



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: October 22, 2026
Time: After 8:30 a.m.*
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

The meeting's telephonic number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at [Commissions, Boards, and Hearing – 10/22/2026 City Planning Commission](#) and/or by contacting cpc@lacity.org.

Public Hearing: August 26, 2026

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

Expiration Date: November 9, 2026

Multiple Approval: Yes

PROJECT LOCATION: 130 West College Street (110–130 West College Street, 117–119 West Bruno Street, and 943–973 North Main Street)

PROPOSED PROJECT: The Project proposes the removal of an existing surface parking lot to construct a new five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses, on an approximately 2.2-acre site. The Project would have a maximum building height of 88 feet and includes parking within one subterranean level and two above-grade levels.

REQUESTED ACTIONS: **ENV-2023-2307-EIR**

Case No.: CPC-2023-2306-GPA-VZC-HD-MCUP-PR
CEQA No.: ENV-2023-2307-EIR
Related Cases: VTT-84059-CN
Council No.: 1 – Hernandez
Plan Area: Central City North (vested)
Plan Overlay: River Implementation Overlay (RIO) District (vested)
Certified NC: Historic Cultural North
Existing GPLU: Regional Commercial (vested)
Existing Zone: [Q]C2-2-RIO and [T][Q]C2-2-RIO (vested)
Proposed Zone: (T)(Q)C2-2D-RIO (vested)
Applicant: S&R Partners, LLC
Representative: Mayer Brown LLP

1. Pursuant to **CEQA Guidelines Sections 15162 and 15164**, in consideration of the whole of the administrative record, that the Project was assessed in the previously certified **Environmental Impact Report** No. ENV-2023-2307-EIR,

certified on August 28, 2026, and no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

CPC-2023-2306-GPA-VZC-HD-MCUP-PR

2. Pursuant to **Charter Section 555 and Los Angeles Municipal Code (LAMC) Section 11.5.6 of Chapter 1**, a **General Plan Amendment** to amend the Central City North Community Plan to remove Footnote No. 7 from the Project Site, which would otherwise limit the Floor Area Ratio (FAR) for commercial development at the Project Site to a maximum of 1.5:1 FAR;
3. Pursuant to **LAMC Section 13B.1.4.I. of Chapter 1A**, a **Vesting Zone and Height District Change Ordinance** from [Q]C2-2-RIO and [T][Q]C2-2-RIO to (T)(Q)C2-2D-RIO;
4. Pursuant to **LAMC Section 12.24 W.1 of Chapter 1**, a **Main Conditional Use Permit** for the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption within up to three establishments, in connection with the proposed restaurant and retail spaces; and
5. Pursuant to **LAMC Section 16.05 of Chapter 1**, a **Project Review** for a development which creates, or results in an increase of 50,000 gross square feet or more of nonresidential floor area.

RECOMMENDED ACTIONS: **ENV-2023-2307-EIR**

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in the previously certified **Environmental Impact Report** No. ENV-2023-2307-EIR, certified on August 28, 2026; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

CPC-2023-2306-GPA-VZC-HD-MCUP-PR

2. **Recommend** that the Mayor and City Council approve a **General Plan Amendment** to the Central City North Community Plan to remove Footnote No. 7 from the Project Site, which would otherwise limit the FAR for commercial development at the Project Site to a maximum of 1.5:1 FAR;
3. **Recommend** that the City Council approve a **Vesting Zone Change and Height District Change** Ordinance to the (T)(Q)C2-2D-RIO Zone;
4. **Approve** a **Main Conditional Use Permit** to permit the sale and dispensing of alcoholic beverages for on-site and/or off-site consumption within up to three establishments, in connection with the proposed restaurant and retail spaces;
5. **Approve** a **Project Review** for a development project which creates, or results in an increase of 50,000 gross square feet of nonresidential floor area; and,
6. **Adopt** the attached Findings.

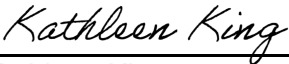
VINCENT P. BERTONI, AICP
Director of Planning



Milena Zasadzien
Principal City Planner



Mindy Nguyen
Senior City Planner



Kathleen King
City Planner



Lakshmi Gangamreddypalli
Planning Assistant

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

TABLE OF CONTENTS

Project AnalysisA-1

 Project Summary

 Background

 Project Details

 Other Project Considerations

 Issues

 Conclusion

(T) Tentative ConditionsT-1

(Q) Qualified Conditions.....Q-1

D Development Limitations.....D-1

FindingsF-1

 General Plan/Charter Findings

 Entitlement Findings

 CEQA Findings

Public Hearing and CommunicationsP-1

Exhibits:

A – Project Plans

B – Project Renderings

C – Vicinity Map

D – Mitigation Monitoring Program

E – Draft Ordinance

Environmental Impact Report (EIR) links:

Draft EIR: <https://planning.lacity.gov/development-services/eir/130-college-project-0>

Final EIR: <https://planning.lacity.gov/development-services/eir/130-college-project-1>

PROJECT ANALYSIS

PROJECT SUMMARY

The 130 College Project (Project) proposes a commercial development on an approximately 2.2-acre site (Project Site), located in Chinatown and bounded by College Street to the north, Bruno Street to the south, Alameda Street to the west, and Main Street to the east. The Project includes the removal of an existing surface parking lot to construct a new five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses, resulting in a Floor Area Ratio (FAR) of 2.42:1, and a maximum building height of 88 feet.



View of the Project from Bruno Street

BACKGROUND

Location and Setting

The Project Site is located within the Downtown Community Plan¹ area of the City of Los Angeles (City), in an urbanized neighborhood characterized by a mix of low- to mid-rise buildings containing a variety of industrial, commercial, and residential uses. The Project Site is also within a Transit Priority Area (TPA), as it is located less than 0.5 miles north of Union Station, and immediately east of the Metro A Line Chinatown Station, across Alameda Street.

Project Site Characteristics

The Project Site is a relatively flat, irregularly-shaped lot totaling 97,594 square feet, with approximately 435 feet of frontage along College Street to the north, 194 feet of frontage along Main Street to the east, 368 feet of frontage along Bruno Street to the south, and 240 feet of frontage along Alameda to the west. There are no existing on-site trees; however, there are two street trees within the public right-of-way along Alameda Street. Neither of the street trees are

¹ The Downtown Community Plan became effective on February 6, 2025. The application for the 130 College Project was deemed complete on May 3, 2023 and is, therefore, vested under the Central City North Community Plan.

“significant” or protected. Vehicular ingress/egress to the Project Site is provided via a single driveway along College Street.

The Project Site is located within the Santa Monica Mountains Zone, the Upper Elysian Park Fault Zone, Liquefaction Zone, Methane Zone, and partially within a Moderate Severity Fire Hazard Zone. The Project Site is on the Cortese List, a list compiled by the California Environmental Protection Agency (CalEPA) pursuant to Government Code Section 65962.5. This indicates a history of potentially hazardous uses at the Project Site. As a mixed-use project located within a TPA, the Project Site is also eligible for the provisions of Assembly Bill (AB) 2097 (Government Code Section 65863.2), which prohibits cities from enforcing minimum automobile parking requirements in certain qualifying areas.



Aerial View of the Project Site

Existing Development

The Project Site is currently developed with a surface parking lot used for bus storage and is occupied by a billboard sign, lighting, a shipping container, six electric bus chargers, and fencing. The Project Site directly abuts Historic Cultural Monument (HCM) No. 211, a historic granite block paving located in the Bruno Street roadway along the southern frontage of the Project Site.

Existing Land Use Designation and Zoning

The Downtown Community Plan, which became effective on February 6, 2025, designates the Project Site for Community Center land uses which allows for a range of uses including commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses, and zoned the site: [DM2-G1-5][CX2-FA][CPIO], corresponding to the Moderate-Rise Medium 2 Form District; the General 1 Frontage District; the Development Standards District 5; the Commercial-Mixed 2 Use District; the FA Density District; and the Downtown Community Plan Implementation Overlay. Generally, the site's zone provides objective design standards related to form, building frontage, and development standards; limits intensity by floor area with a FAR range of 3:1 to 8.5:1 with no height restrictions; and is within the

Community Plan Implementation Overlay area which establishes further development standards and requirements broadly implementing the intentions of the Downtown Community Plan.

However, the Project was filed and deemed complete on May 3, 2023, prior to the effective date of the Downtown Community Plan, and is vested in the zoning conditions existing at the time of the deemed complete date. At that time, the Project Site was located within the Central City North Community Plan, which designated the Project Site for Regional Commercial land uses corresponding to CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5 Zones. The Project Site was zoned [Q]C2-2-RIO and [T][Q]C2-2-RIO. The C2 Zone in conjunction with Height District 2 allowed a 6:1 FAR and imposed no height restrictions. However, the Project Site was subject to the Central City North Community Plan Footnote No. 7, a Q Condition pursuant to Ordinance No. 164,855 (Subarea 720), and T and Q Conditions of Ordinance No. 163,510, which limited its commercial uses to a maximum of 1.5:1 FAR, as well as other further site restrictions. Specifically, the Q Conditions on the western portion of the site (Ordinance No. 164,855) limited development on the site as follows: 1) The FAR for commercial development shall not exceed 1.5: 1, 2) an additional FAR of 1.5:1 may be utilized for residential uses, up to a 3:1 FAR total, 3) an additional FAR of 1:1 may be utilized for low income housing, for a total FAR not to exceed 4:1, and 4) for any development in excess of a 2:1 floor area ratio, development plans shall be submitted to the City Planning Commission for review and approval. The Q Conditions on the eastern portion of the site (Ordinance No. 163,510) limited development on the site not to exceed an FAR of 4:1, to be allocated only as follows: a) 1.5 FAR for hotel guest rooms or suites, b) 1.5 FAR for all other commercial uses, lobby, restaurants and banquet facilities and c) 1:1 FAR for on-site senior low-income housing.

Surrounding Uses

The Project Site is located in an urbanized neighborhood, with a mix of low- to mid-rise buildings containing a variety of residential, commercial, industrial, and restaurant uses. The surrounding properties are designated Commercial Center or Hybrid Industrial land uses and zoned for [DM2-G1-5][CX2-FA][CPIO] and “urban center” (UC) uses under the Cornfield Arroyo Seco Specific Plan (CASP). Specific land uses adjacent to the Project Site are as follows:

North: Properties to the north, across College Street, are developed with a surface parking lot, which was approved for redevelopment with the construction of the College Station project for a seven-story, mixed-use residential development in 2019; and an existing two-story industrial building. These properties are designated for Commercial-Mixed land uses and zoned [DM2-G1-5][CX2-FA][CPIO].

East: Properties to the east, across Main Street, are developed with a three-story self-storage facility, abutting a vacant parcel. These properties are designated for Hybrid Industrial land uses and zoned UC(CA).

