		4,487 SF
LEVEL 1	RESIDENTIAL LOBBY	3,887 SF
LEVEL 27	COMMUNITY ROOM	600 SF
PRIVATE OPEN SPACE (MAX. 50 SF/UNIT)		8,033 SF
LANDSCAPE (MIN. 25% OF RQ'D COMMON OPEN SPACE)		4,883 SF
TOTAL PROVIDED CODE-REQUIRED TREE COUNT		78
TOTAL PROVIDED CODE-REQUIRED BUILDING OPEN SPACE		32,050 SF

CODE-REQUIRED OPEN SPACE SUMMARY **BUILDING 9**

- INDOOR AMENITY SPACE
- OUTDOOR COMMON SPACE
- PRIVATE BALCONIES



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CODE-REQUIRED OPEN SPACE DIAGRAM

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GROUND FLOOR



LEVEL 18 ROOF DECK

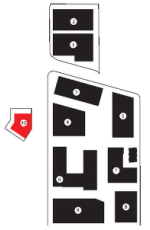
CODE-REQUIRED OPEN SPACE REQUIREMENT			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
STUDIO(<3 HABITABLE ROOMS)	48	100 SF	4,800 SF
1BD (<3 HABITABLE ROOMS)	64	100 SF	6,400 SF
2BD (=3 HABITABLE ROOMS)	32	125 SF	4,000 SF

TOTAL REQUIRED CODE-REQUIRED OPEN SPACE	15,200 SF
TOTAL REQUIRED CODE-REQUIRED TREE COUNT (1 PER 4 UNITS)	36

CODE-REQUIRED OPEN SPACE PROVIDED		
COMMON OPEN SPACE (OCCUPIABLE SPACE + LANDSCAPED AREA)		**10,477 SF**
LEVEL 1	COMMON OPEN SPACE	5,941 SF
LEVEL 18	ROOFTOP DECK	4,536 SF
RECREATION ROOM		**4,723 SF**
LEVEL 1	AMENITY SPACES	2,485 SF
LEVEL 18	COMMUNITY ROOM	2,238 SF
PRIVATE OPEN SPACE (MAX. 50 SF/UNIT)		
LANDSCAPE (MIN. 25% OF RQ'D COMMON OPEN SPACE)		**2,619 SF**
TOTAL PROVIDED CODE-REQUIRED TREE COUNT		36
TOTAL PROVIDED CODE-REQUIRED BUILDING OPEN SPACE		15,200 SF

CODE-REQUIRED OPEN SPACE SUMMARY **BUILDING 10**

- INDOOR AMENITY SPACE
- OUTDOOR COMMON SPACE
- LANDSCAPED AREA
- PRIVATE BALCONIES

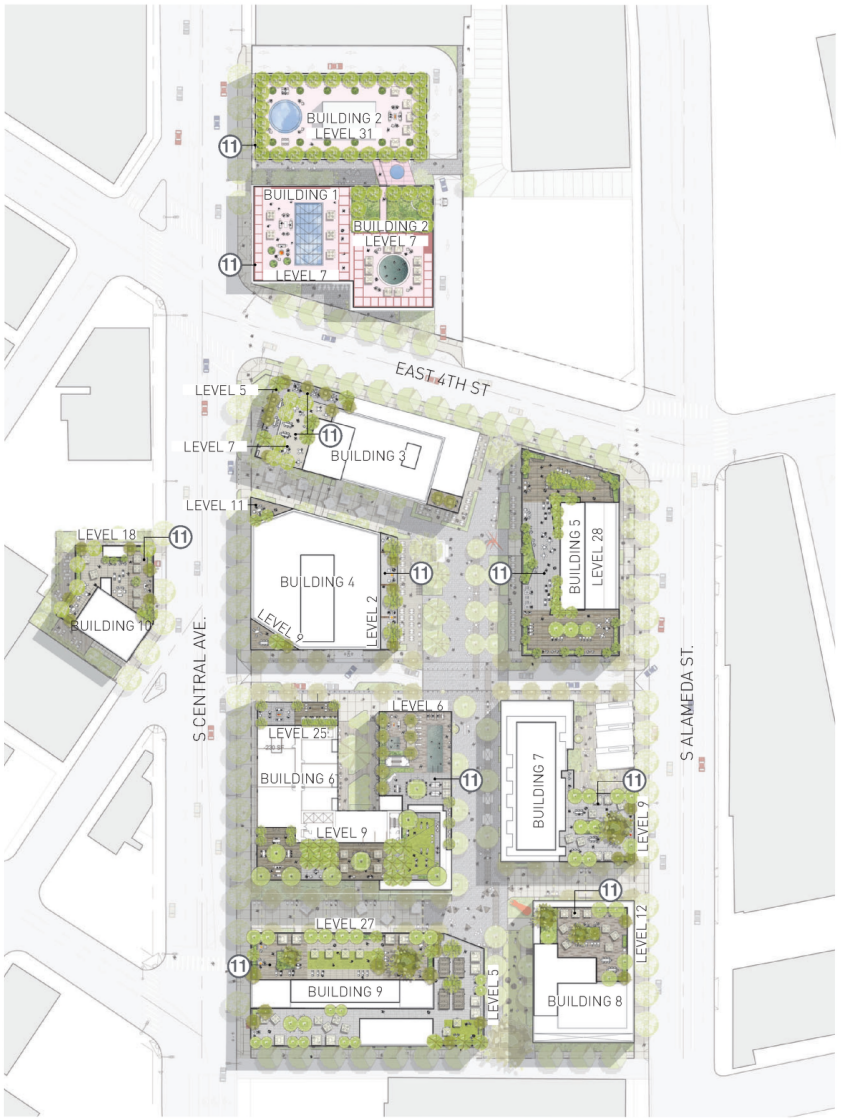


KEY PLAN

CODE-REQUIRED OPEN SPACE DIAGRAM



GROUND LEVEL OVERALL PLAN



COMPOSITE OVERALL PLAN

KEY NOTES:

1. CENTRAL COURTYARD
2. LINEAR PEDESTRIAN WALK AT FIRE LANE
3. SHARED STREET
4. ALLEY/ CORRIDOR BETWEEN BUILDINGS
5. FLEXIBLE POP-UP SPACE
6. BOUTIQUE RETAIL CORRIDOR
7. POCKET PARK
8. CORNER PLAZA SPACE
9. STREET TREES ALONG PERIMETER
10. MAKERS ALLEY
11. ROOF DECK AMENITY SPACE WITH TREES + PLANTING
12. RESIDENT COURTYARD
13. PUBLIC PASEO
14. PEDESTRIAN ACCESS TO LITTLE TOKYO GALLERIA MALL
15. CENTRAL PLAZA

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0 25 50 100
SCALE 1"=50'

OVERALL SITE PLAN

KEY NOTES:

1. STREET TREES AT 30'-0" O.C. SPACING
2. STREET SCAPE TREE WELLS OVER GRADE
3. PLANTED PARKWAY ALONG STREET AS BUFFER
4. PLANTING AREA, TYP.
5. PLAZA SPACE
6. CORRIDOR WITH PLANTED EDGES
7. DINING PATIO, FINAL FURNITURE TBD.
8. PEDESTRIAN ALLEY WAY WITH LIGHTING AND FURNITURE
9. SPECIMEN TREE WITH RAISED SEATWALL
10. ZERO-CURB AT SHARED STREET
11. OVERHEAD LIGHTING
12. RETAIL KIOSKS
13. POP-UP KIOSK AT PLAZA
14. LINEAR TREE BOSQUE WITH LOOSE SEATING
15. MOVABLE FURNISHINGS IN FIRE LANE
16. SCULPTURE / COMMUNITY ART
17. SHORT TERM BIKE PARKING
18. FLEXIBLE LAWN SPACE
19. SEATING ALONG EDGES
20. FIRE LANE
21. STREET LIGHTS, TYPICAL
22. DROP OFF
23. VEHICULAR ACCESS/FIRE LANE
24. PEDESTRIAN ACCESS TO LITTLE TOKYO GALLERIA MALL



MATCH LINE SEE NEXT PLAN

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KEY PLAN

SCALE 1"=20'

NORTH SITE
GROUND FLOOR ENLARGED PLAN

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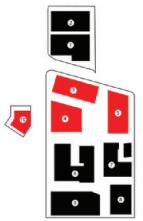
KEY NOTES:

1. STREET TREES AT 30'-0" O.C. SPACING
2. STREET SCAPE TREE WELLS OVER GRADE
3. PLANTED PARKWAY ALONG STREET AS BUFFER
4. PLANTING AREA, TYP.
5. PLAZA SPACE
6. CORRIDOR W/ PLANTED EDGES
7. DINING PATIO, FINAL FURNITURE TBD.
8. PEDESTRIAN ALLEY WAY W/ LIGHTING AND FURNITURE
9. SPECIMEN TREE W/ RAISED SEATWALL
10. ZERO-CURB AT SHARED STREET
11. OVERHEAD LIGHTING
12. RETAIL KIOSKS
13. POP-UP KIOSK AT PLAZA
14. LINEAR TREE BOSQUE W/ LOOSE SEATING
15. MOVABLE FURNISHINGS IN FIRE LANE
16. SCULPTURE / COMMUNITY ART
17. SHORT TERM BIKE PARKING
18. FLEXIBLE LAWN SPACE
19. SEATING ALONG EDGES
20. FIRE LANE
21. STREET LIGHTS, TYPICAL
22. DROP OFF


KEY PLAN



UPPER SOUTH SITE
GROUND FLOOR ENLARGED PLAN

MATCH LINE SEE PREVIOUS PLAN

KEY NOTES:

1. STREET TREES AT 30'-0" O.C. SPACING
2. STREET SCAPE TREE WELLS OVER GRADE
3. PLANTED PARKWAY ALONG STREET AS BUFFER
4. PLANTING AREA, TYP.
5. PLAZA SPACE
6. CORRIDOR W/ PLANTED EDGES
7. DINING PATIO, FINAL FURNITURE TBD.
8. PEDESTRIAN ALLEY WAY W/ LIGHTING AND FURNITURE
9. SPECIMEN TREE W/ RAISED SEATWALL
10. ZERO-CURB AT SHARED STREET
11. OVERHEAD LIGHTING
12. RETAIL KIOSKS
13. POP-UP KIOSK AT PLAZA
14. LINEAR TREE BOSQUE W/ LOOSE SEATING
15. MOVABLE FURNISHINGS IN FIRE LANE
16. SCULPTURE / COMMUNITY ART
17. SHORT TERM BIKE PARKING
18. FLEXIBLE LAWN SPACE
19. SEATING ALONG EDGES
20. FIRE LANE
21. STREET LIGHTS, TYPICAL
22. DROP OFF
23. LOUNGE SEATING FOR RESIDENTS



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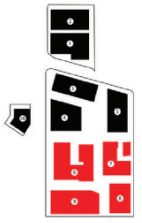
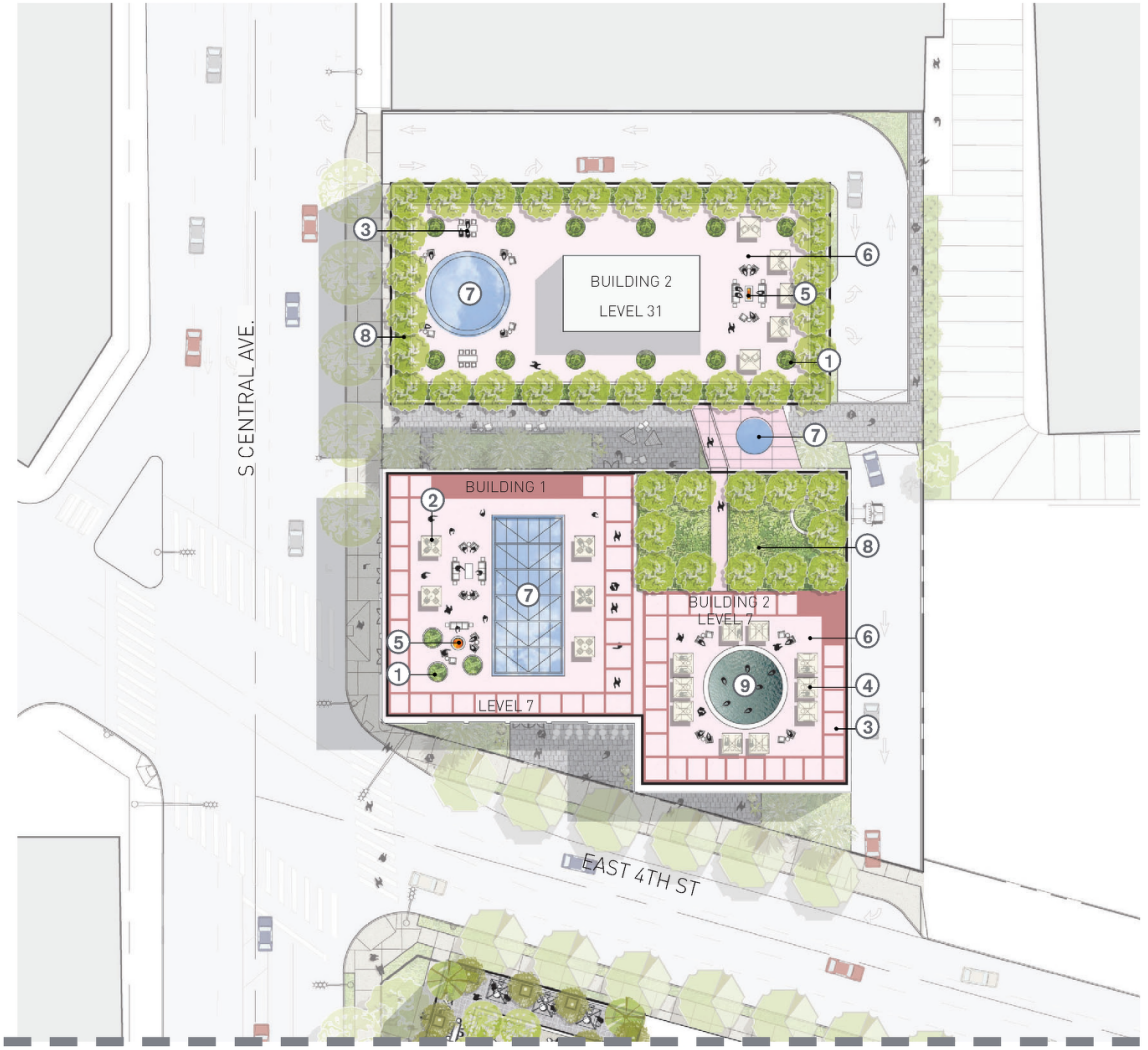

KEY PLAN

SCALE 1"=20'

LOWER SOUTH SITE
GROUND FLOOR ENLARGED PLAN

KEY NOTES:

1. RAISED PLANTERS
2. LOOSE SEATING
3. OVERHEAD STRUCTURE
4. UMBRELLAS WITH LOUNGE SEATING, TYP.
5. FIREPIT, TYP.
6. CONCRETE PAVERS
7. SKYLIGHTS, TYP.
8. PLANTING AREA, TYP.
9. POOL



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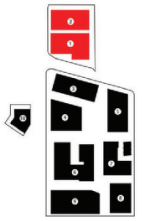

SCALE 1" = 20'

NORTH SITE
COMPOSITE ENLARGED PLAN

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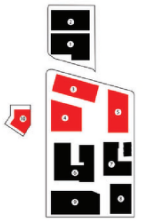
MATCH LINE SEE PREVIOUS PLAN



MATCH LINE SEE NEXT PLAN

KEY NOTES:

