

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.¹

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

¹ 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 policies, 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 (HQTAs), as designated by the 2020–2045 RTP/SCS,² 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 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

² The 2020–2045 RTP/SCS identifies HQTAs as generally walkable transit villages or corridors that are within 0.5 miles of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

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 thoroughway 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 thoroughways 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 projects.*

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 projected 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 projects.*

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 with 10 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 thoroughways 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

cabanos 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 adjacent 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 thoroughways 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 setbacks 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. The CPC denied the appeal and approved the DAA's action, which included 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.