South: Properties to the south, across Bruno Street, are developed with two-story commercial and industrial buildings, and a surface parking lot. These properties are designated for Commercial-Mixed land uses and zoned [DM2-G1-5][CX2-FA][CPIO]. As previously mentioned, the Project Site directly abuts HCM No. 211, a historic granite block paving located in the Bruno Street roadway adjacent to the property frontage to the south.

West: Properties to the west, across Alameda Street, are developed with three- and six-story office and residential buildings. These properties are designated for Commercial-Mixed land use and zoned [DM2-G1-5][CX2-FA][CPIO]. The Metro A Line Chinatown Station and the associated elevated rail are also located directly to the west across Alameda Street.

Regional and Local Access

Regional access to the Project Site is provided by the Arroyo Seco Parkway/Harbor Freeway (State Route [SR]-110), the Hollywood Freeway (US Highway [US]-101), and the Golden State Freeway (Interstate [I]-5), which are within approximately one mile of the Project Site. Major arterial roadways surrounding the Project Site include Main Street, Alameda Street, and Spring Street.

Streets and Circulation

North Alameda Street, abutting the Project Site to the west, is a designated Avenue I that travels in the north-south direction and merges with North Spring Street at West College Street. Alameda Street is part of the High Injury Network (HIN). Currently, the total paved roadway width varies between 72 and 86 feet with a public right-of-way (ROW) width of approximately 104 feet along the Project frontage. Per the Mobility Plan standards, a roadway width of 70 feet with a ROW width of 100 feet is required. Pursuant to the requirements of Vesting Tentative Tract Map (VTTM) No. 84059-CN, a variable width strip of land will be dedicated to retain/encompass the existing roadway, curb, gutter and sidewalk.

North Main Street, abutting the Project Site to the east, is a designated Avenue II that travels northbound south of Alpine Street/North Vignes Street and in the north-south direction north of Alpine Street/North Vignes Street. Currently, the total paved roadway width is approximately 56 feet with a ROW width of approximately 82 feet adjacent to the Project Site. Per the Mobility Plan standards, a roadway width of 56 feet with a ROW width of 86 feet is required. Pursuant to the requirements of VTTM No. 84059-CN, a three-foot strip of land will be dedicated adjoining the subdivision to complete a 43-foot half ROW.

West College Street, abutting the Project Site to the north, is a designated Modified Collector Street from North Spring Street/North Alameda Street and North Main Street. College Street is part of the HIN. Currently, the total paved roadway width is between 36 and 70 feet with a ROW width between 60 and 92 feet adjacent to the Project Site. Per the Mobility Plan standards, a roadway width of 40 feet with a ROW width of 60 feet is required. Pursuant to the requirements of VTTM No. 84059-CN, no dedications/improvements will be provided.

Bruno Street, abutting the Project to the south, is a designated Collector Street that travels in the east-west direction. Bruno Street terminates at intersections at both the east and west edge of the Project Site. HCM No. 211, historic granite block paving, is located within the adjacent Bruno Street roadway approximately midway along the Bruno Street frontage. Currently, the total paved roadway width is approximately 32 feet with a ROW width of 57 feet adjacent to the Project Site. Per the Mobility Plan standards, a roadway width of 40 feet with a ROW width of 66 feet is required. Pursuant to the requirements of VTTM No. 84059-CN, a variable eight-foot-wide sidewalk easement will be provided.

Public Transit

The Project Site is located less than 0.5 miles north of Union Station, and directly east of the Metro A Line Chinatown Station, across Alameda Street. The Project Site is well-served by public transit and is located adjacent to stops for Metro Lines 70 and 76; LADOT DASH Lincoln Heights/Chinatown route and DASH Downtown Routes A, B, D, and E; and Santa Clarita Transit Lines 794 and 799.

Bicycle Facilities

The Mobility Plan 2035 identifies the City's vision for a more integrated bicycle network throughout the City, including within the Project vicinity. Currently, bicycle facilities in the vicinity of the Project Site include a Metro Bike Share Station located at the Metro A Line Chinatown Station. There are no other bicycle facilities adjacent to the site.

Land Use Policies

Downtown Community Plan (Formerly Central City North Community Plan)

The Project was deemed complete on May 3, 2023, at which time the Project Site was located within the Central City North Community Plan, which designated the Project Site for Regional Commercial land uses corresponding to CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5 Zones. The Downtown Community Plan, which became effective and superseded the former Central City North Community Plan on February 6, 2025, presently designates the Project Site for Community Center land uses. The Community Center land use designation envisions "vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low-Rise to Moderate-Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. In the Downtown Plan this land use designation has a max FAR range of 3.0-8.5" (Chapter 1, Introduction & Community Profile, page 13).

River Improvement Overlay District

Under the Central City North Community Plan, the Project Site is located within the River Improvement Overlay (RIO) District, which prescribes additional regulations governing river or tributary adjacent areas. The Project Site is approximately 0.4 miles west of the Los Angeles River. Nevertheless, the Project would further the relevant objectives of the Los Angeles River Design Guidelines, including employing high quality, attractive and distinguishable architecture and minimizing the quantity and appearance of parking areas by locating all parking underground or including an architectural façade so it is not visible to the public.

Los Angeles State Enterprise Zone: East Los Angeles

On July 11, 2013, California Governor Edmund G. Brown Jr. signed legislation that resulted in the repeal of the Enterprise Zone Act and the dissolution of Enterprise Zones. However, the City Council adopted an action on December 18, 2013, that approved the continuation of the reduced parking provision for former Enterprise Zone areas. Projects can utilize the State Enterprise Zone parking reduction for industrial and office uses per LAMC Section 12.21 A.4(x)(3)6.

Transit Priority Area

In September 2013, California Governor Jerry Brown signed Senate Bill 743 (SB 743), which made several changes to CEQA for projects located in areas served by transit. Among other things, SB 743 added California Public Resources Code (PRC) Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or

less during the morning and afternoon peak commute periods.” The Project proposes the development of a mix of office, restaurant, and retail uses on a surface parking lot used for bus storage. The entire Project Site is located less than 0.5 miles north of Union Station along Alameda Street, and east of the Metro A Line Chinatown Station, across Alameda Street; and is therefore, located within a Transit Priority Area.

Assembly Bill 2097 (AB 2097)

On September 22, 2022, Governor Newsom signed AB 2097 which added Government Code Section 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop. The Project is eligible to utilize the provisions of AB 2097, as it is located less than 0.5 miles north of Union Station along Alameda Street, and east of the Metro A Line Chinatown Station, across Alameda Street.

Relevant Cases

Subject Property

VTT-84059-CN: On August 28, 2026, the Deputy Advisory Agency (DAA) approved VTTM No. 84059-CN, for the merger and re-subdivision of the site into one ground lot and 16 airspace lots, and for commercial condominium purposes; and to allow for no dedication and an 8-foot variable width sidewalk easement for a total variable 7- to 13-foot width sidewalk improvement on Bruno Street, in lieu of the otherwise required 8-foot dedication and 5-foot sidewalk easement for a total 13-foot-wide sidewalk improvement; and a Haul Route for the export of 67,791 cubic yards of soil. The DAA’s action was not appealed.

Surrounding Properties

Case No. CPC-2012-2054-GPA-ZC-HD-MCUP-SPR: On January 18, 2019, the City Planning Commission (CPC) approved a General Plan Amendment to amend the former Central City North Community Plan to re-designate the site from Hybrid Industrial to Regional Commercial; a Zone and Height District Change from UC(CA) to C2-2; a Main Conditional Use permit to allow the sale and dispensing of a full line of alcoholic beverages for off-site consumption at one establishment, and on-site consumption for up to seven establishments; and Site Plan Review for a project resulting in over 50,000 new square feet of nonresidential floor area and over 50 dwelling units, in conjunction with the development of a seven-story mixed-use development with up to 725 multi-family residential units (37 units or five percent reserved for Very Low Income Households) and 51,600 square feet of commercial uses, totaling up to 618,580 square feet of floor area on a 4.92-acre vacant site, located at 924 North Spring Street. This decision was subsequently appealed; and on March 22, 2019, the City Council denied the appeal, sustained the decision of the City Planning Commission, and approved the Project. On May 14, 2019, Ordinance No.186,042 for the Zone Change became effective.

PROJECT DETAILS

The Project proposes the removal of an existing surface parking lot to construct a new five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office uses, 4,095 square feet of restaurant uses, and 4,110 square feet of retail uses, on an approximately 2.2-acre site, resulting in an FAR of 2.42:1. The Project would also include an additional 1,799 square feet of outdoor uncovered dining areas.

The Project would have a maximum building height of 88 feet, which includes one subterranean parking level; a parking podium comprised of one at-grade and one above-grade (mezzanine) levels, and wrapped by ground floor restaurant, retail and office uses; and four levels of office uses atop the podium. The Project would provide approximately 52,716 square feet of outdoor amenity areas for tenants and visitors, 14,551 square feet of which would be publicly accessible on the ground floor in the form of a street plaza at the corner of College Street and Alameda Street and a forecourt at the pedestrian entrance on Bruno Street.

Project Design and Architecture

The building is conceived as a series of three stacked volumes that progressively step back from Bruno Street as the building rises, resulting in cascading terraces to allow more natural light to the upper floors. The primary pedestrian entrance would be located along Bruno Street, with additional entries along Alameda Street and Main Street.

At the ground floor, the parking podium would be wrapped with commercial uses along Alameda Street, Bruno Street, and Main Street; specifically, a 4,095 square-foot restaurant space at the corner of College Street and Alameda Street, a 4,110 square-foot neighborhood serving retail space along Main Street, and office lobbies and an entry courtyard along Bruno Street. These façades would feature repeating architectural bays framed by concrete columns and a timber batten crown element that wraps the ground floor. The bays would incorporate large, glazed windows along the double-height commercial spaces, activating the pedestrian realm by increasing visual porosity at the ground level. The timber batten crown element would extend to the full floor height in select areas to screen recessed office courtyards along Bruno Street and back-of-house uses along College Street. The College Street façade would utilize the same architectural bays on the ground floor to frame the parking podium and incorporate timber battens to screen the parking area, maintaining a consistent rhythm, allowing for natural ventilation, and providing visual interest.



View of the West Façade from Alameda Street

The Project would locate the majority of office uses on Levels 2 through 5, with ground-floor lobbies along Alameda Street and Bruno Street. The primary office entrance would be located along Bruno Street, with a secondary office entrance along Alameda Street. The Bruno Street entrance would feature a publicly accessible forecourt, flanked by recessed office courtyards on either side. Level 2 would feature an outdoor amenity terrace that would divide the building's massing between the east and west atop the podium, and create visual connectivity between Bruno Street and College Street. In addition, Levels 2 and 4 would include amenity terraces along Bruno Street, furthering visual connectivity within the Project.