1. RAISED PLANTERS
2. CAFE STYLE SEATING
3. COMMUNAL STYLE SEATING
4. CONCRETE PAVING
5. STONE PAVING
6. PLANTERS ALONG FACADE
7. CABANAS, TYP.
8. ARTIFICIAL TURF
9. OVERHEAD STRUCTURE
10. UMBRELLAS WITH LOUNGE SEATING, TYP.
11. FIREPIT, TYP.
12. CITY VIEWS
13. COMPOSITE WOOD DECKING (FIRE RATED)
14. CONCRETE PAVERS
15. SKYLIGHTS, TYP.
16. PLANTING AREA, TYP.
17. POOL
18. SPA



SCALE 1"=20'

UPPER SOUTH & WEST SITE
COMPOSITE ENLARGED PLAN

KEY NOTES:

1. RAISED PLANTERS
2. CAFE STYLE SEATING
3. COMMUNAL STYLE SEATING
4. CONCRETE PAVING
5. STONE PAVING
6. PLANTERS ALONG FACADE
7. CABANAS, TYP.
8. ARTIFICIAL TURF
9. OVERHEAD STRUCTURE
10. UMBRELLAS WITH LOUNGE SEATING, TYP.
11. FIREPIT, TYP.
12. CITY VIEWS
13. COMPOSITE WOOD DECKING (FIRE RATED)
14. CONCRETE PAVERS
15. SKYLIGHTS, TYP.
16. PLANTING AREA, TYP.
17. POOL
18. SPA
19. OUTDOOR BBQ



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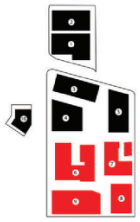


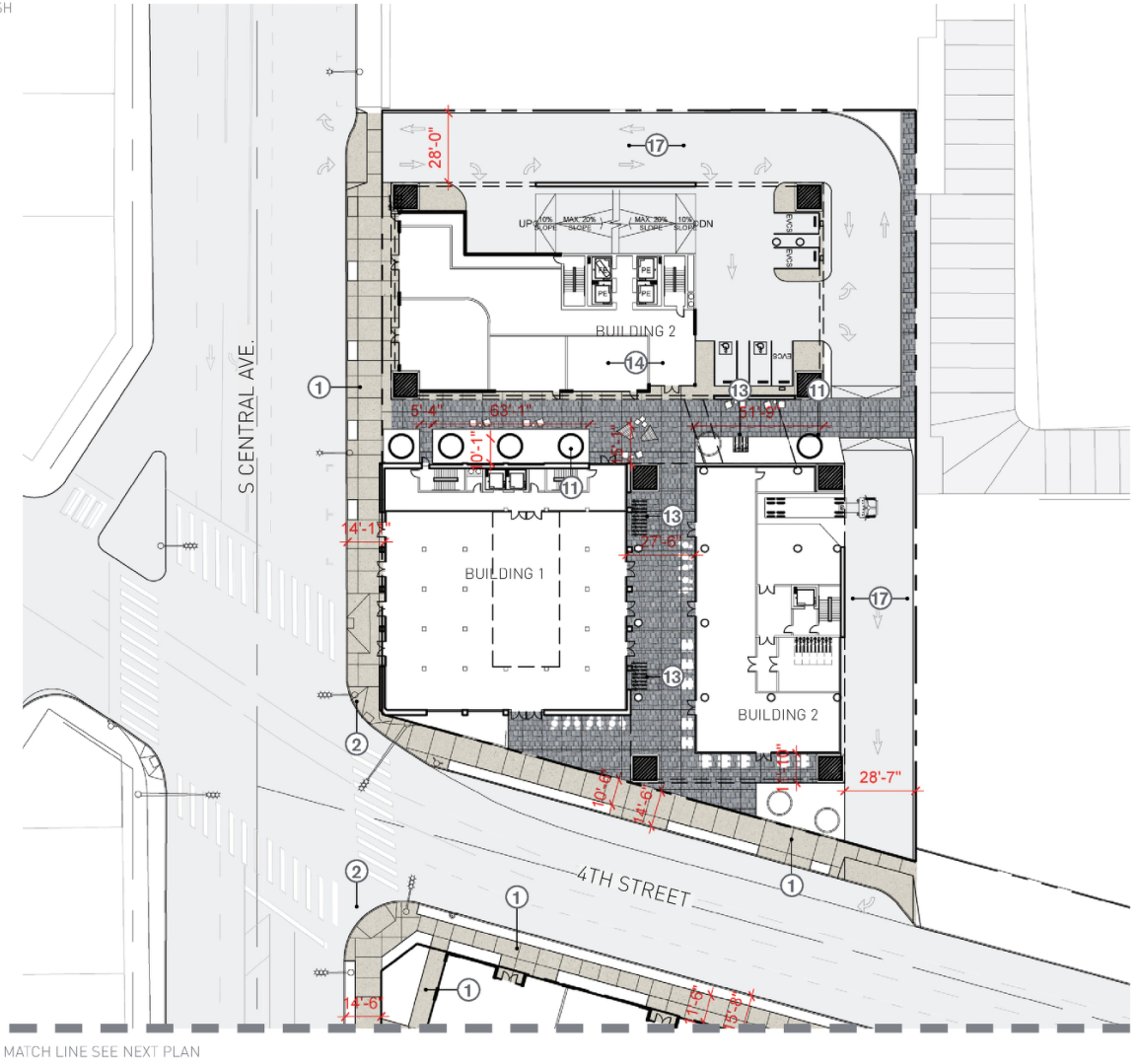
KEY PLAN

SCALE 1" =20'

LOWER SOUTH SITE
COMPOSITE ENLARGED PLAN

KEY NOTES:

1. CONCRETE PAVING W/ GRIDDED SCORE PATTERN AND ACID ETCH FINISH
2. PEDESTRIAN CURB RAMPS, TYP.
3. COMPOSITE WOOD DECKING (FIRE-RATED)
4. TACTILE PAVERS AT ZERO CURB EDGE
5. COBBLE PAVING SQUARE RUNNING BOND PATTERN
6. PAVER BAND W/ COBBLE PAVING IN DECORATIVE PATTERN
7. PAVING AT DINING PATIOS, TBD.
8. COBBLE PAVING AT HOTEL DROP-OFF
9. METAL BOLLARDS
10. WOOD BENCHES
11. RAISED PLANTER- CONCRETE
12. RAISED PLANTER STEEL
13. METAL BIKE RACKS
14. 9" HORIZONTALPAVERS
15. CIRCULAR PAVERS
16. ARTIFICIAL TURF
17. CONCRETE DRIVEWAY
18. METAL TREE GRATES



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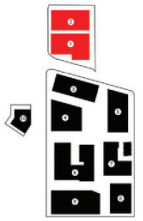
KEY PLAN

SCALE 1"=20'

NORTH SITE
MATERIALS GROUND FLOOR ENLARGED PLAN

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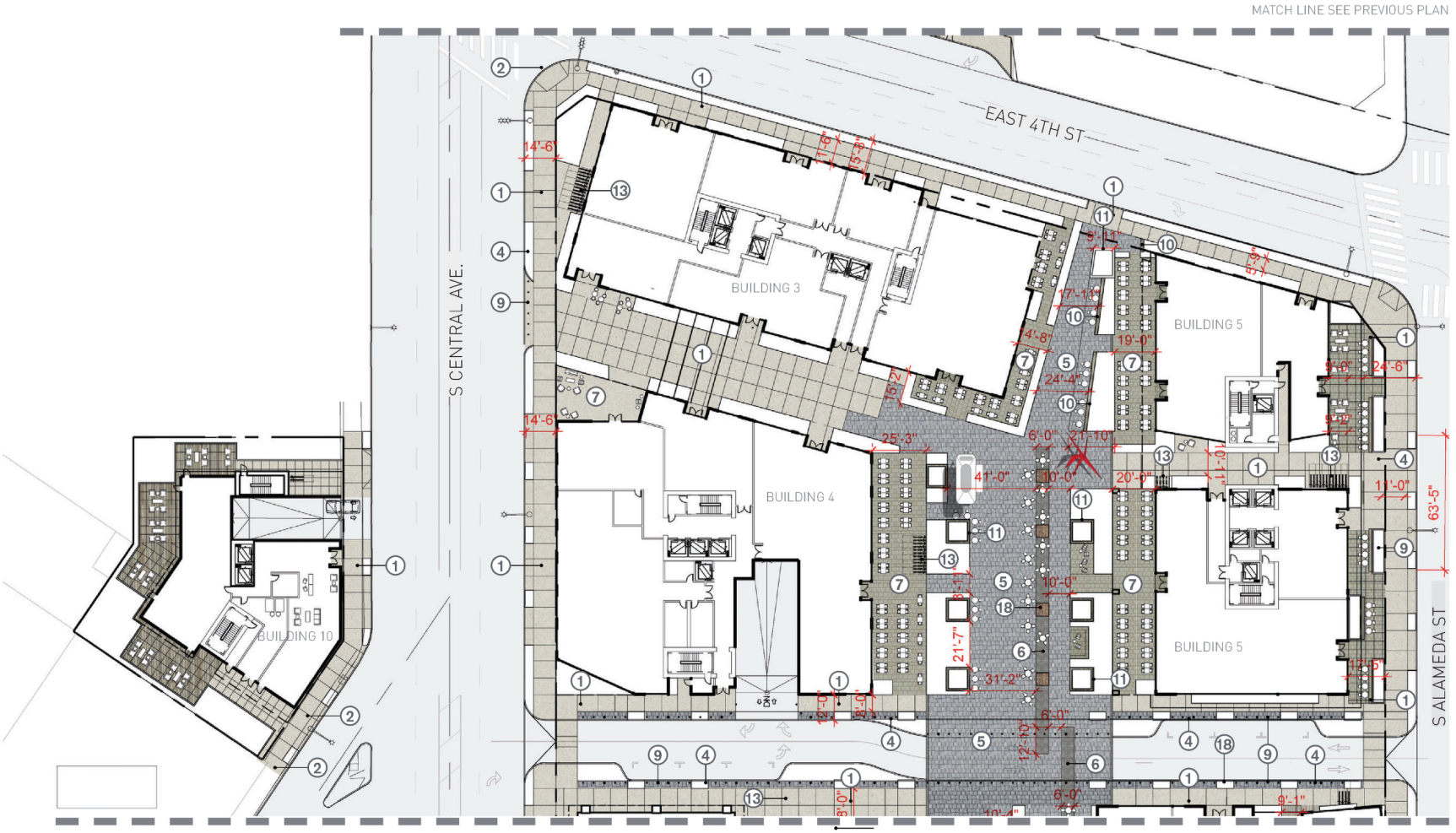

KEY NOTES:

1. CONCRETE PAVING W/ GRIDDED SCORE PATTERN AND ACID ETCH FINISH
2. PEDESTRIAN CURB RAMPS, TYP.
3. COMPOSITE WOOD DECKING (FIRE-RATED)
4. TACTILE PAVERS AT ZERO CURB EDGE
5. COBBLE PAVING SQUARE RUNNING BOND PATTERN
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9. METAL BOLLARDS
10. WOOD BENCHES
11. RAISED PLANTER- CONCRETE
12. RAISED PLANTER STEEL
13. METAL BIKE RACKS
14. HORIZONTALPAVERS
15. CIRCULAR PAVERS
16. ARTIFICIAL TURF
17. CONCRETE DRIVEWAY
18. METAL TREE GRATES



0 10 20 40
SCALE 1"=20'

UPPER SOUTH & WEST SITE
MATERIALS GROUND FLOOR ENLARGED PLAN

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KEY NOTES:

1. CONCRETE PAVING W/ GRIDDED SCORE PATTERN AND ACID ETCH FINISH
2. PEDESTRIAN CURB RAMPS, TYP.
3. COMPOSITE WOOD DECKING (FIRE-RATED)
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12. RAISED PLANTER STEEL
13. METAL BIKE RACKS
14. 9" HORIZONTAL PAVERS
15. CIRCULAR PAVERS
16. ARTIFICIAL TURF
17. CONCRETE DRIVEWAY
18. METAL TREE GRATES



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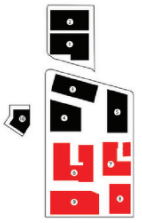
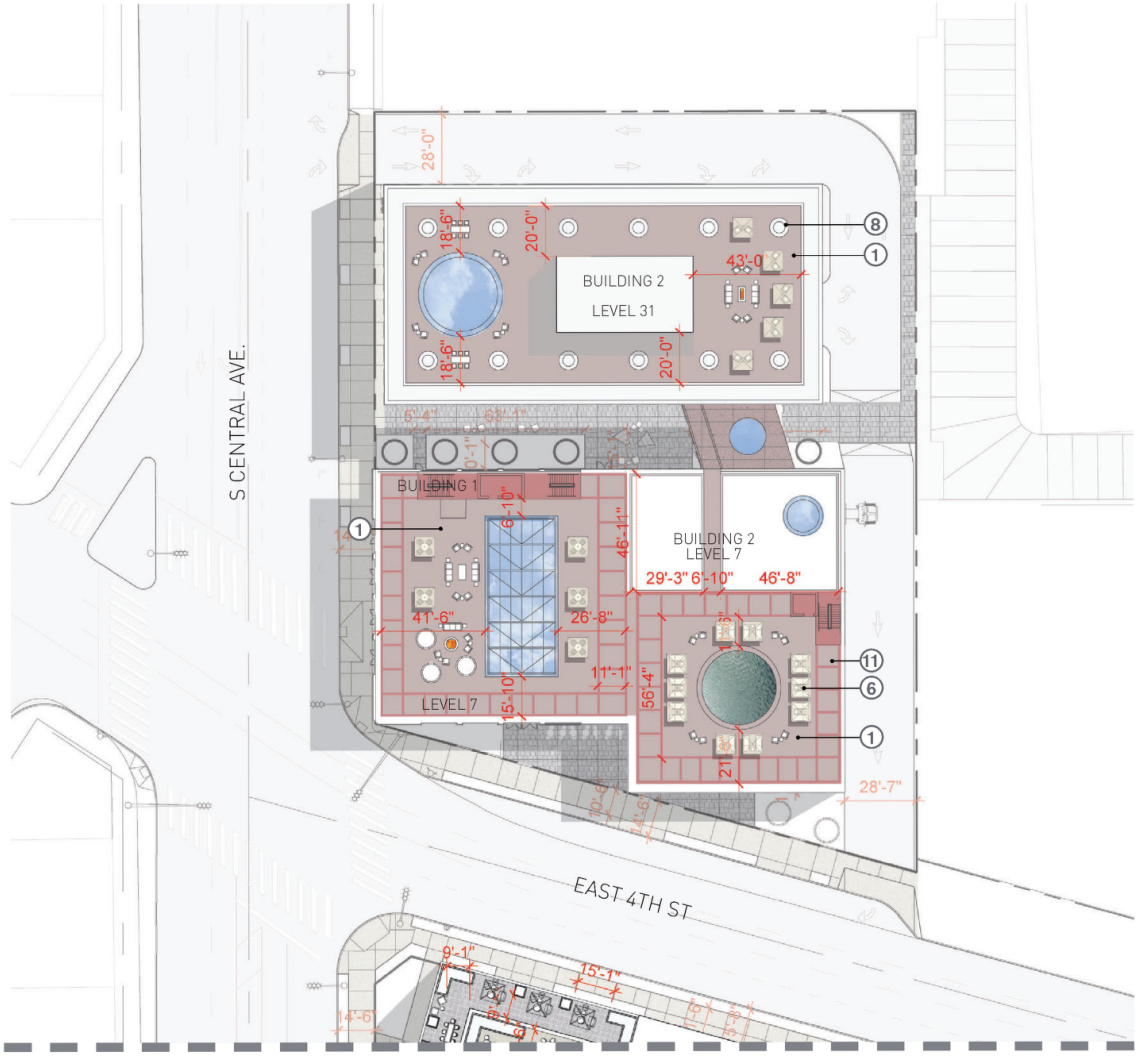


SCALE 1"=20'

LOWER SOUTH SITE
MATERIALS GROUND FLOOR ENLARGED PLAN

KEY NOTES:

1. CONCRETE PAVERS
2. CONCRETE PAVING WITH SCORE PATTERN
3. COMPOSITE WOOD DECKING (FIRE RATED)
4. STONE PAVING
5. ARTIFICIAL TURF
6. UMBRELLAS
7. CABANAS
8. RAISED PLANTER-CONCRETE
9. WOOD BENCHES
10. WOOD OVERHEAD STRUCTURE
11. OVERHEAD STRUCTURE PER ARCHITECT
12. 9" HORIZONTAL PAVERS
13. CIRCULAR PAVERS



MATCH LINE SEE NEXT PLAN

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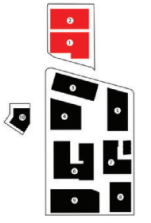
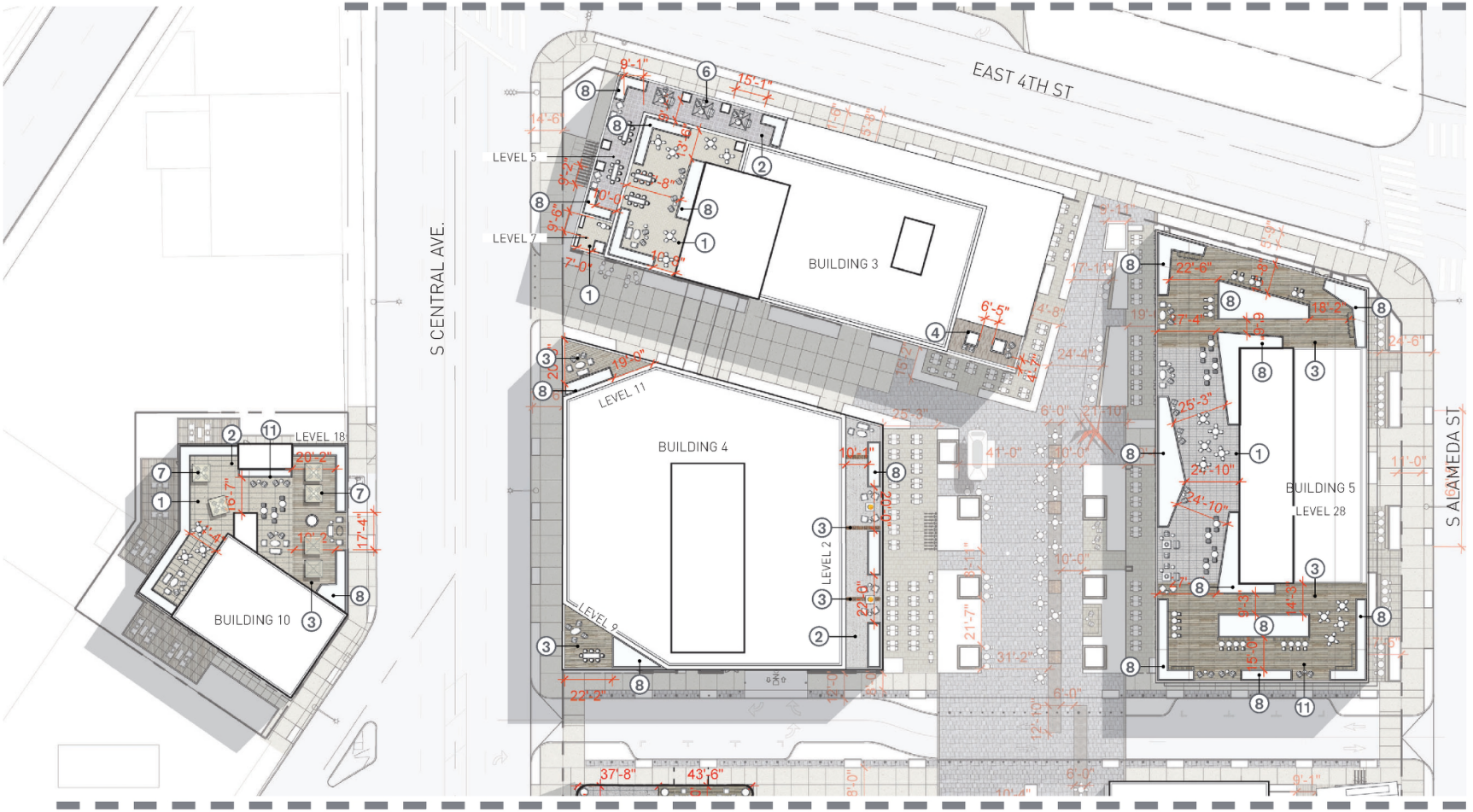


KEY PLAN

SCALE 1"=20'

NORTH SITE
MATERIALS COMPOSITE ENLARGED PLAN

MATCH LINE SEE PREVIOUS PLAN



MATCH LINE SEE NEXT PLAN

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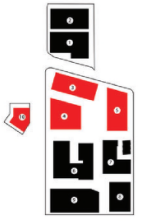
KEY NOTES:

1. CONCRETE PAVERS
2. CONCRETE PAVING WITH SCORE PATTERN
3. COMPOSITE WOOD DECKING (FIRE RATED)
4. STONE PAVING
5. ARTIFICIAL TURF
6. UMBRELLAS
7. CABANAS
8. RAISED PLANTER-CONCRETE
9. WOOD BENCHES
10. WOOD OVERHEAD STRUCTURE
11. OVERHEAD STRUCTURE PER ARCHITECT
12. 9" HORIZONTAL PAVERS
13. CIRCULAR PAVERS



KEY PLAN

SCALE 1"=20'

UPPER SOUTH SITE
MATERIALS COMPOSITE ENLARGED PLAN

KEY NOTES:

1. CONCRETE PAVERS
2. CONCRETE PAVING WITH SCORE PATTERN
3. COMPOSITE WOOD DECKING (FIRE RATED)
4. STONE PAVING
5. ARTIFICIAL TURF
6. UMBRELLAS
7. CABANAS
8. RAISED PLANTER-CONCRETE
9. WOOD BENCHES
10. WOOD OVERHEAD STRUCTURE
11. OVERHEAD STRUCTURE PER ARCHITECT
12. HORIZONTAL PAVERS
13. CIRCULAR PAVERS



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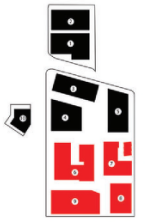
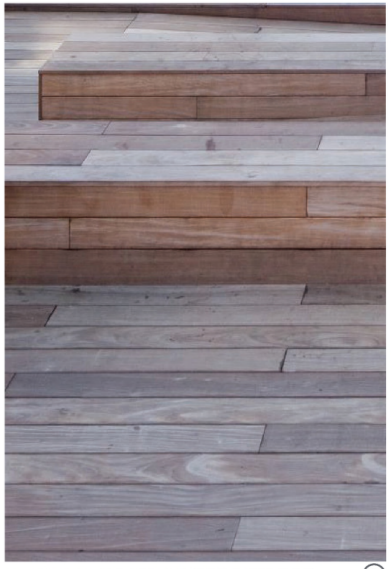


SCALE 1"=20'

LOWER SOUTH SITE
MATERIALS COMPOSITE ENLARGED PLAN



CONCRETE PAVING W/ GRIDDED SCORE PATTERN AND ACID ETCH FINISH (1)



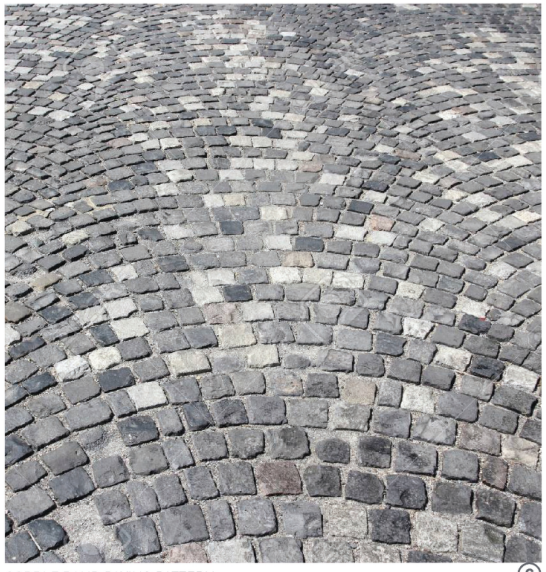
COMPOSITE WOOD DECKING (FIRE-RATED TYPE) (3)



DECORATIVE METAL TREE GRATES (18)



GRANITE/ COBBLE PAVING (VARYING COLORS AND SIZES) (5)



COBBLE BAND PAVING PATTERN (6)

*NUMBERS REFER TO KEYNOTES ON MATERIALS PLANS, SEE SHEETS 83-85 FOR LOCATIONS

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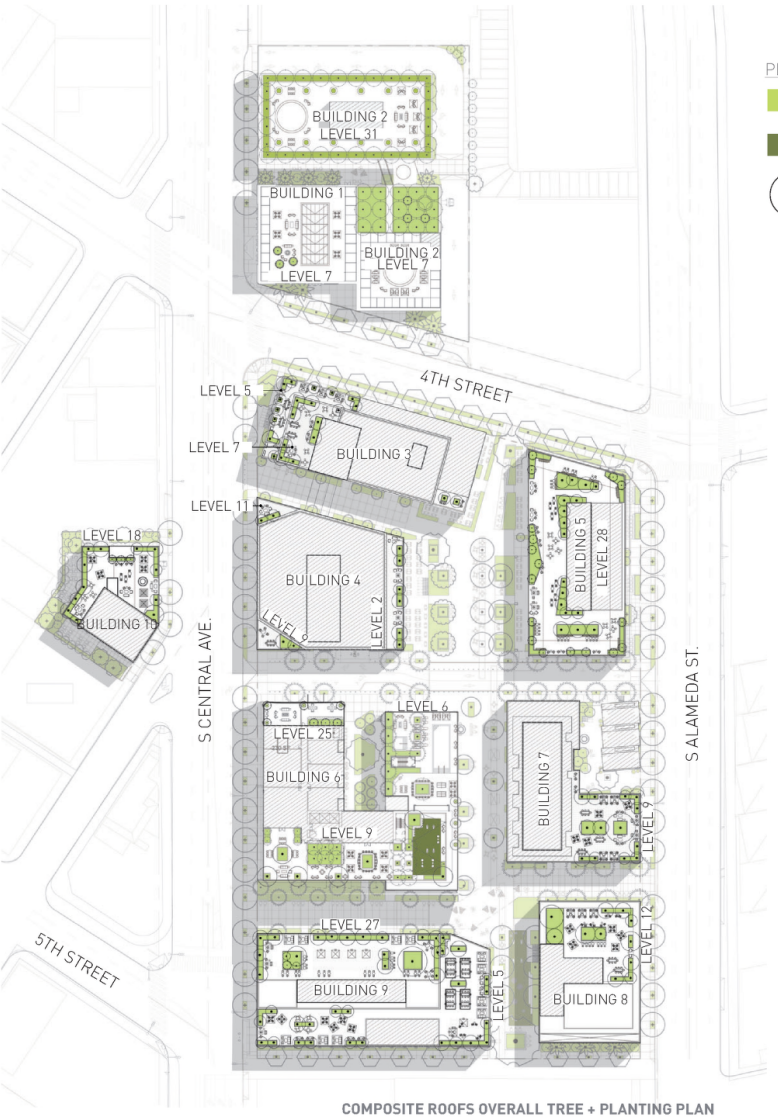
GROUND LEVEL OVERALL TREE + PLANTING PLAN



COMPOSITE ROOFS OVERALL TREE + PLANTING PLAN

PLAN LEGEND:

- PLANTING AREA - SHRUBS AND PERENNIALS
- NATURAL LAWN
- CANOPY TREES
  SEE ENLARGED PLANS FOR SPECIES INFORMATION
  (SYMBOLS VARY, FINAL TREE TYPE T.B.D.)

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CANOPY TREES (SITE WIDE)

REQUIRED CANOPY TREES	
CANOPY TREES REQUIRED PER BUILDING (1 TREE PER 4 RESIDENTIAL UNITS)	399
CANOPY TREES REQUIRED TO REPLACE (E) TREES (2 TREES PER 1 TREE REMOVED, 13 (E) TREES)	40
TOTAL CANOPY TREES REQUIRED	439
PROVIDED CANOPY TREES	
CANOPY TREES PROVIDED PER BUILDING	399*
CANOPY TREES PROVIDED TO REPLACE (E) TREES	40
TOTAL CANOPY TREES PROVIDED	439

NOTE: THE TREE COUNT REQUIREMENT INCLUDES STREET TREES IN ROW
*SEE SHEETS 64 - 67 FOR CANOPY TREES PROVIDED PER BUILDING

CODE-REQUIRED OPEN SPACE CALCULATIONS (LANDSCAPE)

PER LAMC 12.21-G.2(A)

PLANTING AREA REQUIRED (25% MINIMUM OF COMMON OPEN SPACE)	21,284 SF
PLANTING AREA PROVIDED	27,412 SF

NOTE: THE 25% PLANTING REQUIREMENT IS BASED ON THE "COMMON OPEN SPACE" REQUIRED FOR THE PROJECT AS A WHOLE PER LAMC 12.21-G.2(A)

TREE + PLANTING NOTES:

- MINIMUM TREE WELL DEPTH FOR TREES IS 42 INCHES. MINIMUM DEPTH FOR SHRUBS IS 30 INCHES, AND MINIMUM DEPTH FOR HERBACEOUS PLANTING AND GROUND COVERS IS 18" INCHES.
- ALL TREE WELLS ALONG STREET SCAPE OVER GRADE TO BE 4'X10'X42"' DEEP (MIN.)
- ALL SMALL TREES OVER PODIUM (LESS THAN 25' IN HEIGHT AT MATURITY) HAVE 600 CUBIC FEET MINIMUM OF SOIL PROVIDED.
- ALL MEDIUM SIZED TREES OVER PODIUM (25'-40' IN HEIGHT AT MATURITY) HAVE 900 CUBIC FEET MINIMUM OF SOIL PROVIDED.
- ALL LARGE SIZED TREES (GREATER THAN 40' IN HEIGHT AT MATURITY) HAVE 1,200 CUBIC FEET MINIMUM OF SOIL PROVIDED.
- ALL TREES ON PODIUM OR DECKS SHALL BE IN PLANTERS THAT ARE A MINIMUM OF 3' IN DEPTH
- NEW TREES PLANTED IN THE PUBLIC R.O.W. TO BE SPACED NOT MORE THAN AN AVERAGE SPACING OF 30' ON CENTER.
- ALL CANOPY TREES SHALL BE PLANTED AT A SIZE OF 24" BOX MINIMUM
- FOR TREES OVER PODIUM IN TREE GRATES SEE DIAGRAM ON NEXT PAGE
- PLANTING TO BE COMPRISED OF A MAJORITY OF DROUGHT TOLERANT VARIETIES

0 25 50 100
SCALE 1"=50'