The proposed restaurant uses would be located at the corner of Alameda Street and College Street, adjacent to a publicly accessible street plaza. The retail uses would be located along Main Street near the intersection of Main Street and College Street.

As shown in the rendering below, **Error! Bookmark not defined.**the Project's proposed design at the upper level provides variable massing and a variety of materials and texture on the façades. The façade materials would include glazed panels, timber cladding, painted steel columns and mullions, and two types of concrete: cast-in-place concrete around the lower volume and glass fiber reinforced concrete on the upper volumes. Timber cladding is also used to emphasize programmatic separations, while strong vertical elements, including shading fins on the east and west façades, would provide visual cohesion and reinforce the overall design.



View of the West and South Façades from Alameda Street

Open Space and Landscaping

As a commercial development, the Project is not required to provide any public or private open space. Nonetheless, the Project provides outdoor space and landscaping to enhance the built environment for employees and visitors. Specifically, the Project would provide 52,716 square feet of total amenity areas for tenants and visitors. Of this, 14,551 square feet would be publicly accessible on the ground floor in the form of a street plaza at the corner of Alameda Street and College Street, featuring outdoor dining, a raised planter, and bicycle parking; and a forecourt at the Project entrance along Bruno Street, featuring raised planters, bicycle parking, and egress stairs screened by timber battens. The remaining tenant amenity areas would include office courtyards with raised planters along Bruno Street, as well as exterior covered workspaces and

outdoor terraces on the upper floors. The upper-floor amenity areas would be oriented towards Bruno Street and feature raised planters and lounge areas with seating, as shown in the rendering below.



Level Two Outdoor Terrace

Aside from the publicly-accessible outdoor amenity areas, the Project would also enhance the public realm through streetscape improvements including widening of sidewalks, the addition of 29 new street trees, and street lighting, thereby creating a cohesive and uniform pedestrian environment along the public right-of-way.

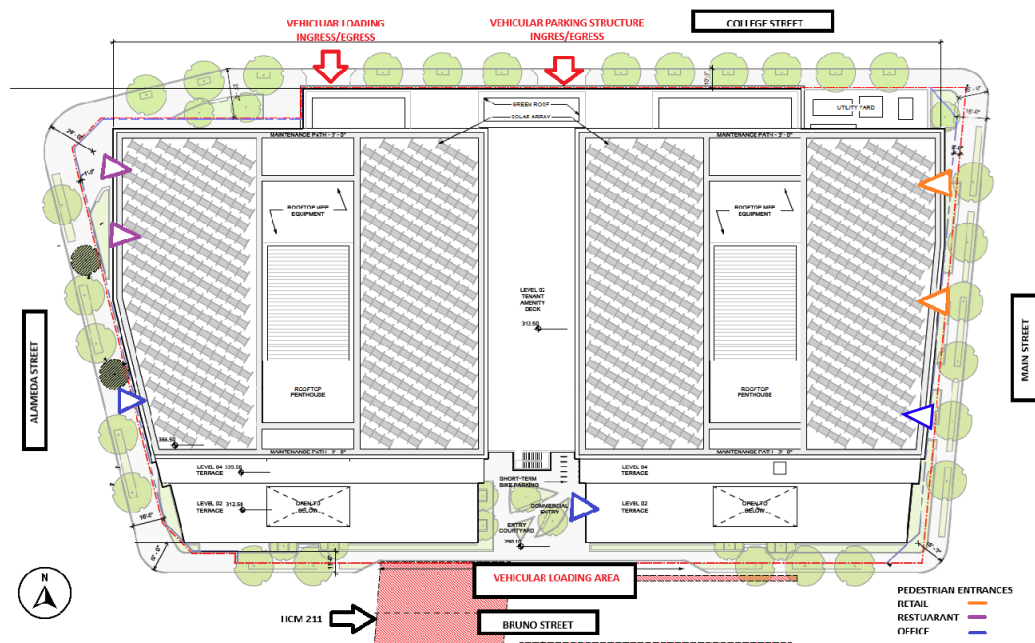


Ground Floor Outdoor Area/Landscape Improvements

There are currently no on-site trees and two non-native street trees along Alameda Street. Neither of the street trees is “significant” or protected, as defined by the LAMC Protected Tree and Shrub Regulations (LAMC Sections 46.00 through 46.06 and Sections 17.02 and 17.05), and both would be retained as part of the Project. In addition, the Project would plant a total of 70 trees, of which 41 would be located within the Project Site and 29 would be located within the adjacent public

Access and Circulation

Pedestrian access to the Project's uses would be provided via three entrances on Alameda Street (two for the restaurant use and one for the office use), three entrances on Main Street (two for the retail use and one for the office use), and one entrance on Bruno Street (for the office use).



Vehicle Parking

In accordance with AB 2097, the City cannot require the Project to provide vehicular parking; however, the Project would voluntarily provide 440 vehicle parking spaces within a parking structure comprised of one subterranean, one at-grade, and one above-grade (mezzanine) parking level. A minimum of 30 percent of the total parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total parking spaces would be equipped with EV chargers, providing a convenient service amenity to the employees and visitors.

Bicycle Parking

Pursuant to the LAMC 12.21 A.16(a)(2), the Project is required to provide a minimum of 75 bicycle parking spaces; specifically, 49 long-term spaces and 26 short-term spaces. The Project would exceed this requirement and provide 149 bicycle parking spaces, comprised of 123 long-term spaces and 26 short-term spaces. Long-term spaces would be located on the ground level adjacent to the building entries along Bruno Street, Main Street, and Alameda Street. Short-term bicycle parking is provided within the entry courtyard by the main entrance along Bruno Street, and along Alameda Street. Long-term bicycle parking, bicycle lockers, and showers are located within the ground floor of the building, with direct access provided from Main Street and Alameda Street. I

Historic Cultural Monument No. 211

As previously described, the Project Site abuts an historic road segment, known as Granite Block Paving or HCM No. 211, located within the boundaries of the Bruno Street roadway (shown with black dashed marks in the red portion, as labeled in the figure above). Listed as an individual resource in HistoricPlacesLA, and designated as an HCM on March 7, 1979, this resource is a rare example of hand-hewn granite block paving dating from the early 1900s in Los Angeles. As disclosed in Section IV.B, Cultural Resources of the Draft EIR, vibration and settlement associated with Project construction has the potential to result in physical damage to HCM No. 211 and the impacts would be potentially significant prior to mitigation. Street dedications and improvements, as required by the VTTM No. 84059-CN Conditions, as well as Mitigation Measures of the Mitigation Monitoring Program for the Project, require the preservation in-place of the resource and would reduce potential impacts to the extent feasible; however, impacts with respect to historical resources would remain significant and unavoidable. As such, the Project's pick-up/drop-off curb cut area along Bruno Street has been designed to accommodate the preservation of the resource.

Project Design Analysis

Citywide Design Guidelines

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives, and the Guidelines may be used as a basis to condition a project. The design guidelines focus on three main design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design. These design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including enhancing the quality of the pedestrian experience along the border of the project and public space; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the commercial environment.

Pedestrian-First Design

The Citywide Design Guidelines emphasize Pedestrian-First Design as a key principle to create safe, engaging, and human-scaled environments. This approach focuses on promoting a safe, comfortable, and accessible pedestrian experience for all users; carefully integrating vehicular

access to avoid compromising pedestrian safety and comfort; and designing projects to actively engage with streets and public spaces while maintaining a human scale.

The Project would promote Pedestrian-First Design activating Alameda Street, Bruno Street, and Main Street through a combination of programmatic and design strategies, including ground-floor, double-height restaurant and retail uses with pedestrian access and bicycle parking. These frontages would also incorporate façade articulation and a high degree of transparency through glazed façades and wide-spaced timber screening along the forecourt along Bruno Street, creating a more engaging and pedestrian-oriented streetscape. The College Street frontage would provide vehicular and loading access to the Project Site through two driveways, separate from pedestrian and bicycle access as well as the passenger drop-off and pick-up area along Bruno Street, thereby minimizing potential vehicle-pedestrian conflicts that could compromise pedestrian safety. Additionally, the Project would install wayfinding throughout the site and would also enhance the public realm through streetscape improvements including widening of sidewalks, addition of 29 new street trees, and street lighting, creating a cohesive and uniform pedestrian environment along the public right-of-way.

360-Degree Design

The 360 Degree Design principles encourage projects to respond thoughtfully to their surrounding context, express a unified architectural concept, provide amenities that foster community interaction, and arrange site elements to ensure user safety and comfort.

The Project would promote 360-Degree Design through its site planning and architectural design by complementing the scale of the surrounding low- to mid-rise development in the area, both in terms of height and massing. Additionally, the Project would respond to the historic granite block paving of the abutting HCM No. 211 by incorporating a similar design treatment into the paving of the publicly accessible on-site outdoor areas.

The building's massing would break down the scale of the development vertically through stacked volumes that step back to create cascading terraces, and horizontally by dividing the floors above the podium between the east and west. The terraces would provide landscaped outdoor amenity areas and exterior covered workspaces, which, together with landscaping along the site's perimeter and publicly accessible ground-floor street plaza and forecourt, would enhance the user experience in both the private and public spaces. Additionally, the Project would consolidate back-of-house uses along the College Street frontage and screen them from the pedestrian environment using timber battens. Alongside the massing and landscaping, the façade materials and strong vertical elements would provide visual cohesion and reinforce the overall design.

Climate-Adaptive Design

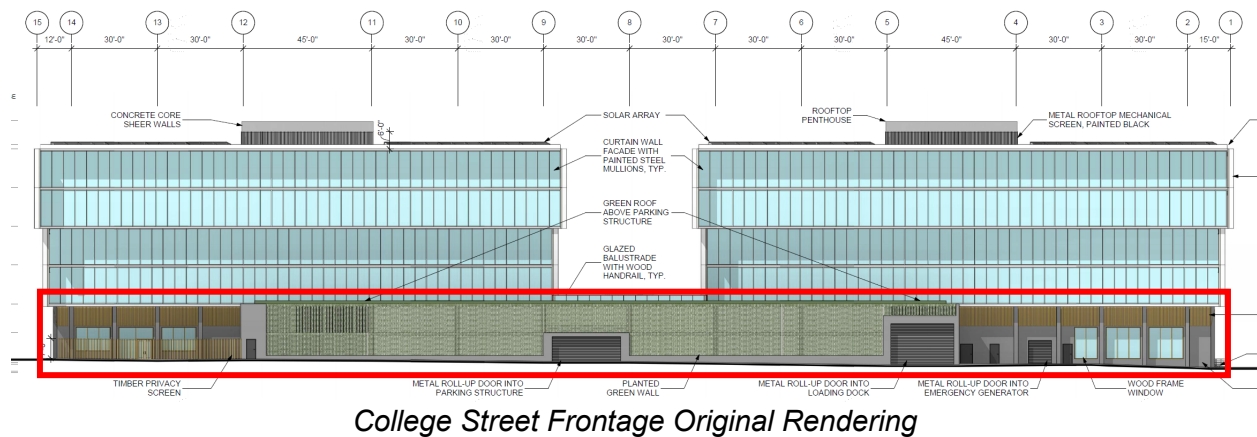
The Climate-Adaptive Design guidelines encourage protecting natural resources, configuring site layout to reduce energy demand and improve comfort, and enhancing green features to capture stormwater and support habitat.