OVERALL PLANTING PLANS

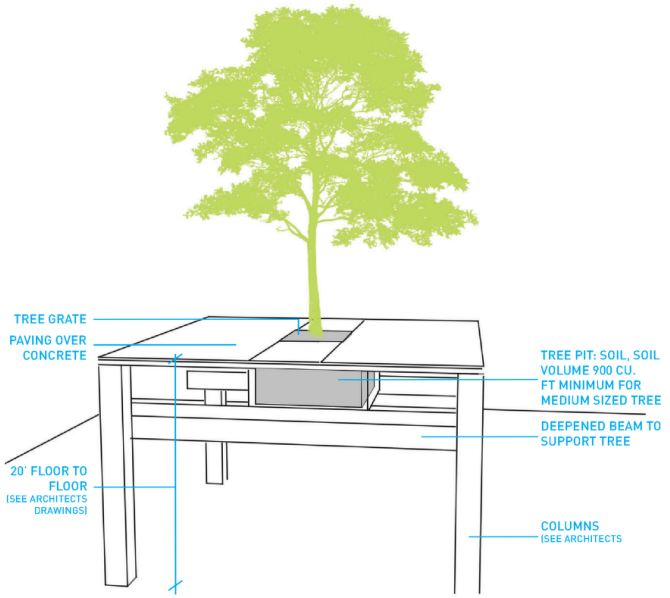

DIAGRAM TREE IN GRATE OVER PODIUM SOIL VOLUME



MATCH LINE SEE NEXT PLAN

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CANOPY TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE	QTY
	ARB MAR	ARBUTUS MARINA	STRAWBERRY TREE	24" BOX	37
	BAU BLA	BAUHINIA x BLAKEANA	HONG KONG ORCHID TREE	24" BOX	96
	BET PAP	BETULA PAPYRIFERA	WHITE BIRCH	24" BOX	7
	CER OCC	CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	44
	ERY CRI	ERYTHRINA CRISTA-GALI	COCKSPUR CORAL TREE	24" BOX	8
	FIC NIT	FICUS NITIDA	FICUS INDIAN LAUREL	24" BOX	26
	GLE TRI	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	36" BOX	28
	GIN BIL	GINKGO BILOBA (MALE)	MAIDENHAIR TREE	36" BOX	42
	LAG IND	LAGERSTROEMIA INDICA	CREPE MYRTLE	36" BOX	24
	PIS CHE	PISTACHE CHINENSIS	CHINESE PISTACH	72" BOX	4
	PLA ACE	PLATANUS X ACERFOLIA	LONDON PLANE TREE	60" BOX	22
	PYR CAL	PYRUS CALLERYANA 'CAPITAL'	CAPITAL CALLERY PEAR	24" BOX	34
	OLE EUR	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	24" BOX	30
	FIC RUB	FICUS RUBIGINOSA	RUSTY-LEAF FIG	96" BOX	4
	TIP TIP	TIPUANA TIPU	TIPU TREE	60" BOX	3

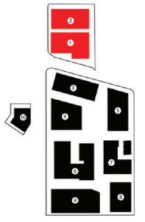
PALM TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE	QTY
	ARC CUN	ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	18' BTH	23
	WAS FIL	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	18' BTH	7

FOR TREE AND OPEN SPACE CALCULATIONS SEE OVERALL PLANS
TREE QUANTITIES SHOWN ARE TOTALS FOR ENTIRE SITE (GROUND LEVEL + ROOF AMENITY DECKS)

PLAN LEGEND:

- PLANTING AREA - SHRUBS AND PERENNIALS
- NATURAL LAWN
- CANOPY TREES
  SEE ENLARGED PLANS FOR SPECIES INFORMATION
  (SYMBOLS VARY, FINAL TREE TYPE T.B.D.)


KEY PLAN

SCALE 1"=20'

NORTH SITE
PLANTING GROUND FLOOR ENLARGED PLAN

MATCH LINE SEE PREVIOUS PLAN



MATCH LINE SEE NEXT PLAN

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CANOPY TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE
	ARB MAR	ARBUTUS MARINA	STRAWBERRY TREE	24" BOX
	BAU BLA	BAUHINIA × BLAKEANA	HONG KONG ORCHID TREE	24" BOX
	BET PAP	BETULA PAPYRIFERA	WHITE BIRCH	24" BOX
	CER OCC	CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX
	ERY CRI	ERYTHRINA CRISTA-GALI	COCKSPUR CORAL TREE	24" BOX
	FIC NIT	FICUS NITIDA	FICUS INDIAN LAUREL	24" BOX
	GLE TRI	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	36" BOX
	GIN BIL	GINKGO BILOBA (MALE)	MAIDENHAIR TREE	36" BOX
	LAG IND	LAGERSTROEMIA INDICA	CREPE MYRTLE	36" BOX
	PIS CHE	PISTACHE CHINENSIS	CHINESE PISTACH	72" BOX
	PLA ACE	PLATANUS X ACERFOLIA	LONDON PLANE TREE	60" BOX
	PYR CAL	PYRUS CALLERYANA 'CAPITAL'	CAPITAL CALLERY PEAR	24" BOX
	OLE EUR	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	24" BOX
	FIC RUB	FICUS RUBIGINOSA	RUSTY-LEAF FIG	96" BOX
	TIP TIP	TIPUANA TIPU	TIPU TREE	60" BOX

PALM TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE
	ARC CUN	ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	18' BTH
	WAS FIL	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	18' BTH

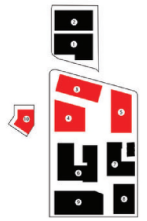
FOR TREE AND OPEN SPACE CALCULATIONS SEE OVERALL PLANS
FOR TREE QUANTITIES SEE PAGE 90

PLAN LEGEND:

PLANTING AREA - SHRUBS AND PERENNIALS

NATURAL LAWN

CANOPY TREES
SEE ENLARGED PLANS FOR SPECIES INFORMATION
(SYMBOLS VARY, FINAL TREE TYPE T.B.D.)



KEY PLAN

0 10 20 40
SCALE 1"=20'

UPPER SOUTH& WEST SITE
PLANTING GROUND FLOOR ENLARGED PLAN

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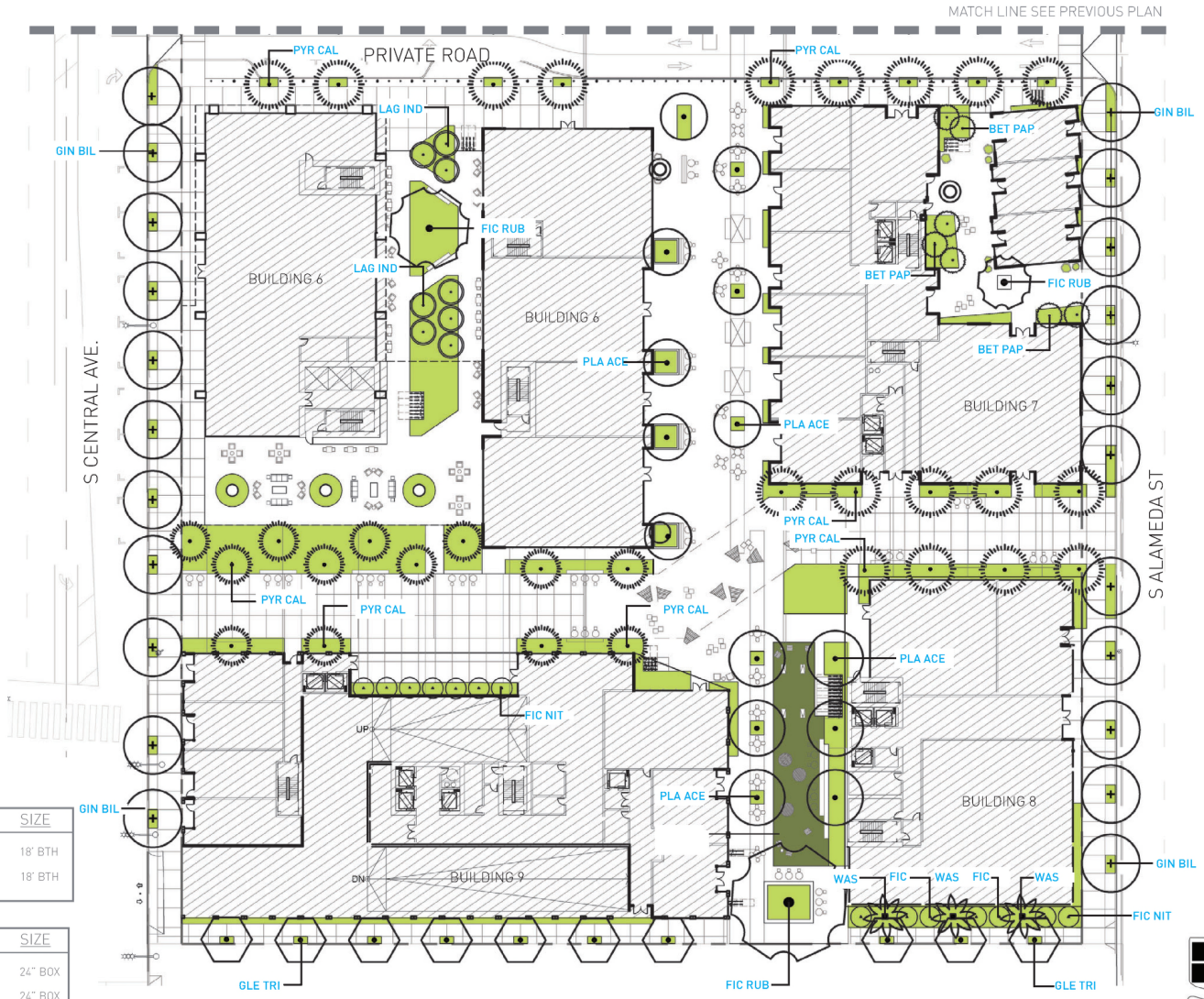


PLAN LEGEND:

PLANTING AREA - SHRUBS AND PERENNIALS

NATURAL LAWN

CANOPY TREES
SEE ENLARGED PLANS FOR SPECIES INFORMATION
(SYMBOLS VARY, FINAL TREE TYPE T.B.D.)

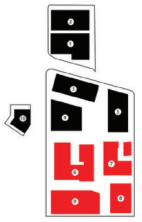
FOR TREE AND OPEN SPACE CALCULATIONS SEE OVERALL PLANS
FOR TREE QUANTITIES SEE PAGE 90

PALM TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE
	ARC CUN	ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	18' BTH
	WAS FIL	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	18' BTH

CANOPY TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE
	ARB MAR	ARBUTUS MARINA	STRAWBERRY TREE	24" BOX
	BAU BLA	BAUHINIA × BLAKEANA	HONG KONG ORCHID TREE	24" BOX
	BET PAP	BETULA PAPYRIFERA	WHITE BIRCH	24" BOX
	CER OCC	CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX
	ERY CRI	ERYTHRINA CRISTA-GALI	COCKSPUR CORAL TREE	24" BOX
	FIC NIT	FICUS NITIDA	FICUS INDIAN LAUREL	24" BOX
	GLE TRI	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	36" BOX
	GIN BIL	GINKGO BILOBA (MALE)	MAIDENHAIR TREE	36" BOX
	LAG IND	LAGERSTROEMIA INDICA	CREPE MYRTLE	36" BOX
	PIS CHE	PISTACHE CHINENSIS	CHINESE PISTACH	72" BOX
	PLA ACE	PLATANUS X ACERFOLIA	LONDON PLANE TREE	60" BOX
	PYR CAL	PYRUS CALLERYANA 'CAPITAL'	CAPITAL CALLERY PEAR	24" BOX
	OLE EUR	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	24" BOX
	FIC RUB	FICUS RUBIGINOSA	RUSTY-LEAF FIG	96" BOX
	TIP TIP	TIPUANA TIPU	TIPU TREE	60" BOX



KEY PLAN

SCALE 1"=20'

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LOWER SOUTH SITE
PLANTING GROUND FLOOR ENLARGED PLAN

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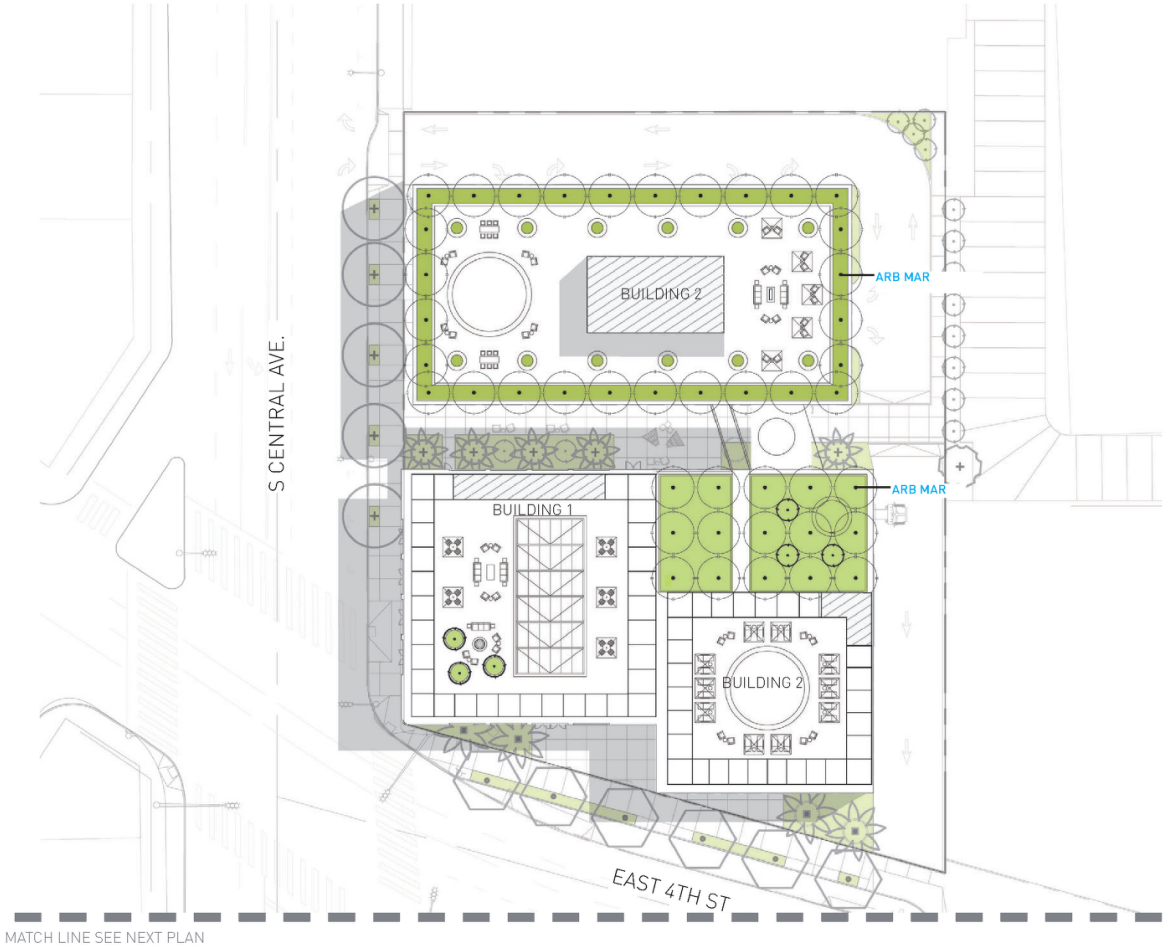


CANOPY TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE	QTY
	ARB MAR	ARBUTUS MARINA	STRAWBERRY TREE	24" BOX	37
	BAU BLA	BAUHINIA x BLAKEANA	HONG KONG ORCHID TREE	24" BOX	96
	BET PAP	BETULA PAPYRIFERA	WHITE BIRCH	24" BOX	7
	CER OCC	CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	44
	ERY CRI	ERYTHRINA CRISTA-GALI	COCKSPUR CORAL TREE	24" BOX	8
	FIC NIT	FICUS NITIDA	FICUS INDIAN LAUREL	24" BOX	26
	GLE TRI	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	36" BOX	28
	GIN BIL	GINKGO BILOBA (MALE)	MAIDENHAIR TREE	36" BOX	42
	LAG IND	LAGERSTROEMIA INDICA	CREPE MYRTLE	36" BOX	24
	PIS CHE	PISTACHE CHINENSIS	CHINESE PISTACH	72" BOX	4
	PLA ACE	PLATANUS X ACERFOLIA	LONDON PLANE TREE	60" BOX	22
	PYR CAL	PYRUS CALLERYANA 'CAPITAL'	CAPITAL CALLERY PEAR	24" BOX	34
	OLE EUR	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	24" BOX	30
	FIC RUB	FICUS RUBIGINOSA	RUSTY-LEAF FIG	96" BOX	4
	TIP TIP	TIPUANA TIPU	TIPU TREE	60" BOX	3

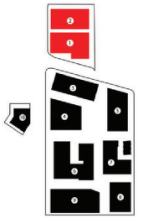
PALM TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE	QTY
	ARC CUN	ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	18' BTH	23
	WAS FIL	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	18' BTH	7

FOR TREE AND OPEN SPACE CALCULATIONS SEE OVERALL PLANS
TREE QUANTITIES SHOWN ARE TOTALS FOR ENTIRE SITE (GROUND LEVEL + ROOF AMENITY DECKS)

PLAN LEGEND:

- PLANTING AREA - SHRUBS AND PERENNIALS
- NATURAL LAWN
- CANOPY TREES
  SEE ENLARGED PLANS FOR SPECIES INFORMATION
  (SYMBOLS VARY, FINAL TREE TYPE T.B.D.)


KEY PLAN



NORTH SITE
PLANTING COMPOSITE ENLARGED PLAN

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MATCH LINE SEE PREVIOUS PLAN



MATCH LINE SEE NEXT PLAN

CANOPY TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE
	ARB MAR	ARBUTUS MARINA	STRAWBERRY TREE	24" BOX
	BAU BLA	BAUHINIA × BLAKEANA	HONG KONG ORCHID TREE	24" BOX
	BET PAP	BETULA PAPYRIFERA	WHITE BIRCH	24" BOX
	CER OCC	CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX
	ERY CRI	ERYTHRINA CRISTA-GALI	COCKSPUR CORAL TREE	24" BOX
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	GIN BIL	GINKGO BILOBA (MALE)	MAIDENHAIR TREE	36" BOX
	LAG IND	LAGERSTROEMIA INDICA	CREPE MYRTLE	36" BOX
	PIS CHE	PISTACHE CHINENSIS	CHINESE PISTACH	72" BOX
	PLA ACE	PLATANUS X ACERFOLIA	LONDON PLANE TREE	60" BOX
	PYR CAL	PYRUS CALLERYANA 'CAPITAL'	CAPITAL CALLERY PEAR	24" BOX
	OLE EUR	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	24" BOX
	FIC RUB	FICUS RUBIGINOSA	RUSTY-LEAF FIG	96" BOX
	TIP TIP	TIPUANA TIPU	TIPU TREE	60" BOX

PALM TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE
	ARC CUN	ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	18' BTH
	WAS FIL	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	18' BTH

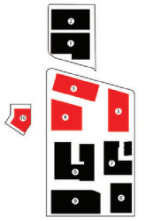
FOR TREE AND OPEN SPACE CALCULATIONS SEE OVERALL PLANS
FOR TREE QUANTITIES SEE PAGE 93

PLAN LEGEND:

PLANTING AREA - SHRUBS AND PERENNIALS

NATURAL LAWN

CANOPY TREES
SEE ENLARGED PLANS FOR SPECIES INFORMATION
(SYMBOLS VARY, FINAL TREE TYPE T.B.D.)



UPPER SOUTH & WEST SITE
PLANTING COMPOSITE ENLARGED PLAN

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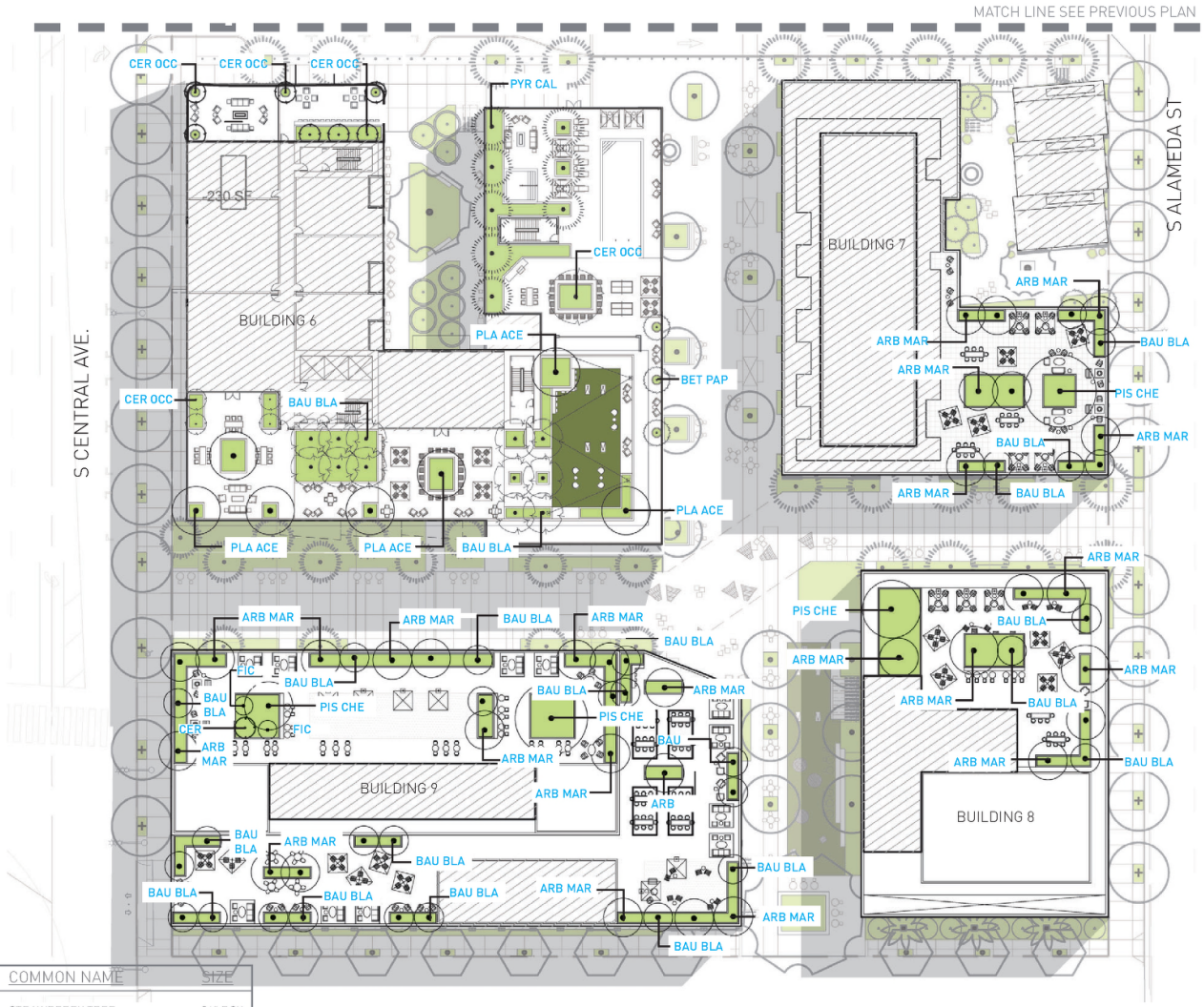

CANOPY TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE
	ARB MAR	ARBUTUS MARINA	STRAWBERRY TREE	24" BOX
	BAU BLA	BAUHINIA × BLAKEANA	HONG KONG ORCHID TREE	24" BOX
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	FIC RUB	FICUS RUBIGINOSA	RUSTY-LEAF FIG	96" BOX
	TIP TIP	TIPUANA TIPU	TIPU TREE	60" BOX

PLAN LEGEND:

PLANTING AREA - SHRUBS AND PERENNIALS

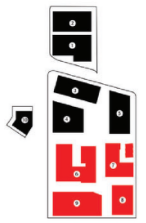
NATURAL LAWN

CANOPY TREES
SEE ENLARGED PLANS FOR SPECIES INFORMATION
(SYMBOLS VARY, FINAL TREE TYPE T.B.D.)

FOR TREE AND OPEN SPACE CALCULATIONS SEE OVERALL PLANS
FOR TREE QUANTITIES SEE PAGE 93

PALM TREES

SYM.	ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE
	ARC CUN	ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	18' BTH
	WAS FIL	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	18' BTH



KEY PLAN

0 10 20 40
SCALE 1"=20'

LOWER SOUTH SITE
PLANTING COMPOSITE ENLARGED PLAN
FOURTH & CENTRAL
2025

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ARBUTUS MARINA
STRAWBERRY TREE



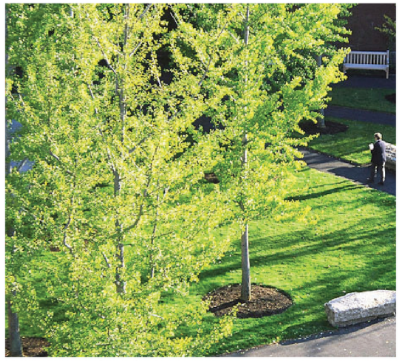
BAUHINIA × BLAKEANA
HONG KONG ORCHID TREE



CERCIS OCCIDENTALIS
WESTERN REDBUD



GLEDITSIA TRIACANTHOS 'SHADEMASTER'
SHADEMASTER HONEY LOCUST



GINKGO BILOBA (MALE)
MAIDENHAIR TREE



PYRUS CALLERYANA 'CAPITAL'
CAPITAL CALLERY PEAR



PLATANUS X ACERFOLIA
LONDON PLANE TREE



OLEA EUROPAEA 'SWAN HILL'
SWAM HILL OLIVE



FICUS SPECIES
FIG TREE SPECIMEN



TIPUANA TIPU
TIPU TREE



ARCHONTOPHOENIX CUNNINGHAMIANA
KING PALM



WASHINGTONIA FILIFERA
CALIFORNIA FAN PALM

PLANT HARDINESS ZONE FOR DTLA: 10B

PLANTING PALETTE - TREES

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BAMBUSA MULTIPLEX 'ALPHONSE KARR'
ALPHONSE KARR BAMBOO
(SCREEN/HEDGE)



KALANCHOE BEHARENSIS
VELVET ELEPHANT EAR



PACHYCEREUS MARGINATA
FENCE POST CACTUS



CRASSULA OVATA 'TRICOLOR'
VARIEGATED JADE PLANT



PENNISETUM SPATHIOLATUM
SLENDER VELDT GRASS



LOMANDRA LONGIFOLIA 'PLANTINUM BEAUTY'
PLATINUM BEAUTY LOMANDRA



ARCTOSTAPHYLOS 'PACIFIC MIST'
MANZANITA



PHILODENDRON 'XANADU'
XANADU PHILODENDRON



CAREX DIVULSA
BERKELEY SEDGE



AEONIUM URBICUM
SAUCER PLANT



DIANELLA REVOLUTA 'LITTLE REV'
LITTLE REV FLAX LILY



DRACAENA MARGINATA
DRAGON TREE



AGAVE ATTENUATA
FOXTAIL AGAVE



SALVIA 'BEES BLISS'
BEES BLISS SAGE



MATTEUCCIA STRUTHIOPTERIS
OSTRICH FERN



SALVIA MEXICANA 'LIMELIGHT'
LIMELIGHT MEXICAN SAGE



CISSUS ANTARCTICA
KANGAROO VINE



DRACAENA DRACO
DRAGON TREE



ALOE ARBORESCENS
TORCH ALOE



CAREX FLACCA
BLUE SEDGE



CAREX AUREA
GOLDEN SEDGE



DISTICTIS BUCCINATORIA
TRUMPET VINE

PLANT HARDINESS ZONE FOR DTLA: 10B

THE FOLLOWING PLANTS ARE A SELECTION OF WHAT MAY BE IN INCLUDED ON THE FINAL PROJECT PLANTING PLAN.

PLANTING PALETTE - SHRUBS

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EXHIBIT B
RENDERINGS

CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA
OCTOBER 9, 2025

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EVENING AERIAL VIEW
FACING WEST TOWARDS DOWNTOWN LOS ANGELES

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VIEW OF CENTRAL AVE.
AT FOURTH ST.

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Adjaye Associates

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VIEW OF CENTRAL COURTYARD

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VIEW OF SHARED STREET
FOURTH & CENTRAL
2025

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VIEW ALONG ALAMEDA ST.
FOURTH & CENTRAL
2025

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AERIAL VIEW ALONG CENTRAL AVE.

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DAYTIME AERIAL VIEW
FROM 5TH ST. POCKET PARK

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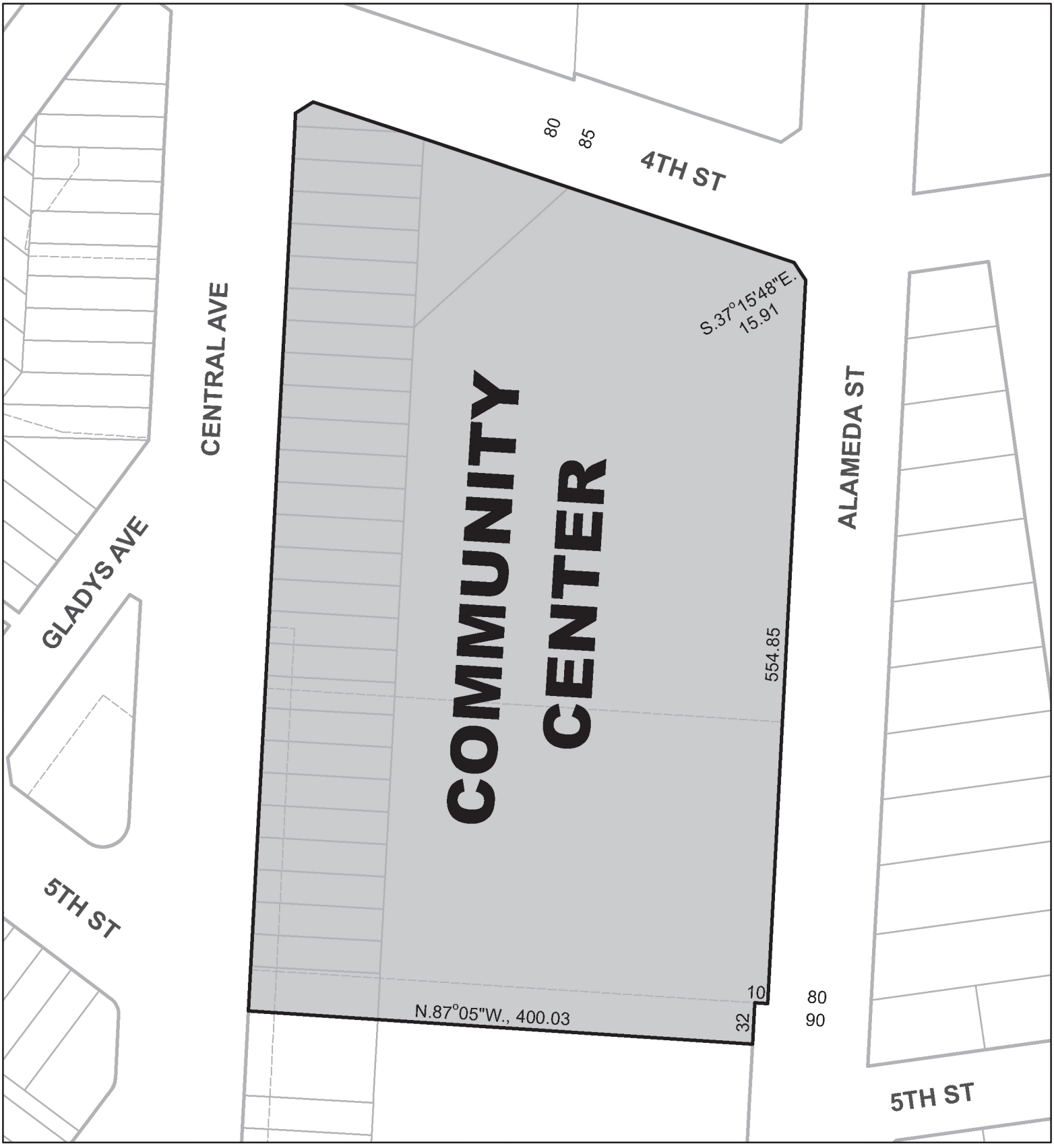
DAYTIME AERIAL VIEW
FACING EAST TOWARDS SAN GABRIEL MOUNTAINS

EXHIBIT C

ZONING MAPS

CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA
OCTOBER 9, 2025



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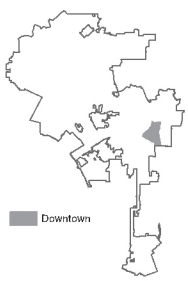
Feet

CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA

AA/ 092625

DOWNTOWN

City of Los Angeles



Data Sources: Department of City Planning & Bureau of Engineering

EXHIBIT D
MITIGATION MONITORING PROGRAM

CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA
OCTOBER 9, 2025

IV. MITIGATION MONITORING PROGRAM

1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code (PRC) Section 21081.6, which 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, Section 15097(a) of the California Code of Regulations Title 14 (CEQA Guidelines) requires that a public agency "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects." This MMP has been prepared in compliance with the requirements of CEQA, PRC Section 21081.6 and Section 15097 of the CEQA Guidelines.