The Project would support environmental sustainability by incorporating "green" principles required by the Los Angeles Green Building Code, including weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; short- and long-term bicycle parking; storm water capture; pedestrian-first design, employment and commercial activity center near various public transit stops; use of daylighting where feasible; and energy-efficient lighting. The building design would incorporate many sustainable features, including optimal solar orientation of the façades, façade designs to minimize solar heat gain while

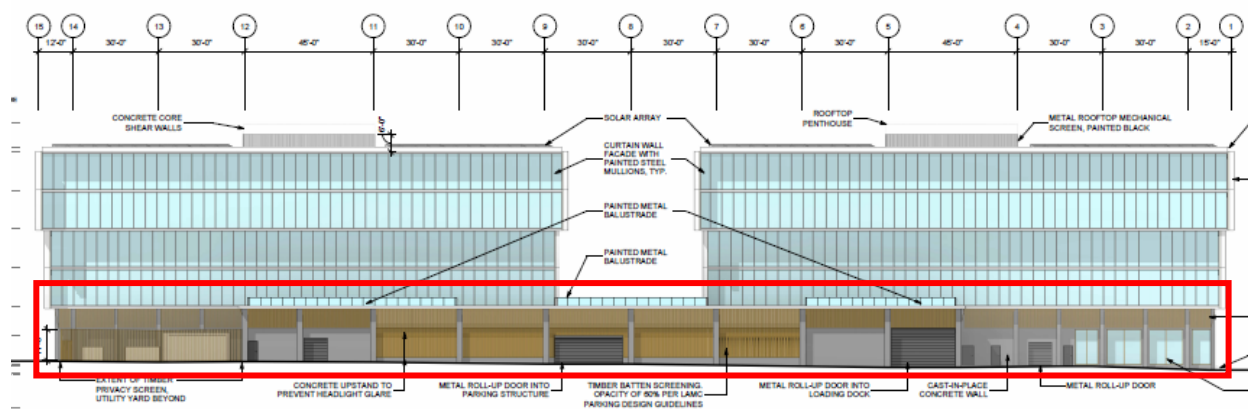
optimizing daylight, access to open areas and natural ventilation, solar PV ready rooftops, efficient systems, and low water consumption.

Urban Design Studio

Urban Design Studio Planning Staff worked with the Applicant team to develop the Project design consistent with the City Planning Commission's established priorities related to above-grade parking, outlined in the Department of City Planning's (Department) Above Grade Parking Advisory Memo, along with the priorities outlined in the Citywide Design Guidelines. Specifically, the Project originally wrapped the ground floor parking with active uses on three sides, however, the College Street frontage (shown in the rendering below) included screening which did not fully conceal the ground floor parking from public view. Staff met with the Applicant multiple times, focusing primarily on the design of the parking screening to ensure the design was revised and consistent with the Department's Advisory Memo.



College Street Frontage Original Rendering



College Street Frontage Final Rendering

As a result of these meetings, the Applicant refined the design to emphasize materiality, fenestration, and rhythm, while establishing greater uniformity and cohesion within the material palette to create a more inviting and integrated frontage. Previous designs proposed screening materials, including a planted green wall and perforated metal panels, which would have disrupted the design vocabulary established by the rest of the building. However, Staff emphasized both materiality and cohesion between façades to create a unified frontage that utilized the softer material palette used throughout the three other elevations and partly along College Street.

In response, the Applicant revised the elevation to incorporate repeating architectural bays framed by concrete columns to continue the rhythm along the frontage, creating a sense of scale and proportionality for pedestrians. Timber battens are utilized to screen the parking podium, to allow for natural ventilation, reduce energy consumption, and unify and integrate the material palette across the ground floor façades, resulting in a pedestrian friendly elevation. Further, the final design emphasizes the verticality established by the steel mullions on upper-levels, creating a more unified frontage when viewed from a distance. Overall, the Applicant has improved the elevation to better comply with the Advisory Memo, resulting in a more pedestrian-oriented and thoughtfully designed elevation.

Requested Entitlements

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

General Plan Amendment

A General Plan Amendment is requested to amend the Central City North Community Plan General Plan Land Use Map to remove Footnote No. 7 from the Project Site, which limits commercial development to a 1.5:1 FAR.

Vesting Zone Change and Height District Change

The Vesting Zone Change and Height District Change are requested to remove a Q Condition pursuant to Ordinance No. 164,855 (Subarea 720), which otherwise limits the commercial FAR at the western portion of the Project Site to a maximum of 1.5:1, and to apply a uniform zoning designation of (T)(Q)C2-2D-RIO to the Project Site. The new (T)(Q)C2-2D-RIO would permit the proposed office uses, limit the FAR to 2.5:1, and would be consistent with the General Plan Land Use designation.

Main Conditional Use – Alcoholic Beverages

A Main Conditional Use for Alcoholic Beverages is requested to permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption within up to three establishments, in connection with the proposed restaurant and retail spaces.

Project Review

The Project requires a Project Review as it results in a net increase of 50,000 gross square feet or more of nonresidential floor area.

Environmental Analysis

The City of Los Angeles released the Final Environmental Impact Report (EIR), ENV-2023-2307-EIR (SCH No. 2024060069), on July 31, 2026, detailing the relevant environmental impacts resulting from the Project. The EIR includes the Draft EIR for the 130 College Project published on November 20, 2025, and the Final EIR dated July 31, 2026. The Final EIR concluded that the revisions and changes from the Draft EIR would not result in any new or more significant impacts. The EIR identified the following significant and unavoidable Project-level impacts: Historical Resources, On-Site Construction Noise, Off-Site Construction Noise (Trucks), On-Site Construction Vibration (Building Damage and Human Annoyance), and Off-Site Construction Vibration (Human Annoyance). The EIR also identified the following significant and unavoidable

Cumulative impacts: On-Site and Off-Site Construction Noise, and Off-Site Construction Vibration (Human Annoyance). The majority of these significant impacts are construction-related and are temporary in nature.

The EIR was certified by the Deputy Advisory Agency (DAA) on August 28, 2026, in conjunction with the approval of Case No. VTT-84059-CN, wherein the DAA also adopted a Statement of Overriding Considerations, finding that the Project's benefits outweighed the identified environmental impacts.

Public Hearing and Communications

A joint public hearing was held virtually and telephonically via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on August 26, 2026, at 10:00 a.m., for the proposed subdivision (Case No. VTT-84059-CN) and Project entitlements (see Public Hearing and Communications, Page P-1). The hearing was attended by 29 individuals. At the public hearing, testimony was provided by the Project team; 11 people spoke, of which eight were in favor of the Project, one (on behalf of the Los Angeles Conservancy) was neutral, and two were opposed to the Project. No written comments have been received.

ISSUES

In addition to the comments, concerns, and issues raised during the CEQA environmental review process, the following issues were raised by members of the public during the Project's Public Hearing on August 26, 2026. As summarized under the Public Hearing and Communications Section on page P-1, two commenters spoke in opposition to the Project during the August 26, 2026 public hearing. The commenters raised concerns regarding vehicle congestion and the adequacy of Mitigation Measure TR-MM-1, exposure to on-site soil contamination, greenhouse gas emissions, gentrification and displacement, the availability of existing vacant office space, the number of requested entitlements, and the capacity of City services. To the extent these concerns were raised in comments on the Draft EIR, they are addressed in the Final EIR, Section II, Responses to Comments. Each concern is summarized and responded to below.

Vehicle Congestion and Mitigation Measure TR-MM-1

Pursuant to Public Resources Code Section 21099(b)(2) and CEQA Guidelines Section 15064.3(a), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, is not a significant impact on the environment under CEQA. Consistent with the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines, the EIR instead evaluated the Project's vehicle miles traveled (VMT). As disclosed in Section IV.I, Transportation, and Appendix I of the Draft EIR, the Project would generate 8.1 work VMT per employee prior to mitigation, exceeding the Central Area Planning Commission threshold of 7.6. Mitigation Measure TR-MM-1 requires the Project to implement a ride-share program matching interested employees with similar commutes into carpools and vanpools, with designated carpool/vanpool parking and passenger loading areas on-site and along Bruno Street, which would reduce the Project's work VMT to 6.8 per employee, below the significance threshold. The Transportation Assessment, including the VMT calculation, was reviewed and approved by LADOT, and Mitigation Measure TR-MM-1 is enforceable through the Mitigation Monitoring Program (Exhibit D) and the Environmental Conditions of this report. The commenters did not submit evidence, such as an alternative VMT analysis, demonstrating that the measure would not achieve the reduction identified in the EIR. Non-CEQA operational issues related to site access, circulation, and pedestrian safety are addressed through LADOT's review and the Project Review Conditions of this report.

Soil Contamination

The Project Site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As analyzed in Section IV.F, Hazards and Hazardous Materials, of the Draft EIR, potential impacts associated with the disturbance of contaminated soils during construction and with soil vapor during operation would be reduced to less-than-significant levels through Mitigation Measures HAZ-MM-1 (Soil Management Plan), HAZ-MM-2 (Combined Methane/Vapor Intrusion Mitigation System), and HAZ-MM-3 (Post-Construction Monitoring), which govern the handling, testing, transport, and disposal of contaminated soils and the protection of future occupants. These measures are imposed through the Mitigation Monitoring Program and the Environmental Conditions of this report.

Greenhouse Gas Emissions

As analyzed in Section IV.E, Greenhouse Gas Emissions, of the Draft EIR, the Project would not conflict with applicable State, regional, and local plans, policies, and regulations adopted for the purpose of reducing greenhouse gas emissions, including the Southern California Association of Governments' RTP/SCS, and the Project's incremental contribution to cumulative greenhouse gas impacts would be less than significant without mitigation. No substantial evidence was submitted demonstrating that this analysis is inadequate.

Gentrification and Displacement

The Project Site is a surface parking lot used for bus storage and contains no housing or businesses; therefore, the Project would not directly displace any residents or businesses. Under CEQA Guidelines Sections 15064(e) and 15131, economic and social effects of a project are not treated as significant effects on the environment unless they would result in a physical change to the environment, and no evidence was presented that the Project would cause such a physical change. As a policy matter, the Project would add employment opportunities and neighborhood-serving restaurant and retail uses in Chinatown, consistent with the General Plan policies discussed in the Findings of this report.

Office Vacancy and Number of Entitlements

The required findings for the requested General Plan Amendment, Vesting Zone and Height District Change, Main Conditional Use, and Project Review do not depend on regional office vacancy rates, and the Applicant bears the market risk of the proposed development. Each requested entitlement is evaluated against its own required findings, which are made in the Findings section of this report; the number of entitlements requested does not, in itself, indicate that a project is unsuitable for its site. The recommended D Limitation would cap the Project at 2.5:1 FAR, well below the 6:1 FAR otherwise permitted in Height District 2.

City Services

The Initial Study and the Draft EIR evaluated the Project's demand on public services, including fire protection, police protection, schools, parks, and libraries, and on utilities, including water supply, wastewater, solid waste, and energy infrastructure, and determined that the Project's impacts would be less than significant. The Project is also subject to the requirements of the City agencies that reviewed it, including the conditions imposed under Case No. VTT-84059-CN.

CONCLUSION

The Project would improve the physical identity of the downtown area by redeveloping a surface parking lot with a mix of office and restaurant/retail uses and providing a variety of new job-producing uses on the Project Site. The Project would also enhance the physical environment by creating new publicly accessible open spaces to transform the Project Site into a walkable part of the neighborhood, and support local and regional mobility objectives and reduce vehicle miles traveled by redeveloping an infill site near the Metro A Line Chinatown Station and in close proximity to Union Station. Based on the information submitted, and the testimony received at the public hearing, and in consideration of all the facts and mandatory findings for the requested entitlements, Planning Staff recommends that the City Planning Commission approve the requested entitlements, and recommend that the City Council adopt the General Plan Amendment and the Vesting Zone and Height District Change, as conditioned herein.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

Dedications/Improvements and Responsibilities/Guarantees.

Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Plan 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Street Dedications and Improvements shall be provided as outlined in Vesting Tentative Tract Map No. 84059-CN to the satisfaction of the City Engineer.
3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.
4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.
5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.
6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.
7. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.
8. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

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

(Q) QUALIFIED CONDITIONS

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

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit A, dated October 6, 2026, and attached to the subject case file. No change to the plans (except as conditioned) will be made without prior review by the Department of City Planning, Major Projects Section and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the Project conditions. The Project shall be in substantial conformance with the following project description:
 - a. 224,597 square feet of office use
 - b. 8,205 square feet of ground floor restaurant/retail
2. **Residential Capacity.** Notwithstanding the above, in accordance with California Government Code Section 66300(b)(1), the Project Site may also be developed with residential uses allowed in accordance with density and all other development standards of the land use designation and zoning as in effect on January 1, 2018, and as may be permitted pursuant to any applicable State or local law or regulation; provided, however, any such future residential Project shall be subject to receipt of all necessary governmental approvals and compliance with CEQA.
3. **Publicly Accessible On-Site Open Space (PAOS).** A minimum 14,551 square-foot ground floor publicly accessible open space in the form of a street plaza at the corner of College Street and Alameda Street and a forecourt at the pedestrian entrance on Bruno Street, as shown in Exhibit A, dated October 6, 2026 shall be provided on-site, and remain ungated and open to the public during business hours, seven days a week.
4. **Superseded Q Conditions.** These Q Conditions shall supersede all Q Conditions pursuant to Ordinance No. 164,855 (Subarea 720) and Ordinance No. 163,510.

D DEVELOPMENT LIMITATIONS

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

- 1. Floor Area Ratio.** The Project shall be limited to a maximum Floor Area Ratio (FAR) of 2.5:1.

CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 13B.2.2 and 13B.2.4 of Chapter 1A, the following conditions are hereby imposed upon the use of the subject property.

Main Conditional Use Permit for Alcohol Conditions

1. Authorized herein is the sale of a full line of alcoholic beverages for on- and off-site consumption within up to three establishments, as depicted in the Exhibit A dated October 6, 2026, with the following limitations:
 - a. The maximum of three establishments shall not exceed a maximum total of 8,205 square feet of interior floor area and a maximum total of 1,799 square feet of associated outdoor dining area.
 - b. The three establishments shall not exceed a maximum of 108 indoor seats and 28 outdoor seats total for all establishments.
2. **Main Plan Approval (MPA) Requirement.** Each individual tenant space that is a part of this Main Conditional Use shall be subject to a Main Plan Approval (MPA) determination pursuant to Chapter 1A Section 13B.2.2.H of the LAMC in order to implement and utilize the Main Conditional Use authorization granted. The purpose of the Main Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. The Zoning Administrator may impose more restrictive or less restrictive conditions on each individual tenant at the time of review of each Plan Approval application.
3. **MPA Public Hearing Requirement.** A public hearing for any Main Plan Approval (MPA) request may be waived at the discretion of the Chief Zoning Administrator.
4. Notwithstanding approved Exhibit A, dated October 6, 2026, and the Conditions above, this grant recognizes that there may be changes resulting from identified tenants, which may result in smaller or larger restaurants, different locations, and/or a reduced number of restaurants than those originally proposed and identified in Exhibit A. Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior floor areas, maximum interior and exterior seating numbers, maximum (total) number of establishments authorized under this grant, and the maximum number of establishments approved for each type of grant in the Conditions above are not exceeded. The sale and dispensing of beer and wine may be provided in lieu of a full line of alcoholic beverages at any of the establishments approved for a full line of alcoholic beverages (but not the reverse), provided that the maximum (total) number of establishments authorized for alcoholic beverages is not exceeded, and subject to all other conditions of this grant.
5. **Private Events.** Any use of the premises for private events, including corporate events, birthday parties, anniversary parties, weddings or other private events which are not open to the general public, shall be subject to all the same provisions and hours of operation stated herein.

6. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.
7. Any music, sound or noise which is under control of the applicant shall not violate Sections 112.06 or 116.01 of the Los Angeles Municipal Code (Citywide Noise Ordinance). At any time, a City representative may visit the site during operating hours to measure the noise levels. If, upon inspection, it is found that the noise level exceeds those allowed by the citywide noise regulation, the owner/operator will be notified and will be required to modify or eliminate the source of the noise or retain an acoustical engineer to recommend, design and implement noise control measures within property such as, noise barriers, sound absorbers or buffer zones.
8. There shall be no Adult Entertainment of any type pursuant to LAMC Section 12.70.
9. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are needed for the protection of persons in the neighborhood or occupants of adjacent property.
10. A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days.
11. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.
12. The Applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her/their control to assure such conduct does not adversely affect unreasonably, or detract unreasonably from the quality of life for adjoining residents, property owners, or business.
13. Loitering is prohibited on the premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.
14. The Applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.
15. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.

16. The owner or the operator shall comply with California Labor Code 6404.5 which prohibits the smoking of tobacco or any non-tobacco substance, including from electronic smoking devices or hookah pipes, within any enclosed place of employment. The applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.
17. Smoking tobacco or any non-tobacco substance, including from electronic smoking devices, is prohibited in or within 10 feet of the outdoor dining areas in accordance with Los Angeles Municipal Code Section 41.50 B 2 C. This prohibition applies to all outdoor areas of the establishment if the outdoor area is used in conjunction with food service and/or the consumption, dispensing or sale of alcoholic or non-alcoholic beverages.
18. Trash pick-up, compacting, loading and unloading and receiving activities shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday. No deliveries or trash pick-up shall occur on Sunday.
19. **MViP – Monitoring Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per 15.3.5.A. of Chapter 1 A - Monitoring of Class 2 Conditional Use Permits, Inspection and Field Compliance Review of Operations, and Section 15.3.2 of Chapter 1 A - Miscellaneous Clearance Zoning Administrator, shall be paid to the City.
 - a. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy for any tenant space encompassed by this Main Conditional Use approval, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file.
 - b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.
20. **Complaint Log.** A telephone number and email address shall be provided for complaints or concerns from the community regarding the operation. The phone number and email address shall be posted at the following locations in each individual tenant space:
 - a. Entry, visible to pedestrians
 - b. Customer service desk.

Complaints shall be responded to within 24-hours. The applicant shall maintain a log of all calls and emails, detailing: (1) date complaint received; (2) nature of complaint, and (3) the manner in which the complaint was resolved.
21. Should there be a change in the ownership and/or the operator of the business, the property owner and/or the business owner or operator shall provide the prospective new property owner and the business owner or operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective property owner and/or business owner/operator shall be submitted to the

Department of City Planning in a letter from the new property owner and/or business owner or operator indicating the date that the new property owner and/or business owner or operator/management began and attesting to the receipt of this approval and its conditions. The new property owner and/or business owner or operator shall submit this letter to the Department of City Planning within 30 days of the beginning day of his/her/their new operation of the establishment along with any proposed modifications to the existing floor plan, seating arrangement or number of seats of the new operation.

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

Project Review Conditions

24. **Site Development.** The use and development of the Property shall be in substantial conformance with the plans stamped Exhibit A, dated October 6, 2026. No change to the plans will be made without prior review by the Department of City Planning, Major Projects, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the Project conditions. The Project shall be in substantial conformance with the following project description:
 - a. 224,597 square feet of office
 - b. 8,205 square feet of ground floor restaurant/retail
25. **Publicly Accessible On-Site Open Space (PAOS).** The Project shall provide 14,551 square feet of ground floor, publicly accessible open space, as shown in Exhibit A, dated October 6, 2026, and described as follows:
 - a. A 11,071 square-foot street plaza at the corner of College Street and Alameda Street
 - b. A 3,480 square-foot forecourt at the pedestrian entrance on Bruno Street.

- c. The PAOS shall remain publicly accessible during business hours, seven days a week; and gates or other barriers blocking pedestrian access to these areas shall be prohibited.
- d. The PAOS will be maintained in good condition for the life of the Project.
- e. The PAOS shall be landscaped, consistent with Exhibit A.
- f. The paving for the street plaza and the forecourt shall incorporate a similar design treatment as the historic granite block paving of the abutting Historic Cultural Monument No. 211. Prior to the issuance of a building permit, the design treatment shall be submitted to the Department of City Planning, Office of Historic Resources for review and approval.

26. Above-Grade Vehicular Parking.

- a. Above-grade vehicle parking is limited to one at-grade parking level and one above-grade (mezzanine) parking level. Any above-grade parking shall be screened and architecturally integrated into the building design.
- b. Entrances, elevators, and stairs for parking structures shall be easily accessible and highlighted architecturally.
- c. Any above-grade parking shall be designed to be utilized and easily repurposed to other uses.
- d. The height of each parking level shall have sufficient clearance to be adaptable to non-parking uses. Once converted, the building shall permit a minimum floor to ceiling height of nine feet for commercial uses and eight feet for residential uses.