The City of Los Angeles (City) 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.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project's impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

2. Organization

As shown on the following pages, each identified PDF and MM 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 PDF or 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 PDF or MM shall be monitored;
- Monitoring Frequency - the frequency at which the PDF or MM shall be monitored; and

- Action Indicating Compliance - the action by which the enforcement or monitoring agency indicates that compliance with the identified PDF or 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 PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of 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 PDFs and 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 PDFs and 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 report to the enforcement agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within the specified time following 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 PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or 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 PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or 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 PDF or 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 PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5. Mitigation Monitoring Program

a) Air Quality

(1) Project Design Features

Project Design Feature AQ-PDF-1: Construction Power Pole Usage. The Project contractor(s) will use electricity from power poles (where available) and/or solar-powered generators rather than temporary diesel or gasoline generators during construction.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of demolition or grading permit; periodically during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable demolition or grading permit; field inspection sign-offs

(2) Mitigation Measures

Mitigation Measure AQ-MM-1: Construction Equipment Features: The Applicant shall implement the following construction equipment features for equipment operating at the Project Site. These features shall be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment. Construction features shall include the following:

- The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and United States Environmental Protection Agency (USEPA) Tier 4 Final off-road emissions standards or equivalent for equipment rated at 25 horsepower (hp) or greater during Project construction where available within the Los Angeles region. Such equipment shall be outfitted with Best Available Control Technology (BACT) which means a CARB certified Level 3 Diesel Particulate Filter or equivalent.
- Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. All construction equipment must be properly tuned and

maintained in accordance with the manufacturer's specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications. Tampering with construction equipment to increase horsepower or to defeat emission control devices shall be prohibited.

- Contractors shall ensure that all air compressors, cement and mortar mixers, concrete/industrial saws, plate compactors, rollers, signal boards, skid-steer loaders, sweepers/scrubbers and welders used during construction activities are electric powered. Additionally, contractors shall ensure one piece of the following types of equipment from each construction activity that uses them would be electric powered: tractor/loader/backhoes, forklifts, graders, pumps and rough terrain forklifts. In addition, where commercially available for the Project Site, construction equipment shall meet Tier 5 requirements when standards are adopted by CARB. For purposes of this mitigation measure, "commercially available" is defined as equipment built by the original manufacturer and available for lease or hire within 20 miles of the City of Los Angeles and available in a similar timeframe to fossil-fueled options. If Tier 5 engine equipment is not commercially available, the contractor must show proof that the equipment is not commercially available by providing letters from at least two independent rental companies, each of which must own or operate a construction equipment fleet with total maximum horsepower of greater than 2,500 horsepower, for each piece of off-road equipment where the Tier 5 engine equipment is not available. This requirement shall be incorporated into applicable bid documents, purchase orders, and contracts with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities. A copy of each unit's certified tier specification or model year specification shall be available upon request at the time of mobilization of each applicable unit of equipment.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of demolition or grading permit; periodically during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable demolition or grading permit; field inspection sign-offs

Mitigation Measure AQ-MM-2: Concrete Truck Features: The Applicant shall implement the following measures to reduce the emissions of air pollutants generated by concrete trucks:

- The contractor shall use concrete trucks with an average capacity of 10 cubic yards to minimize the number of concrete truck trips;

- The contractor shall use local concrete suppliers with concrete supplied by one or more facilities located within a driving distance of approximately 10 miles per one-way trip (approximately 20 miles per round trip).
- The contractor shall be required to ensure that trucks used to deliver concrete are made by CNG-fueled concrete trucks or trucks that achieve the same or lower NO_X emissions as CNG-fueled concrete trucks.
- During plan check, the Project representative shall make available to the lead agency and SCAQMD a comprehensive inventory of all concrete trucks that will be used during the days of concrete pouring. The inventory shall include the concrete truck capacity, fuel specification, and NO_X emissions rating. A copy of each such unit's certified emissions rating shall be provided on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified emissions specification.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of demolition or grading permit; periodically during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of building permit; field inspection sign-offs

Mitigation Measure AQ-MM-3: Emergency Generator Maintenance & Testing: The Project representative shall schedule routine maintenance and testing of the emergency generators installed on the Project Site on different days. Prior to the installation of emergency generators, the Project representative shall supply documentation to the City that emergency generator testing by contractors, service providers, or maintenance crews will be conducted in accordance with the specified requirements. The Project representative shall maintain records of emergency generator testing, including testing dates, which shall be made available to the City upon request.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; operation
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; periodically during operation and during routine maintenance and testing
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-offs

Mitigation Measure AQ-MM-4: Electric Landscaping Equipment: The Project representative shall only allow for electric landscaping equipment to be used at the Project Site. If electric landscaping equipment for specific types of equipment are not commercially available from landscaping contractors then up to two pieces of landscaping equipment per day may be gasoline-fueled. The Project representative shall require that landscaping contract documents include the requirement to use electric landscaping equipment for all future operational landscaping activities.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; operation
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; periodically during operation
- **Action Indicating Compliance:** Plan check approval and submittal of compliance report by Applicant; field inspection sign-offs

Mitigation Measure AQ-MM-5: Use of Super-Compliant VOC Paints. The Project representative shall only allow "Super-Compliant" architectural coating paints to be used at the Project Site as defined by SCAQMD to be less than 10 grams per liter VOC for all future operational on-going maintenance coating and painting activities (does not apply to coating activities for future new construction, tenant improvements, and additions). The Project representative shall require that all tenant and lease contract documents include the requirement to use "Super-Compliant" architectural coating paints for all future operational coating and painting activities.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; operation
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; periodically during operation
- **Action Indicating Compliance:** Plan check approval and submittal of compliance report by Applicant; field inspection sign-offs

b) Cultural Resources

(1) Project Design Features

No Project Design Features were identified in regard to cultural resources.

(2) Mitigation Measures

Mitigation Measure CUL-MM-1: Documentation. In order to document the LACS Building and its contribution to the early industrial history of Los Angeles, prior to the issuance of demolition permits, or any abatement or demolition work on the North Site, the LACS Building shall be documented according to Historic American Building Survey (HABS) Level III standards, appropriate for a building that has not been formally designated but which has been identified as significant in a historic resources survey. The Project would result in a cumulative impact to the cold storage property type; therefore, the documentation shall provide information to future researchers on an increasingly rare property type that played a crucial role in the industrial development of the City in the early 20th century. The HABS Level III documentation shall be prepared by a historian or architectural historian who meets the Secretary of the Interior's Historic Preservation Professional Standards in the relevant discipline. The documentation shall be reviewed and approved by the Department of City Planning, Office of Historic Resources. Digital copies of the documentation shall be offered to the following repositories: the Los Angeles Public Library; Department of City Planning's Office of Historic Resources; and the Los Angeles Conservancy.

- **Enforcement Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, prior to the issuance of any demolition permits for the North Site
- **Action Indicating Compliance:** Submittal of a compliance report to the City of Los Angeles Department of City Planning's Office of Historic Resources

Mitigation Measure CUL-MM-2: Interpretation. The Applicant shall develop an interpretive program describing the history of the LACS Building and Los Angeles Cold Storage. The interpretive program shall be made accessible to the public and may include historic photographs or other ephemeral materials documenting the history of the Los Angeles Cold Storage, the development of the Industrial core of Los Angeles, the history of the Project Site as an early ice production and cold storage facility, and other relevant themes as determined. The format and location of the interpretive program shall be reviewed and approved by the Department of City Planning's Office of Historic Resources.

- **Enforcement Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources
- **Monitoring Phase:** Post-construction

- **Monitoring Frequency:** Prior to issuance of Certificate of Occupancy; post-construction field inspection
- **Action Indicating Compliance:** Submittal of an interpretive program to the City of Los Angeles Department of City Planning's Office of Historic Resources

Mitigation Measure CUL-MM-3: Thawing Plan. Once the LACS Building is no longer in operation as a cold storage facility, a thawing process shall be undertaken prior to conducting any testing to determine the condition of the structural elements and other historic features. In order to minimize potential damage to the LACS Building resulting from thawing a building that has been used for cold storage for over 100 years, the Applicant shall retain a qualified structural engineer who meets the Secretary of the Interior's Historic Preservation Professional Standards in Engineering to prepare a "Thawing Plan." The Thawing Plan shall be prepared prior to the issuance of any demolition permits for the North Site, and shall be reviewed and approved by the Department of City Planning's Office of Historic Resources.

- **Enforcement Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, prior to the issuance of any demolition permits for the North Site
- **Action Indicating Compliance:** Submittal of Thawing Plan to the City of Los Angeles Department of City Planning's Office of Historic Resources

Mitigation Measure CUL-MM-4: Structural Analysis. Once the thawing process of the LACS Building is complete, and prior to the issuance of any demolition permits for the North Site, the Applicant shall retain a qualified structural engineer to conduct the appropriate "Structural Analysis" to determine whether the West Volume of the LACS Building can be retained, rehabilitated, and adaptively reused as part of the Project. The structural engineer shall meet the Secretary of the Interior's Historic Preservation Professional Standards in Engineering and shall have specific expertise in the evaluation of historical resources. The methodology for the Structural Analysis shall be reviewed and approved by the Department of City Planning, Office of Historic Resources, and is to include the following tests:

- Compressive Strength of Concrete Test. The compressive strength of the structural concrete must be a minimum of 2,000 pounds per square inch (psi). A lower number might indicate damaged concrete due to freeze and thaw and increases the unreliability of the quality of concrete to support future loads for the new lifespan of the Project.
- Yield/Tensile Strength of Reinforcing Steel Test. The yield/tensile strength of the rebar must be a minimum 20,000 psi. A lower number might indicate excessive

rusting of the reinforcing steel and increases the unreliability of the reinforcing steel to support future loads for the new lifespan of the Project.

- Foundation/Soil Sampling. The soil bearing capacity must be a minimum of 1,500 pounds per square foot (psf). A lower number might indicate erosion of the soil due to freeze and thaw and would be unsuitable to support future loads for the new lifespan of the Project due to excessive settlement.

The results of the Structural Analysis shall be submitted for review and approval by the Department of City Planning's Office of Historic Resources and the Los Angeles Department of Building and Safety. A qualified structural engineer shall make a determination on the potential for the West Volume of the LACS Building to be retained and rehabilitated based on the results of the Structural Analysis testing. If, as determined by a qualified structural engineer, the Structural Analysis demonstrates that the strength of concrete, strength of reinforcing steel, or the foundation/soil sampling tests do not meet the required thresholds as outlined above and therefore the West Volume of the LACS Building would be unreliable to support future loads for the lifespan of the Project; or, if it is determined that the West Volume of the LACS Building meets the definition of a "Hazardous Building" as specified in LAMC Division 89, Section 91.8902, the Applicant may apply for and receive a demolition permit for the West Volume of the LACS Building.

If the Structural Analysis, as approved by the Department of City Planning, Office of Historic Resources and the Los Angeles Department of Building and Safety, demonstrates that the West Volume of the LACS Building is structurally sound for human occupancy, it shall be retained, rehabilitated, and adaptively reused as part of the Project.

- **Enforcement Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, prior to the issuance of any demolition permits for the North Site
- **Action Indicating Compliance**: Submittal of Structural Analysis to the City of Los Angeles Department of City Planning's Office of Historic Resources and the City of Los Angeles Department of Building and Safety, and issuance of applicable building permit

The following recommended mitigation measures would apply only if the West Volume of the LACS Building is to be retained:

Mitigation Measure CUL-MM-5: Historic Architect. If the West Volume is retained and rehabilitated as part of the Project per Mitigation Measure CUL-MM-4, the Applicant shall retain a historic architect who meets the Secretary of the Interior's Historic Preservation Professional Standards in Historic Architecture. The historic architect shall prepare the

Historic Structure Report and Mothballing Plan as specified; shall review the proposed plans for the rehabilitation and adaptive reuse of the West Volume of the LACS Building to ensure the appropriate treatment of the significant character-defining features of the West Volume of the LACS Building; and shall be responsible for overseeing the implementation of the proposed plans for the rehabilitation and adaptive reuse related to historical resources on behalf of the Applicant.

- **Enforcement Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Prior to the issuance of demolition permits for the North Site and periodically during construction
- **Action Indicating Compliance**: Submittal of compliance documentation to the City of Los Angeles Department of City Planning's Office of Historic Resources

Mitigation Measure CUL-MM-6: Historic Structure Report. If the West Volume is retained and rehabilitated as part of the Project per Mitigation Measure CUL-MM-4, in order to provide adequate documentation to guide the rehabilitation of the West Volume of the LACS Building, a Historic Structure Report ("HSR") shall be prepared for the West Volume of the LACS Building. The HSR shall be prepared in conformance with the National Park Service's *Preservation Brief 43: The Preparation and Use of Historic Structures Reports*.[1] The HSR shall provide complete documentary, graphic, and physical information about both the history and existing condition of the West Volume of the LACS Building. In addition, the report shall include appropriate methods for treatment of the West Volume, which would be retained and rehabilitated as part of the Project, outline a recommended scope of work, and provide information and recommendations for further treatment. The HSR shall be prepared by a qualified historic architect who meets the Secretary of the Interior's Historic Preservation Professional Standards in Historic Architecture. The HSR shall be reviewed and approved by the Department of City Planning's Office of Historic Resources.

- **Enforcement Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, prior to the issuance of any demolition permits for the North Site

[1] U.S. Department of the Interior, National Park Service. "Preservation Brief 43: The Preparation and Use of Historic Structures Reports," 2005.

- **Action Indicating Compliance:** Submittal of HSR to the City of Los Angeles Department of City Planning's Office of Historic Resources

Mitigation Measure CUL-MM-7: Mothballing Plan. If the West Volume is retained and rehabilitated as part of the Project per Mitigation Measure CUL-MM-4, because the Project is proposed to be undertaken in phases, in order to protect the West Volume of the LACS Building until it is rehabilitated as part of the Project, a Mothballing Plan shall be prepared and implemented for the West Volume of the LACS Building. The Mothballing Plan shall be prepared in conformance with the National Park Service's *Preservation Brief 31: Mothballing Historic Buildings*.[2] The Mothballing Plan shall outline the steps required to temporarily protect the West Volume of the LACS Building from damage or deterioration and shall be updated after five years. The Mothballing Plan shall be prepared by a qualified historic architect who meets the Secretary of the Interior's Historic Preservation Professional Standards in Historic Architecture. The Mothballing Plan shall be reviewed and approved by the Department of City Planning's Office of Historic Resources.