27. Landscaping. Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A, dated October 6, 2026. Minor deviations from the requirements provided below may be permitted by the Department of City Planning.

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

- a. Minimum depth for trees shall be 42 inches.
- b. Minimum depth for shrubs shall be 30 inches.
- c. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.

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

- a. 220 cubic feet for a tree 15 - 19 feet tall at maturity.
- b. 400 cubic feet for a tree 20 - 24 feet tall at maturity.

- c. 620 cubic feet for a medium tree or 25 - 29 feet tall at maturity.
 - d. 900 cubic feet for a large tree or 30 - 34 feet tall at maturity.
- 31. Tree Maintenance.** New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
- 32. Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.
- 33. Glare.** The exterior of the proposed structures shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
- 34. Reflectivity.** Glass used in building façades shall be non-reflective or treated with a non-reflective coating in order to minimize glare from reflected sunlight.
- 35. Signage.** There shall be no off-site commercial signage on construction fencing during construction.
- 36. Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
- a. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.
 - b. All pedestrian walkways, storefront entrances, and vehicular accessways shall be illuminated with lighting fixtures.
 - c. Light fixtures located on the Project Site (and not in the public right-of-way) shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
- 37. Construction Generators.** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. The Project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.
- 38. Mechanical Equipment.** All mechanical equipment shall be fully screened from view of any abutting properties and the public right-of-way.
- 39. Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way (enclosed and screened). Trash receptacles shall be enclosed and/or covered at all times. Trash/recycling containers shall be locked when not in use.
- 40. Graffiti Removal.** All graffiti on the Project Site shall be removed or painted over to match

the color of the surface to which it is applied within 24 hours of its occurrence.

- 41. Project Access and Circulation.** Review and approval of the Project's new driveway shall be coordinated with LADOT's Citywide Planning Coordination Section. Other than the passenger drop-off and pick-up zone along Bruno Street shown in Exhibit A, which shall be subject to the review and approval of LADOT and the Office of Historic Resources consistent with Conditions 5 and 6 of Case No. VTT-84059-CN, no curb cuts or curb modifications for passenger loading along a public right-of-way are approved. Any changes to the Project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as soon as possible with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024 or email: ladot.onestop@lacity.org). Driveway placement and design shall be approved by the Department of City Planning in consultation with LADOT.
- 42. Worksite Traffic Control Requirements.** The Applicant shall submit a construction work site traffic control plan to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible. See TR-PDF-1 of the Mitigation Monitoring Program for additional requirements for a Construction Management Plan.
- 43. Development Review Fees.** LAMC Section 19.15 identifies specific fees for traffic study review, condition clearance, and permit issuance. The Applicant shall comply with any applicable fees per the LAMC.
- 44. Pedestrian and Transit Improvements.** The Project shall provide the following pedestrian and transit facilities along Alameda Street, College Street, Main Street, and Bruno Street:

 - a. Install new pedestrian amenities at the signalized intersection of Spring Street/Alameda Street and College Street including high-visibility continental crosswalks and ADA curb ramps;
 - b. Coordinate with the appropriate agencies and LADOT regarding improvements to the existing DASH bus stop adjacent to the project site along Alameda Street;
 - c. Enhance pedestrian walkability by widening the sidewalk on all four project street frontages along Alameda Street, College Street, Main Street and Bruno Street and install pavement treatment designed to preserve the historic granite pavers on Bruno Street; and
 - d. Contribute a one-time, fixed fee contribution of \$200,000 to be deposited to the City's Bicycle Trust Fund to implement active transportation improvements in the project vicinity.

Environmental Conditions

- 46. Implementation.** The Mitigation Monitoring Program (MMP) attached as Exhibit D and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Feature (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate

monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

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

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

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

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

Administrative Conditions of Approval

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

- 50. Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
- 51. Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
- 52. Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
- 53. Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- 54. Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
- 55. Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
- 56. Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

The 130 College Project includes the following requests for Legislative Actions: 1) a General Plan Amendment to amend the Central City North Community Plan to remove Footnote No. 7 from the Project Site, which would otherwise limit commercial development FAR at the Project Site to 1.5:1 FAR; and 2) a Vesting Zone Change and Height District Change from [Q]C2-2-RIO and [T][Q]C2-2-RIO to (T)(Q)C2-2D-RIO. 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, which became effective on February 6, 2025, superseding the former Central City North Community Plan (Community Plan), with the establishment of new land use and zoning designations for the Project Site. The approximately 2.2-acre Project Site is relatively flat and consists of the entire city block bounded by College Street to the north, Main Street to the east, Bruno Street to the south, and Alameda Street to the west.

The Downtown Community Plan presently designates the Project Site for Community Center land uses and assigns a new zoning designation of [DM2-G1-5][CX2-FA][CPIO]. However, the Project's Vesting Tentative Tract Map and Vesting Zone Change applications were deemed complete on May 3, 2023, prior to the effective date of the Downtown Community Plan, thereby conferring vested rights under the Subdivision Map Act (Government Code Section 66498.1) and LAMC Section 13B.1.4.I of Chapter 1A to proceed in substantial compliance with the ordinances, policies, and standards in effect at that time.²

The Central City North Community Plan (Community Plan) designates the Project Site for Regional Commercial land uses, with corresponding zones of CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5 Zones. The General Plan Land Use Map associated with the Community Plan imposes additional restrictions and directs development within the Community Plan area through footnotes. The Project Site is subject to Footnote No. 7, which limits commercial development to a 1.5:1 FAR. The requested General Plan Amendment would remove the footnote's FAR restrictions from the site. The Project Site is also subject to the Q Conditions per Ordinance No. 164,855 (Subarea 720), which contains the same commercial FAR limitations. The associated request for a Vesting Zone Change and Height District Change would remove the existing Q Condition.

The (T)(Q)C2-2D-RIO Zone would be consistent with the range of permitted zones under the Regional Commercial General Plan Land Use designation. Height District 2, in conjunction with the C2 Zone allows a maximum of 6:1 FAR. The imposed D Limitation would restrict the site's FAR to 2.42:1. Thus, the recommended (T)(Q)C2-2D-RIO Zone would be consistent

² Should the entitlements granted herein expire without being utilized or effectuated, the vested provisions of the (T)(Q)C2-2D-RIO Zone would also expire, and the Project Site would be subject to existing zoning, as designated by the Downtown Community Plan (Ordinance No. 188474).

with the vested Regional Commercial 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 Mobility. 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, Mobility Plan 2035, Health and Wellness Element, Air Quality Element, and the Land Use Element (Central City North 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.

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 the development of office 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.

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

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

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

The General Plan Framework Element identifies the Project Site as a Regional Center, which is characterized as a focal point of regional commerce, identity, and activity; and contains a diversity of uses such as offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Generally, Regional Centers range in FARs from 1.5:1 to 6.0:1, and are major transportation hubs.

The Project would redevelop an existing surface parking lot to construct a new five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses in proximity to residential uses west of Alameda Street and north of the Project Site, and across the street from the Metro A Line Chinatown Station. Locating these uses in close proximity to transit and neighboring residences would provide an opportunity for patrons and/or employees to use public transit to visit the restaurant, retail, and office uses.

The mix of uses would contribute to the area's existing employment base, provide consistent tax revenue, and contribute towards pedestrian activity by including ground floor retail and restaurant uses. The Project would also contribute towards further diversification of land uses by redeveloping an existing surface parking lot with uses that are compatible with future development in the immediate and surrounding area, which is developed with a mix of low- to mid-rise buildings containing a variety of residential, commercial, industrial, and restaurant uses. Properties adjacent to the site are developed with surface parking lots, a self-storage facility, and commercial, industrial and residential buildings. Additionally, the approved College Station Project (located at 135 West College Street), would allow for the development of a seven-story, mixed-use development comprised of 725 residential units and ground floor commercial uses. The Cornfield Arroyo Seco Specific Plan (CASP) area is also located just north of the Project Site, and has been evolving into a mixed-use neighborhood that includes residential, commercial, and office uses. Introducing new uses and employment opportunities on an underutilized site would support economic resiliency, revitalization of Chinatown, a major residential and tourist destination just north of Downtown and the larger Community Plan area, provide neighborhood serving uses for current and future residents through the provision of ground floor restaurant and retail spaces, and support the City's economic vitality through tax revenue.

The Project would include 52,716 square feet of amenity spaces for tenants and visitors, of which 14,551 square feet would be publicly accessible. The spaces accessible to office employees and visitors would be comprised of exterior covered workspaces on all floors, including the ground floor along Bruno Street, as well as outdoor terraces on the upper floors, featuring raised planters and lounge areas with seating. Two publicly accessible outdoor areas are proposed on-site, which include a street plaza at the corner of Alameda Street and College Street, featuring outdoor dining, a raised planter, and bicycle parking; and a forecourt at the Project entrance along Bruno Street, featuring raised planters, bicycle parking, and egress stairs screened by timber battens.

In addition to the public outdoor spaces, the Project has thoughtfully incorporated consideration for pedestrians and bicyclists by providing bicyclist parking and amenities, landscaping throughout the site, widening sidewalks, street lighting, and street trees to create a cohesive and uniform pedestrian environment along the public-right-of-way.

Located across the street from the Metro A Line Chinatown Station, The Project would also contribute towards reduced Vehicle Miles Traveled (VMT) through implementation of Mitigation Measure TR-MM-1, a ride-share program that matches employees with similar commutes into carpools and vanpools and provides designated carpool/vanpool parking and passenger loading areas, which would reduce the Project's VMT.

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

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.*

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 redevelop an existing surface parking lot to construct a new five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses, in addition to 1,799 square feet of outdoor uncovered dining. The improvements to the existing Project Site would be in close proximity to public transit served by Metro bus lines, Santa Clarita bus lines, Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle DASH Routes, the Chinatown Metro A Line Light Rail Station, and regional rail and bus connections at Union Station (less than 0.5 miles south of the Project Site), contributing to the facilitation of the Project Site as a mixed-use building in a Regional Center that is served by existing transit infrastructure. Further, the Project Site is located in Priority Development Area (PDA), as

designated by the 2024-2050 RTP/SCS, and a High Quality Transportation Corridor (HQTC)³, meaning that the site is located in an area within the SCAG region where future growth can be located to help the region reach the 2024-2050 RTP/SCS goals and the site would be located along corridors that are activity nodes well-served by existing public transportation.

The Project would ensure pedestrian-scaled development by incorporating a series of cascading terraces that progressively step back from the Bruno Street frontage, providing open-air terraces as the building increases in height. On the ground floor, a restaurant would be located at the corner of College Street and Alameda Street and a neighborhood-serving retail space would be located along Main Street, both of which would be oriented towards the pedestrian realm with double-height floorplates. Pedestrian access to the proposed uses would be provided via three entrances on Alameda Street, three entrances on Main Street, and one entrance on Bruno Street.