- **Enforcement Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Prior to the issuance of any demolition permits for the North Site; after 5 years following preparation of initial Plan
- **Action Indicating Compliance**: Submittal of Mothballing Plan to the City of Los Angeles Department of City Planning's Office of Historic Resources and the City of Los Angeles Department of Building and Safety

Mitigation Measure CUL-MM-8: Protection Plan. If the West Volume is retained and rehabilitated as part of the Project per Mitigation Measure CUL-MM-4, prior to issuance of a grading permit, a structural engineer who meets the Secretary of the Interior's Historic Preservation Professional Standards in Engineering shall prepare a "Protection Plan" to ensure that the West Volume of the LACS Building is properly protected from potential damage resulting from demolition, excavation, and construction procedures on the Project Site, including an appropriate shoring plan to mitigate the possibility of settlement due to the removal of adjacent soil. The Protection Plan shall be reviewed by a historic architect who meets the Secretary of the Interior's Historic Preservation Professional

2 U.S. Department of the Interior, National Park Service, "Preservation Brief 31: Mothballing Historic Buildings," 1993.

Standards in Historic Architecture, and approved by the Department of City Planning's Office of Historic Resources.

- **Enforcement Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Prior to the issuance of any grading permits for the North Site; periodic field inspections during construction
- **Action Indicating Compliance**: Submittal of Protection Plan to the City of Los Angeles Department of City Planning's Office of Historic Resources and the City of Los Angeles Department of Building and Safety; field inspection sign-offs

Mitigation Measure CUL-MM-9: Prior to the issuance of a demolition permit, the Applicant shall retain a qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for professional archaeology (qualified Archaeologist) to carry out and ensure proper implementation of mitigation measures that address archaeological resources. The Applicant shall submit a letter of retention to the City of Los Angeles Department of City Planning (City) before construction activities commence to demonstrate to the City that the Applicant has retained a qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards. The letter shall include a resume for the qualified Archaeologist.

The qualified Archaeologist shall oversee an archaeological monitor who has a bachelor's degree in a relevant field of study and either two months of archaeological construction monitoring experience or two months of supervised training with prehistoric or historic archaeological materials in a field or laboratory setting. The archaeological monitor shall be present during construction activities on the Project Site deemed by the qualified Archeologist to have the potential for encountering archeological resources, such as demolition, pavement removal, clearing/grubbing, drilling/auguring, potholing, grading, trenching, excavation, tree removal, or other ground disturbing activity associated with the Project. The activities to be monitored may also include off-site improvements in the vicinity of the Project Site, such as utilities, sidewalks, or road improvements. The archeological monitor shall have the authority to reasonably direct the pace of construction equipment activity in areas reasonably expected to be of higher sensitivity and to temporarily divert, redirect or halt ground disturbance activities to allow identification, evaluation, and potential recovery of archaeological resources in coordination with the qualified Archaeologist. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined appropriate by the qualified Archaeologist.

- **Enforcement Agency**: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning

- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Prior to issuance of a demolition permit; ongoing during demolition, excavation, and grading activities
- **Action Indicating Compliance:** Issuance of a demolition permit; submittal of compliance report by qualified Archaeologist

Mitigation Measure CUL-MM-10: Prior to commencement of construction activities, a Sensitivity Training shall be given by the qualified Archaeologist for construction personnel. The training shall focus on how to identify archaeological resources that may be encountered during construction activities, and the procedures to be followed in such an event. Within five days of completing the training, a list of those in attendance shall be provided by the qualified Archaeologist to the Applicant. The Applicant shall maintain the documentation of this training, including the list of attendees, for inspection by the City upon its reasonable request.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to issuance of demolition or grading permit
- **Action Indicating Compliance:** Issuance of a demolition or grading permit; submittal of compliance report by qualified Archaeologist

Mitigation Measure CUL-MM-11: In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established by the archaeological monitor in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery. This buffer area shall be established around the find where construction activities shall not be allowed to continue until the evaluation is completed. Work shall be allowed to continue outside of the buffer area.

All resources unearthed by Project construction activities shall be evaluated by the qualified Archaeologist. If a resource is determined by the qualified Archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resource. The treatment plan established for the resource shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for

unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school, Tribe, or historical society in the area for educational purposes.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during Project demolition, grading, and construction
- **Action Indicating Compliance:** Submittal of compliance report by qualified Archaeologist

Mitigation Measure CUL-MM-12: Within 14 days of concluding the archaeological monitoring, the qualified Archaeologist shall prepare a memorandum stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memorandum shall be submitted to the Applicant and City. Following submittal of the memorandum, the qualified Archaeologist shall prepare a technical report that follows the format and content guidelines provided in California Office of Historic Preservation's Archaeological Resource Management Reports (ARMR). The technical report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. Appropriate California Department of Parks and Recreation Site Forms (Site Forms) shall also be prepared and provided in an appendix to the report. The technical report shall be submitted to the City within 150 days of completion of the monitoring. The final draft of the report shall be submitted to the South Central Coastal Information Center.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, within 14 days of concluding the archaeological monitoring
- **Action Indicating Compliance:** Submittal of memorandum by qualified Archaeologist

c) Geology and Soils

(1) Project Design Features

No Project Design Features were identified in regard to geology and soils.

(2) Mitigation Measures

Mitigation Measure PALEO-MM-1: Prior to the issuance of demolition permits, the Applicant shall retain a Qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting to go over the monitoring requirements, and shall be responsible for monitoring and overseeing paleontological monitors (meeting SVP standards) that will observe grading and excavation activities.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Prior to issuance of demolition permit; periodic during construction activities
- **Action Indicating Compliance:** Issuance of demolition permit; submittal of compliance report by Qualified Paleontologist

Mitigation Measure PALEO-MM-2: Paleontological monitoring shall be conducted during construction excavations into undisturbed older alluvial sediments that exceed 10 feet in depth. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the Qualified Paleontologist and shall be based on the rate of excavation and grading activities, the materials being excavated, and the depth of excavation, and if found, the abundance and type of fossils encountered. Full-time monitoring can be reduced to part-time inspections, or ceased entirely, if determined adequate by the Qualified Paleontologist. If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area shall be established by the Qualified Paleontologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the Qualified Paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock/sediment samples for initial processing and evaluation. If preservation in place is not feasible, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from their location. Any fossils encountered and recovered shall

be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school or historical society in the area for educational purposes.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during demolition, excavation, and grading activities
- **Action Indicating Compliance:** Submittal of compliance report by Qualified Paleontologist

Mitigation Measure PALEO-MM-3: Any significant fossils recovered during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository. The Qualified Paleontologist shall prepare a final report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Applicant to the City and the Natural History Museum of Los Angeles County to signify the satisfactory completion of the Project and required mitigation measures.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during demolition, excavation, and grading activities
- **Action Indicating Compliance:** Submittal of compliance report by Qualified Paleontologist

d) Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature GHG-PDF-1: **Green Building Features.** The Project will include the following green building features:

- The Project's buildings will be designed to achieve the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold Certification or equivalent and will be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code.
- The Project will promote alternatives to conventionally fueled automobiles by designating a minimum of eight percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles and shall pre-wire, or install conduit and panel capacity for a minimum of 30 percent of the LAMC-required electric vehicle parking spaces, with 10 percent of the LAMC-required spaces further improved with electric vehicle charging stations.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; once after completion of LEED Gold Certification or equivalent commissioning activities
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; post-construction documentation, which indicates that the Project operates within the expected parameters to achieve the number of points required for LEED Gold Certification or equivalent; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures were identified in regard to greenhouse gas emissions.

e) Noise and Vibration

(1) Project Design Features

Project Design Feature NOI-PDF-1: **Impact Pile Drivers Prohibited):** The Project will not require or allow the use of impact pile drivers. Lower noise- and vibration-generating augured, drilled, or vibratory piles are permitted.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; construction

- **Monitoring Frequency:** Once during plan check; periodic field inspections
- **Action Indicating Compliance:** Issuance of building permit; field inspection sign-offs

Project Design Feature NOI-PDF-2 (Construction Equipment Maintenance): During plan check for each phase of the Project, the contractor will provide a statement to the City indicating their powered construction equipment (including combustion engines), fixed or mobile, will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check for each phase of the Project; periodic field inspections
- **Action Indicating Compliance:** Plan check approval and issuance of any demolition, grading or building permit; field inspection sign-offs

Project Design Feature NOI-PDF-3: **Mechanical Equipment Noise.** All outdoor mounted building mechanical equipment and/or ventilation systems not fully enclosed will be designed to not exceed sound level limits of the noise level requirements of the City of Los Angeles through the use of quiet fans, duct silencers, parapets, enclosures, mufflers, or similar noise attenuation methods.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-offs

Project Design Feature NOI-PDF-4 (Loading Dock Screening): All loading docks will be acoustically screened from off-site noise-sensitive receptors. Acoustical screening of loading docks will be achieved through the use of physical barriers (i.e., walls, buildings or other structures that fully block the line-of-sight between the loading dock and off-site noise-sensitive receptors), or with loading dock seals installed between the truck and loading dock. Acoustical screening may also be achieved by requiring loading activities to be conducted fully inside buildings, or by similar methods.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-Construction; construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-offs

(2) Mitigation Measures

Mitigation Measure NOISE-MM-1: **Temporary Noise Barriers.** Temporary noise barriers shall be used along the western, northern, southern, and eastern property boundaries to block the line-of-sight between the construction equipment and the noise-sensitive uses.

- Temporary noise barriers shall be placed along the Project's North site eastern property line. The noise barrier shall be a minimum of eight feet in height and provide a minimum 3-dBA noise reduction at the ground-level for the residences to the east (receptor location R2).
- Temporary noise barriers shall be placed along the Project's Upper South site and West site northern property lines. The noise barriers shall be a minimum of 12 feet in height and provide a minimum 12-dBA noise reduction at the ground-level for the hotel uses to the north/northwest of the Upper South site and West site (receptor locations R5 and R6) and to the residential uses to the east of the Upper South site (receptor location R2).
- Temporary noise barriers shall be placed along the Project's Upper South site and Lower South site eastern property line. The noise barriers shall be a minimum of 12 feet in height and provide a minimum 12-dBA noise reduction at the ground-level for the residences to the east of the Upper South site and Lower South site (receptor location R2).
- Temporary noise barriers shall be placed along the Project's North site, Upper South site, Lower South site, and West site western property lines. The noise barriers shall be a minimum of 12 feet in height and provide a minimum 13-dBA noise reduction at the ground-level for the residences and hotel uses to the west (receptor locations R3 through R6).
- Temporary noise barriers shall be placed along the Project's West site and Lower South site southern property line. The noise barrier shall be a minimum of 12 feet in height and provide a minimum 13-dBA noise reduction at the ground-level for the residential and hotel uses to the south of the West site and Lower South site (receptor locations R3 and R4).

These noise barriers shall be in-place during early Project construction phases (remain up to the start of building framing) and during paving when heavy equipment is used.

Temporary barriers shall provide acoustically sealed gate access as needed for construction activities, deliveries, and site access by construction personnel.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of any demolition, grading, or building permit; submittal of compliance report from qualified noise consultant

Mitigation Measure NOISE-MM-2: **Compressors and Generators.** Construction equipment whose specific location on the Project Site may be flexible (e.g., compressors and generators) shall be located at least 100 feet away from the nearest off-site sensitive land uses, or barriers (e.g., intervening construction trailers, walls, enclosures, etc.) shall be used to screen propagation of noise from such equipment towards these land uses.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; periodic field inspections
- **Action Indicating Compliance:** Plan check approval and issuance of any demolition, grading, or building permit; field inspection sign-offs

NOI-MM-3: Construction Equipment Muffling and Shielding Devices. The Project contractor shall use power construction equipment with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' standards. Flexible sound control curtains shall be placed around all stationary compressors and generators, drilling apparatuses, drill rigs, and jackhammers when in use. The flexible sound control curtains shall have a minimum Sound Transmission Class (STC) rating of 25.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; periodic field inspections
- **Action Indicating Compliance:** Plan check approval and issuance of any demolition, grading, or building permit; field inspection sign-offs

Mitigation Measure NOISE-MM-4: Foundation Concrete Trucks. Contractors shall include in all concrete truck contracts used during the foundation pouring phase of construction a requirement for trucks traveling to and from the Project Site to prohibit

travel on Central Avenue between 1st Street and 2nd Street, Central Avenue between 2nd Street and 3rd Street, and 4th Street between Alameda Street and Hewitt Street during the Project's foundation concrete pouring duration. The construction contractor shall provide a flag person along the segments identified above to ensure that all concrete trucks do not travel along the identified segments.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; periodic field inspections
- **Action Indicating Compliance:** Plan check approval and issuance of any demolition, grading, or building permit; field inspection sign-offs

Mitigation Measure NOISE-MM-4: Amplified Speakers – Special Events. Outdoor amplified sound systems, if any, will be limited to a sound level equivalent to 90 dBA (L_{eq-1hr}) measured at a distance of 25 feet from the amplified speaker sound system during special events occurring at the Central Courtyard or Pop-Up Plaza. A qualified noise consultant shall provide written documentation that the design of the system complies with the maximum noise level. Compliance will be ensured through pre-performance noise tests/measurements for performances or ambient music speakers with potential to exceed the sound level, along with any necessary adjustments to the location and nature of proposed performances or ambient music speakers. Speakers will be downward or inward facing and shielded from off-site sensitive uses. The Applicant or Operator shall prepare standard operating procedures for the use of amplified speakers at this location consistent with this requirement. The standard operating procedures shall be provided to the City and the Los Angeles Police Department (LAPD) prior to the issuance of a special event permit for the Project and posted on-site in the event of LAPD response to noise complaints.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning; Los Angeles Police Department
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Once at Project plan check; once during first occurrence each special event type
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from qualified noise consultant after first occurrence of each special event type

Mitigation Measure NOISE-MM-6: Construction Vibration (Except Shoring). The operation of construction equipment that generates high levels of vibration, such as large bulldozers, loaded trucks, jackhammers, and small bulldozers shall be prohibited within

15 feet, 14 feet, eight feet, and two feet, respectively, of receptor V3 (commercial buildings to the south, west, and southwest of Project's West site). The contractor(s) shall require and document compliance with the minimum allowable setbacks in a construction vibration management plan, which shall be provided to the City prior to issuance of a demolition permit. The construction vibration management plan shall detail the specific types of equipment to be used during demolition, grading, and building construction, estimated vibration velocities, and distance to vibration receptor V3. Equipment and or alternative construction techniques to be used within the required setbacks for large bulldozers, loaded trucks, jackhammers, and small bulldozers shall be identified to ensure that vibration velocities will not exceed thresholds for potential structural damage. This measure does not apply to temporary shoring activities and shoring infrastructure that must be installed to provide adequate physical support for subterranean excavation.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project Plan Check; periodic field inspections
- **Action Indicating Compliance:** Plan check approval and issuance of any demolition, grading, or building permit; field inspection sign-offs

Mitigation Measure NOISE-MM-7: Inspections. Prior to the issuance of a demolition or building permit, the Applicant shall retain the services of a third-party licensed building inspector or structural engineer to inspect and document (video and/or photographic) vibration receptor V3 (Commercial buildings to the south, west, and southwest of Project's West site) for the physical condition of the building's readily-visible features. Daily inspections shall occur when construction activities involving vibration-generating equipment such as bulldozers, jackhammers, loaded trucks, and drill rigs are used at 15 feet, 14 feet, eight feet, and two feet, respectively of V3. In the event that unanticipated or unexpected damage occurs due to construction vibration at receptor location V3's older structure based on assessment by the third-party inspector or engineer, the Applicant/or the Applicants designated representative, shall arrange for repairs during the construction phase. Such repairs, if needed shall be undertaken by a contractor licensed by the State of California to conduct commercial building repairs.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning's Office of Historic Resources; City of Los Angeles Bureau of Engineering
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning's Office of Historic Resources
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Prior to the issuance of a demolition or building permit; periodic field inspections

- **Action Indicating Compliance:** Plan check approval and issuance of applicable demolition or building permit; field inspection sign-offs

f) Fire Protection

(1) Project Design Features

No Project Design Features were identified in regard to fire protection.