The Project Site abuts the Historic Cultural Monument (HCM) No. 211, a historical roadway segment known as Granite Block Paving, located within the Bruno Street roadway, and has incorporated design elements from the HCM into the Project's ground floor publicly accessible outdoor areas, while utilizing a variety of materials, including glazed panels, timber battens, painted steel columns and mullions, and two types of concrete: cast-in-place concrete around the ground floor and glass fiber reinforced concrete on the upper floors. Timber cladding would also help emphasize programmatic separations, while strong vertical elements, including shading fins on the east and west façades, would provide visual cohesion and reinforce the overall design, all of which would contribute to the Project's identity as a modern office building.

The Project would also enhance the public realm through streetscape improvements, including widening of sidewalks, addition of 29 new street trees, and street lighting, to create a cohesive and uniform pedestrian environment along the public right-of-way. Two publicly accessible outdoor areas are proposed on-site, which include a street plaza at the corner of Alameda Street and College Street, featuring outdoor dining, a raised planter, and bicycle parking; and a forecourt at the Project entrance along Bruno Street, featuring raised planters, bicycle parking, and egress stairs screened by timber battens.

At the ground floor, the parking podium would be wrapped with commercial uses along Alameda Street, Bruno Street, and Main Street; specifically, a 4,095 square-foot restaurant space at the corner of College Street and Alameda Street, a 4,110 square-foot neighborhood serving retail space along Main Street, and office lobbies and courtyards along Bruno Street. These façades would feature repeating architectural bays framed by concrete columns and a timber batten crown element that wraps the ground floor. The bays would incorporate large, glazed windows along the double-height commercial spaces, activating the pedestrian realm by increasing visual porosity at the ground level. The timber batten crown element would extend to the full floor height in select areas to screen recessed office courtyards along Bruno Street and back-of-house uses along College Street. The College Street façade would utilize the same architectural bays on the ground floor to frame the parking podium and incorporate timber battens to screen the parking area, maintaining a consistent rhythm, allowing for natural ventilation, and providing visual interest.

³ A High Quality Transit Corridor is defined in Public Resources Code Section 21155(b) as a "corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

To ensure the safety of pedestrians, employees, and visitors, the Project would incorporate lighting within the Project Site as well as the public right-of-way at safe lighting levels, while minimizing the light and glare on adjacent properties in compliance with applicable City regulations. The ground floor restaurant and retail uses and publicly accessible open space would provide more “eyes and ears” from employees and visitors, making the area safer for pedestrians in the vicinity, while also enhancing the livability of the neighborhood and the quality of the public realm.

Lastly, allowing the Project to develop per the Regional 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 Project vicinity. 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.*

As a commercial development, the Project is not required to provide open space under the LAMC. Nonetheless, the Project provides outdoor space and landscaping to enhance the built environment for employees and visitors. Specifically, the Project would provide 52,716 square feet of total amenity areas for tenants and visitors. Of this, 14,551 square feet would be publicly accessible on the ground floor in the form of a street plaza at the corner of Alameda Street and College Street, featuring outdoor dining, a raised planter, and bicycle parking; and a forecourt at the Project entrance along Bruno Street, featuring raised planters, bicycle parking, and egress stairs screened by timber battens. The remaining tenant amenity areas would include office courtyards with raised planters along Bruno Street, as well as exterior covered workspaces and outdoor terraces on the upper floors. The upper-floor amenity areas

would be oriented towards Bruno Street and feature raised planters and lounge areas with seating.

Aside from the publicly-accessible open space, the Project would also enhance the public realm through streetscape improvements including widening of sidewalks, addition of street trees, and street lighting, creating a cohesive and uniform pedestrian environment along the public right-of-way.

There are currently no on-site trees and two non-native street trees along Alameda Street. The Project would retain both existing street trees and additionally plant a total of 70 trees, of which 41 would be located within the Project Site and 29 would be located within the adjacent public right-of-way. The plant palette to be used along the streetscape would be consistent with those planted within the outdoor terraces and the exterior covered workspaces; and include resilient, drought-tolerant native and adaptive trees, shrubs, and groundcover species, including shade trees.

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.

The Project would demolish an existing surface parking lot to construct a new five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses. Located within a Regional Center, across the street from the Metro Chinatown A Line station and 0.2 miles from the Los Angeles State Historic Park, the Project would concentrate new uses in an area well served by transit, public services, existing infrastructure, and open space. Further, the Project Site is located in a High-Quality Transit Area (HQTA), as designated by the 2024–2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), meaning that it would be located along corridors that are already activity nodes and that are well-served by existing public transportation. As discussed above, the provision of new commercial uses on an underutilized site will support economic resiliency, revitalization of Chinatown, provide current and future residents with neighborhood-serving ground floor commercial and retail spaces, contribute to projected employment growth in the Community Plan area and City, and support the City's economic vitality through the generation of tax revenues. The adjacency to the CASP would also support the viability of a major opportunity site with additional employment opportunities, and restaurant and retail spaces.

The Project would support the City's objectives to maintain the Downtown regional core as the preeminent center for office development in the City, while maintaining a viable retail base that supports the Chinatown neighborhood.

The Project would meet the needs of local residents, sustain economic growth, locate office directly adjacent to a transit station, support the downtown economic base, and support the City's long-term economic viability. Therefore, the Project and associated Legislative Actions are consistent with the Economic Development Chapter of the Framework Element.

Mobility Plan 2035

The Mobility Element 2035 (Mobility Element), adopted by the City Council in August 2015 and amended 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 locating active commercial uses on the ground floor along with multiple building entries, installing wayfinding throughout the site, and providing streetscape improvements such as widening of sidewalks, addition of 29 new street trees, and street lighting, to create a cohesive and uniform pedestrian environment along the public right-of-way. The Alameda Street, Bruno Street, and Main Street frontages would be further activated through a combination of programmatic and design strategies, including ground-floor, double-height restaurant and retail uses with pedestrian access and bicycle parking. These frontages would also incorporate façade articulation and a high degree of transparency through glazed façades and wide-spaced timber screening along the recessed courtyards on Bruno Street, creating a more engaging and pedestrian-oriented streetscape. The College Street frontage would provide vehicular and loading access to the Project Site via two driveways, separate from pedestrian and bicycle access, as well as the passenger drop-off and pick-up area, thereby minimizing potential vehicle-pedestrian conflicts that could compromise pedestrian safety. In addition, the Project would include a publicly accessible ground floor street plaza at the corner of College Street and Alameda Street, featuring outdoor dining, a raised planter, and bicycle parking; and a forecourt at the Project entrance along Bruno Street, featuring raised planters, bicycle parking, and egress stairs screened by timber battens.

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. Direct access to the long-term spaces would be provided on Main Street and Alameda Street. Additionally, the Project is near regional and localized public transit infrastructure, including Metro bus lines, Santa Clarita bus lines, LADOT DASH Routes and the Metro A Line Chinatown Station; and less than 0.5 miles north of Union Station.

The Project would also commit to implement a ride-share program (Mitigation Measure TR-MM-1) by matching interested employees with similar commutes into carpools and vanpools while providing designated parking areas and safe and convenient passenger loading areas along Bruno Street for carpools to further reduce VMT impacts.

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.

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 would demolish an existing surface parking lot to construct a new five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses. As an infill development, the Project would provide new office, restaurant, and retail uses in an area that has historically been developed with low-and medium-rise industrial, commercial, and warehouse buildings, but is gradually transitioning to include more residential uses and amenities, especially in the immediate area surrounding the Metro A Line Chinatown Station.

The Project's commitment to 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, façades optimized for solar protection and energy efficiency, passive design strategies like natural ventilation and vegetated and cool roof systems, energy-efficient HVAC, on-site renewable energy generation, a TDM Program, cool pavement coatings, dedicated on-site recycling areas, and water conservation and rainwater management strategies like efficient water fixtures, drought-tolerant/California native plant species selection, and weather-based smart irrigation. In addition, the Project would comply with the Los Angeles Green Building Code requirements and 30 percent of total new parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of total new spaces would include electric vehicle charging stations (EVCS).

The Project would also provide new jobs within a City-designated Transit Priority Area (TPA), in proximity to public transit served by Metro bus lines, Santa Clarita bus lines, LADOT DASH Routes, the Chinatown Metro A Line Light Rail Station, and regional rail and bus connections at Union Station (less than 0.5 miles south of the Project Site), contributing to the facilitation of the Project Site as a mixed-use building in a Regional Center that is served by existing transit infrastructure. Further, the Project Site is located in a Priority Development Area (PDA), as designated by the 2024-2050 RTP/SCS, and a High Quality Transportation Corridor (HQTC), meaning that the site is located in an area within the SCAG region where future growth can be located to help the region reach the 2024-2050 RTP/SCS goals and the site would be located along corridors that are activity nodes well-served by existing public transportation. 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.

Finally, the Project would be compatible with pedestrians, bicycles, transit, and alternative fuel vehicles. Specifically, the Project would provide 123 long- and 26 short-term bicycle parking spaces, in compliance with LAMC, 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 provide a ground floor street plaza at the corner of College Street and Alameda Street and a forecourt along Bruno Street both of which would include landscaped and hardscaped areas as well as newly planted trees, shrubbery, groundcover, and landscaping as well as amenities such as dining patios, raised planters, and short-term bicycle parking.

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 – Central City North Community Plan

The Central City North Community Plan was adopted by the City Council on December 15, 2000. The Community Plan's purpose is to "accurately reflect the prevailing visions and objectives of the area's residents, and property, and business owners." The Project would be in conformance with following goals of the Land Use Element as described below.

Goal 2: *A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district*

Objective 2.1: *To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.*

Policy 2-2.1: *New commercial uses shall be located in existing established commercial areas or existing shopping centers.*

Policy 2-1.3: *Protect commercially planned/zoned areas from encroachment by residential only development.*

Policy 2-1.4: *Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.*

Objective 2-2: *To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.*

Policy 2-2.2: *New development needs to add to and enhance the existing pedestrian street activity.*

Policy 2-2.3: *Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.*

Objective 2-4: *To enhance the appearance of commercial districts.*

Policy 2-4.2: *Preserve community character, scale, and architectural diversity.*

Policy 2-4.3: *Improve safety and aesthetics of parking areas in commercial areas.*

The Project Site is vested in the Central City North Community Plan, which designated the Project Site for Regional Commercial land uses. The Project would redevelop an existing surface parking lot to construct a new five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses. The Project Site is located within an established commercial area of Chinatown, across the street from the Metro A Line Chinatown Station, and surrounded by existing commercial, industrial, and warehouse buildings. Proposing commercial uses in an area already planned and zoned for such uses would reinforce the area's role as a commercial center.