(2) Mitigation Measures

Mitigation Measure PS-MM-1: Prior to building occupancy, the Project shall implement the following improvements as shown in Exhibit 2 of the Infrastructure Report prepared for the Project by KPFF Consulting Engineers, dated May 2023: 1) upgrade approximately 110 linear feet of the existing six-inch line in 4th Street to an eight-inch line; 2) Relocate the hydrant (FH 16418) to the north due to the proposed 4th Street dedication and reconnect it to the upsized eight-inch line; and 3) Reconnect the hydrant (FH 9377) on the south to the upsized eight-inch line.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; once at field inspection prior to Certificate of Occupancy
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-offs prior to Certificate of Occupancy

g) Police Protection

(1) Project Design Features

Project Design Feature POL-PDF-1: **Security Features During Construction**. Private security personnel will monitor vehicle and pedestrian access to the construction areas and patrol the Project Site, construction fencing with gated and locked entry will be installed around the perimeter of the construction site, and security lighting will be provided in and around the construction site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-offs

Project Design Feature POL-PDF-2: **Security Features During Operation**. The Project will incorporate a security program to ensure the safety of its residents, employees, and visitors. Design strategies within the Project design would include, but not be limited to, the following:

- Hallways and corridors would be straight forward with no dark corners, as possible;
- Outdoor areas would be exposed to windows and allow for natural surveillance;
- Clear transitional zones would be provided between public, semi-public and private spaces;
- Access key cards and cameras would be used, as necessary; and
- Interior and exterior spaces would be well lit with proper signage to direct the flow of people and decrease opportunities for crime.

In addition, the following security measures would be implemented by the Project:

- Installing and utilizing a security camera network throughout the Project Site.
- Controlled access to all building elevators, residences, and resident-only common areas through electronic access control equipment specific to each user, as possible.
- Training employees on appropriate security policies for the Project's buildings. Duties of the staff would include, but would not be limited to, assisting residents and visitors with site access, monitoring entrances and exits of buildings, managing and monitoring fire/life/safety systems, and monitoring the Project Site.
- Providing a security program for the ground level open space areas.
- Access to commercial uses would be unrestricted during business hours, with public access discontinued after businesses, such as retail and restaurant uses, have closed.

- **Enforcement Agency:** Los Angeles Police Department, City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; operation
- **Monitoring Frequency:** Once at Project plan check; Once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Project Design Features

No mitigation measures were identified in regard to police protection.

h) Transportation

(1) Project Design Features

Project Design Feature TRAF-PDF-1: Construction Management Plan. Prior to the issuance of a demolition permit or building permit for the Project, a detailed Construction Management Plan, including haul routes and a staging plan, will be prepared and submitted to the City for review and approval. The Construction Management Plan will formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The Construction Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and will include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation;
- Prohibition of construction worker or equipment parking on adjacent streets;
- Prohibition of haul truck staging on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route;
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding Arterial Streets;
- Containment of construction activity within the Project Site boundaries;
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours;
- Spacing of trucks so as to discourage a convoy effect;
- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind;
- Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day; and
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities posted at the site readily visible to any interested party during site preparation, grading, and construction.

- **Enforcement Agency:** Los Angeles Department of Transportation; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; construction

- **Monitoring Frequency:** Once at plan check prior to issuance of applicable demolition or building permit; periodic field inspections
- **Action Indicating Compliance:** Approval of Construction Management Plan from the Los Angeles Department of Transportation prior to issuance of applicable demolition or building permit; field inspection sign-offs

(2) Mitigation Measures

No mitigation measures were identified in regard to transportation.

i) Tribal Cultural Resources

(1) Project Design Features

No Project Design Features were identified in regard to tribal cultural resources.

(2) Mitigation Measures

Mitigation Measure TCR-MM-1: Prior to the issuance of a demolition permit, the Applicant shall retain a Native American Monitor from the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation or Tribe) who shall be present during construction activities deemed by the Native American Monitor to have the potential for encountering tribal cultural resources, such as demolition, pavement removal, clearing/grubbing, drilling/augering, potholing, grading, trenching, excavation, tree removal or other ground disturbing activity associated with the Project. The activities to be monitored may also include off-site improvements in the vicinity of the Project Site, such as utilities, sidewalks, or road improvements. A monitoring agreement between the Applicant and Kizh Nation shall be prepared that outlines the roles and responsibilities of the Native American Monitor and shall be submitted to the City prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. A qualified Archaeologist, along with a Native American Monitor (if available), shall also provide Sensitivity Training to construction personnel as required by Mitigation Measure CUL-MM-10.

The Native American Monitor, in coordination with the qualified Archaeologist and archaeological monitor as identified in Mitigation Measure CUL-MM-9, shall have the authority to direct the pace of construction equipment activity in areas of higher sensitivity and to temporarily divert, redirect or halt ground disturbance activities to allow identification, evaluation, and potential recovery of tribal cultural resources. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined appropriate by the Native American Monitor in the event there appears to be little to no potential for impacting tribal cultural resources. Native American monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh Nation from a designated point of contact for the Applicant or Lead Agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project Site or in connection with the Project are complete; or (2) a determination and written notification

by the Kizh Nation to the Project Applicant/Lead Agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact tribal cultural resources.

- **Enforcement Agency:** City of Los Angeles Department of Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Prior to issuance of demolition permit; ongoing during demolition and excavation activities
- **Action Indicating Compliance:** Letter of Retention submitted to Los Angeles Department of City Planning (Pre-Construction) and issuance of demolition permit; field inspection sign-off from Native American Monitor (Construction); completed report by certified archaeologist and Native American Monitor

Mitigation Measure TCR-MM-2: The Native American Monitor shall complete daily monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Gabrieleño Tribe. Monitor logs shall identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Project Applicant/Lead Agency upon written request to the Gabrieleño Tribe. The Applicant shall not be deemed to be out of compliance with this measure if the Native American Monitor fails to complete or submit any such monitoring logs.

- **Enforcement Agency:** City of Los Angeles Department of Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction demolition and excavation activities
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Completed daily monitoring logs by Native American Monitor

Mitigation Measure TCR-MM-3: In the event that prehistoric/Native American (e.g., hearths, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established by the Native American Monitor and archaeological monitor in accordance with industry standards, reasonable assumptions regarding the potential for additional

discoveries in the vicinity, and safety considerations for those making and evaluation and potential recovery of the discovery. This buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area.

Within three (3) business days of such discovery, a meeting shall take place between the Applicant, the qualified Archaeologist, the Gabrieleño Tribe, and the City to discuss the significance of the find and whether it qualifies as a tribal cultural resource pursuant to Public Resources Code Section 21074(a). If, as a result of the meeting and after consultation with the Tribe, the Applicant, and the Qualified Archaeologist, the City of Los Angeles determines, based on substantial evidence, that the resource is in fact a tribal cultural resource, a treatment plan shall be developed by the Gabrieleño Tribe, with input from the qualified Archaeologist as necessary, and with the concurrence of the City's Planning Director. The treatment measures in the treatment plan shall be implemented prior to construction work continuing in the buffer around the find. The preferred treatment is avoidance, but if not feasible may include, but would not be limited to, capping in place, excavation and removal of the resource and follow-up laboratory processing and analysis, interpretive displays, sensitive area signage, or other mutually agreed upon measures. The treatment plan shall also include measures regarding the curation of the recovered resources. The recovered prehistoric or Native American resources may be placed in the custody of the Gabrieleño Tribe who may choose to use them for their educational purposes or they may be curated at a public, non-profit institution with a research interest in the materials. If neither the Gabrieleño Tribe nor institution accepts the resources, they may be donated to a local school or historical society in the area for educational purposes.

- **Enforcement Agency:** City of Los Angeles Department of Planning
- **Monitoring Agency:** City of Los Angeles Department of Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction demolition and excavation activities
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** If archaeological resources are unearthed, submittal of a completed treatment plan by the Gabrieleno Tribe, with input from the qualified Archaeologist as necessary, and with the concurrence of the City's Planning Director

j) Utilities and Service Systems - Water Supply

(1) Project Design Features

Project Design Feature WS-PDF-1: Water Conservation Features. The Project will provide the following specific water efficiency features:

- Fixtures for the entire Project
  - ENERGY STAR Certified Commercial Clothes Washers – utilizing less than a Water Factor of "4" and a max capacity of "6" cubic feet

  - ENERGY STAR Certified Residential Clothes Washers – Front-loading or Top-loading with Integrated Water Factor and capacity as follows:
    - Front-loading with capacity greater than “2.5” cubic feet: Integrated Water Factor of less than “3.2”
    - Top-loading with capacity greater than “2.5” cubic feet: Integrated Water Factor of less than “4.3” or less
    - Either front- or top-loading with capacity of less than or equal to “2.5” cubic feet: Integrated Water Factor of “4.0” or less
  - ENERGY STAR Certified Residential Dishwashers – standard with 3.2 gallons/cycle or less or compact with less than “3.1” gallons/cycle
  - Hybrid Waterless Urinals with a flush volume of one gallon per 72 hours, (WaterSense labels are not available for hybrid or waterless urinals)
  - WaterSense-labeled High Efficiency Toilets with a flush volume of “1.1” gallons per flush, or less
  - WaterSense-labeled Showerheads with a flow rate of 1.5 gallons per minute, or less in all residential units
- Landscape and irrigation
  - California Friendly® plants or native plants
  - Drip/Subsurface Irrigation (Micro-Irrigation)
  - Irrigation Controls programmed to real-time weather conditions
  - Leak Detection System for irrigation
  - Micro-Spray
  - Design and use where feasible water-efficient flowing/recirculating water features such as fountains in ways to reduce evaporation and makeup water
  - Proper Hydro-zoning/Zoned Irrigation (groups plants with similar water requirements together)
  - Rainwater Harvesting and Grey Water Use/Storage where and when feasible and if space is available for the system (e.g., tanks, pumps, and filtration systems). Greywater sources may include bathroom faucets, showers, clothes washers, and mechanical cooling condensate, among other allowable sources.
  - Xeriscaping (landscaping that reduces or eliminates the need for irrigation), while still ensuring that heat island effects are mitigated
- Pool
  - Install a meter on the pool make-up line so water use can be monitored, and leaks can be identified and repaired
  - Pool splash troughs around the perimeter that drain back into the pool
  - Pool/Spa recirculating filtration equipment

  - Reuse pool backwash water for irrigation
  - Water-Saving Pool Filter
- Utilities
  - Individual metering and billing for water use for every commercial unit
  - Individual meters for water supply and water subsystems to analyze water demand and identify additional water savings by tracking water consumption
  - Allocate space and clearance to support non-potable water (purple pipe) infrastructure with a connecting port for future connection to a municipal recycled water system when made available.

- **Enforcement Agency:** Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once prior to Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures were identified in regard to utilities and service systems, specifically, water supply.

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that "compliance" means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

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September 29, 2025

BY EMAIL

Mr. More Song
City Planner / Major Projects
Los Angeles City Planning
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Los Angeles, CA 90012

Re: Fourth & Central; 400 S. Central Ave; VTT-82974-CN-HCA-1A; ENV-2021-4071-EIR; CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA

Dear Mr. Song:

We submit this correspondence on behalf of our client, the applicant, for the aforementioned matter. Appellant Little Tokyo Community Council ("**Appellant**") incorrectly alleges that the Project's proposed subdivision, Vesting Tentative Tract Map No. 82974 ("**VTTM**") should have been evaluated for consistency with the Downtown Community Plan, rather than the Central City Community Plan. The Downtown Community Plan became effective on January 27, 2025, after the City deemed the Project's entitlement application complete.

As a Vesting Tentative Map, the VTTM is vested against the Downtown Community Plan. The critical date under the Subdivision Map Act for considering whether a tentative map complies with zoning rules and the applicable general plan is the date the local agency determines that the tentative map application is complete. (Gov. Code, § 66472.2(a).) Although the Advisory Agency hearing for the VTTM occurred on November 20, 2024, the City issued a deemed complete letter for the Project application over three years earlier, on June 11, 2021.

Appellant relies heavily on Subdivision (b) of Government Code Section 66474.2 for legal support that the VTTM is subject to the Downtown Community Plan. According to Appellant, the Downtown Community Plan should apply to the VTTM because the City initiated the community plan update nearly a decade ago in 2016, before the Project application was deemed complete. However, Appellant fails to acknowledge that the Subdivision Map Act distinguishes between tentative maps and vesting tentative maps. The Subdivision Map Act provision cited by Appellant (Gov. Code, § 66474.2(b)) governs tentative maps, not *vesting* tentative maps, such as the VTTM.

Instead of filing an application for a tentative map, Government Code Section 66498.1 offers a subdivider with the option to file a vesting tentative map and acquire its safe harbor benefits, which serve to "lock in" or "freeze" rules in place at the time the application was deemed complete. As such, once a vesting tentative map application is deemed complete, the Subdivision Map Act's

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vested rights theory applies. Here, the VTTM obtained vesting rights on June 11, 2021, the date when the City issued a deemed complete letter to Applicant.

The vesting tentative map statute was adopted to offer developers a degree of assurance against changes in regulations. (*Mola Development Corp. v. City of Seal Beach* (1997) 57 Cal.App.4th 405.) The legislature's intent in creating a procedure to provide statutorily vested rights to developers was to provide a right to proceed with development free from new requirements by effectively freezing regulations in effect at the time the vesting tentative map application is determined to be complete. (Gov. Code, § 66498.9(a); *Kaufman & Broad Central Valley, Inc. v. City of Modesto* (1994) 25 Cal.App.4th 1577.)

The Subdivision Map Act provision governing vesting tentative maps provides that "[w]hen a local agency approves or conditionally approves a *vesting tentative map*, that approval *shall confer a vested right* to proceed with development in substantial compliance with the ordinances, policies, and standards described in Section 66474.2." (Gov. Code, § 66498.1(b) [emphasis added].) Section 66474.2 of the Subdivision Map Act provides that "in determining whether to approve or disapprove an application for a tentative map, the local agency *shall* apply only those ordinances, policies, and standards in effect at the date the local agency has determined that the application is complete." (Gov. Code, § 65474.2(a) [emphasis added].)

As indicated in the emphasized text above, the provisions cited are mandatory – meaning the City is required to apply the standards in effect when the City deemed the project application complete. The City deemed the VTTM application complete well before the Downtown Community Plan went into effect. Under Government Code Section 66498.1, the Applicant obtained vested rights against the subsequent change to the Central City Community Plan. Therefore, the City cannot retroactively apply the Downtown Community Plan to the VTTM because Applicant's statutory rights under Government Code Section 66498.1 vested before the plan's adoption.

Furthermore, the Applicant requested a Vesting Zone and Height District Change pursuant to LAMC Section 12.32Q (the City deemed the entitlement application complete concurrent with the VTTM). LAMC Section 12.32Q vests the requested entitlements. The term "Vesting" allows for projects to lock in the land use regulations, ordinances, zones and officially adopted policies of the City enforced at the time the entitlement application is filed and found to be complete. Therefore, the Project is not subject to the new zoning regulations that were adopted concurrently with the Downtown Community Plan.

Sincerely,

Edgar Khalatian
Partner