The Project's scale and programming are compatible with the surrounding built context, while

the architecture and design give it a distinctive character. The building's massing breaks down the scale of the development vertically through stacked volumes that step back to create cascading terraces, and horizontally by dividing the floors above the podium between the east and west. Its façades incorporate a variety of materials, including glazed panels, timber battens, painted steel columns and mullions, cast-in-place concrete at the ground floor, and glass fiber reinforced concrete on the upper floors, with strong vertical shading fins on the east and west façades that provide visual cohesion. The Project would also respond to the historic granite block paving of the abutting HCM No. 211 by incorporating a similar design treatment into the paving of the publicly-accessible on-site outdoor areas. This attention to material variation, articulation, and historic context reflects the Project's compatibility with existing uses and development and its contribution to the district's distinctive character.

The Project wraps the parking podium with commercial uses along Alameda Street, Bruno Street, and Main Street, with façades incorporating large, glazed windows along the double-height commercial spaces, activating the pedestrian realm by increasing visual porosity at the ground level. The Project further enhances the pedestrian street activity through the provision of 14,551 square feet of publicly accessible ground floor outdoor areas in the form of a street plaza, featuring outdoor dining, a raised planter, and bicycle parking; and a forecourt, featuring raised planters, bicycle parking, and egress stairs screened by timber battens. Additionally, the Project would also provide streetscape improvements, including widening of sidewalks, addition of 29 new street trees, and street lighting, to create a cohesive and uniform pedestrian environment along the public right-of-way. Along with the above programming, design features like repeating architectural bays, concrete columns, and a timber batten crown element add rhythm and interest to all ground floor façades, including College Street where parking and back-of-house uses are sited and screened from public view using full floor height timber battens, thereby improving both the aesthetics of the Project's parking areas. In addition, the separation of pedestrian and bicycle access and circulation around the site from the vehicular circulation improves the safety of the parking areas.

Therefore, the Project and associated Legislative Actions are consistent with the applicable goals, objectives, and policies of the Land Use Element (Central City North Community Plan).

River Improvement Overlay District

Under the Central City North Community Plan, the Project Site is located within the River Improvement Overlay District (RIO) and would be required to comply with the Los Angeles River Design Guidelines, which establishes best practices for designing projects located within the RIO District. The Los Angeles River Design Guidelines consist of overarching objectives followed by a list of specific implementation strategies. These strategies address river or tributary adjacent development. Although the Project is located within the boundaries of the RIO District, the Project Site is approximately 0.4 miles west of the Los Angeles River. Nevertheless, the Project would further the relevant objectives of the Los Angeles River Design Guidelines, including employing high quality, attractive, and distinguishable architecture, and minimizing the quantity and appearance of parking by locating all parking underground or including an architectural façade so it is not visible to the public.

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 Central City North 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 vested under the Regional Commercial land use designation per the Central City North Community Plan, under which Footnote No. 7 on the corresponding General Plan Land Use Map limits commercial FAR at the Project Site to a maximum of 1.5:1. The requested General Plan Amendment is to amend the Central City North Community Plan to remove Footnote No. 7 from the Project Site.

The Project Site is approximately 2.2 acres in size and is currently improved with a surface parking lot. Currently, the area surrounding the Project Site is comprised of a mix of low-to mid-rise buildings with a variety of uses including industrial, commercial and residential uses.

The amendment to the Land Use Map Footnote reflects the intent of the Framework Element goals, policies, and objectives described above, and is consistent with the intent of the Community Plan objectives to improve the function, design, and economic vitality of the commercial corridors and ensures the remaining commercial and industrial development opportunity sites are used for job producing uses that will improve the economic and physical condition of the Central City North area. 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 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 23, 2022.
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 Central City North Community Plan area, formerly one of 35 Community Plans comprising the Land Use Element of the General Plan. The requested action would amend the General Plan Land Use Map and remove Footnote No. 7 from the Central City North Community Plan land use map, which would otherwise limit the commercial FAR at the site to a maximum of 1.5:1. The request would result in a FAR allowance that would be consistent with the character of the community surrounding the Project Site, as described below, as well as the envisioned form and function of the Project Site as a Regional Center.

The Project proposes the demolition of a surface parking lot to construct a new five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses, on an approximately 2.2-

acre site, resulting in an FAR of 2.42:1. The Project would have a maximum height of 88 feet and includes parking within one subterranean, one at-grade, and one above-grade level.

The Project would provide 52,716 square feet of outdoor areas, 14,551 square feet of which would be publicly accessible on the ground floor in the form of a street plaza at the corner of College Street and Alameda Street and a forecourt at the pedestrian entrance on Bruno Street. The street plaza would include dedicated space for outdoor dining, raised planters, and bicycle parking. The forecourt located at the Project entrance along Bruno Street, would feature raised planters, bicycle parking, and egress stairs screened by timber battens.

The Project Site is surrounded by low- to mid-rise buildings with a mix of land uses that include industrial, commercial, and residential uses. Directly to the north of the Project Site, across College Street, is a surface parking lot and an existing two-story industrial building (a seven-story, mixed-use residential development was approved for the site in 2019). Additional low-rise industrial buildings are located to the east of the Project Site, across North Main Street, including a three-story self-storage facility abutting a vacant parcel, while the area to the west of the Project Site, across North Alameda Street, is comprised of the Metro Light Rail Overpass, the Metro A Line Chinatown Station, and office and residential uses. Across Bruno Street to the south is a two-story industrial building and commercial building and surface parking lot. The surrounding area continues to undergo changes to the development landscape, with new residential and mixed-use developments being introduced within an area previously concentrated with commercial and industrial uses.

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, Mobility Element, Health and Wellness Element, Air Quality Element, and the Land Use Element – Central City North 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 Map for a site in the center of a community which 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 a Regional Center, envisioned as a focal point of regional commerce, identity and activity and containing a diversity of uses such as offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. 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 commercial opportunities in an area planned for office, restaurant and retail uses, 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 proposed Legislative Actions will be in conformance with public necessity, convenience, and general welfare and represent good zoning practice, as they would allow for the demolition of an existing surface parking lot and the development of a new five-story, 232,802-square-foot commercial building consisting of 224,597 square feet of office, 4,095 square feet

of restaurant, and 4,110 square feet of retail uses, in addition to 1,799 square feet of outdoor uncovered dining, located across the street from the Metro A Line Chinatown Station.

Public Necessity. The Project Site is currently developed with a surface parking lot, an underutilized use of land within a designated Regional Center that is well served by existing transit, infrastructure, and public services. The Project would redevelop the surface parking lot with a mix of office, restaurant, and retail uses that respond to the City's need for new employment-generating development and neighborhood-serving uses in proximity to transit. Not only would the proposed uses provide new jobs and ongoing tax revenue to the City, the ground floor restaurant and retail spaces would serve the employees, visitors, and the surrounding community. Given the Project Site's underutilized condition and its location within a Regional Center across the street from the Metro A Line Chinatown Station, the development of new commercial uses on the Project Site is a public necessity that supports the City's broader goals for economic resiliency, revitalization of Chinatown, and the efficient use of land near transit infrastructure.

Convenience. The Project would place new office, restaurant, and retail uses in a location that is highly convenient to transit, employment centers, and the surrounding residential and commercial community. The Project Site is served by Metro bus lines, Santa Clarita bus lines, LADOT DASH Routes, and the Chinatown Metro A Line Light Rail Station, and is located less than 0.5 miles from regional rail and bus connections at Union Station. The Project Site is also located within a Priority Development Area (PDA) and a High Quality Transportation Corridor (HQTC), reflecting its suitability for new growth well served by existing public transportation. The Project's ground floor restaurant and retail uses, together with its publicly accessible street plaza at the corner of Alameda Street and College Street and forecourt along Bruno Street, would provide convenient gathering and amenity spaces for employees, visitors, and nearby residents. The Project's provision of bicycle parking, lockers, and shower facilities, as well as its proposed ride-share program would further provide convenient alternatives to single-occupancy vehicle trips. As such, the Project would provide new commercial uses and public amenities in a convenient, transit-accessible location that serves the surrounding neighborhood and the region.

General Welfare. The Project would improve the general welfare of the community by replacing an underutilized surface parking lot with active, pedestrian-oriented commercial uses that enhance safety and activity in the Project vicinity. The Project's ground floor restaurant and retail uses, and publicly accessible street plaza and forecourt would provide increased "eyes and ears" on the street, improving pedestrian safety both during and after business hours. The Project's streetscape improvements, including widening of sidewalks, addition of 29 new street trees, and street lighting, to create a cohesive and uniform pedestrian environment along the public right-of-way, would further enhance the safety and quality of the public realm. 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, façades optimized for solar protection and energy efficiency, passive design strategies like natural ventilation and vegetated and cool roof systems, energy-efficient HVAC, on-site renewable energy generation, a TDM Program, cool pavement coatings, dedicated on-site recycling areas, and water conservation and rainwater management strategies like efficient water fixtures, drought-tolerant/California native plant species selection, and weather-based smart irrigation. In addition, the Project would respond to the historic granite block paving of the abutting HCM No. 211 by incorporating a similar design treatment into the paving of the publicly accessible on-site outdoor areas.

Good Zoning Practice. The Project Site is designated as a Regional Center under the General Plan Framework Element, characterized as a focal point of regional commerce and activity accommodating a diversity of uses, and is located within an area that is undergoing changes to the development landscape, with new residential and mixed-use developments being introduced within an area previously concentrated with commercial and industrial uses. The Project's General Plan Amendment is requested to amend the Central City North Community Plan General Plan Land Use Map to remove Footnote No. 7 from the Project Site, which limits commercial development to a 1.5:1 FAR. It should be noted that the site's land use designation itself would remain unchanged; however, outdated development restrictions would be removed, allowing for development that reflects the current development patterns in the area, a mix of low- to mid-rise buildings containing a variety of residential, commercial, industrial, and restaurant uses. The Project's exclusively commercial program of office, restaurant, and retail uses would be compatible with, and support, surrounding land uses, while contributing new employment-generating uses that reinforce Chinatown's role as a transit-oriented neighborhood. The Project's scale, massing, and design, including its cascading terraces that step back from the Bruno Street frontage, would provide an appropriate transition in height, keeping it compatible with the surrounding built context, while the architecture and design give it a distinctive character.

Furthermore, the Legislative Actions would allow for commercial uses that are consistent with the objectives and policies of the General Plan Framework Element and the Central City North Community Plan, as discussed in the findings above. Therefore, the Legislative Actions would represent good zoning practice reflective of desirable development patterns in this portion of the City.

As such, approval of the Project would allow for the development and use of a commercial building consistent with the Regional Center designation and evolving surrounding uses. Based on the above, the Project and Legislative Actions will be in conformance with public necessity, convenience, general welfare, and good zoning practice.

6. Pursuant to LAMC Chapter 1 Section 11.5.8, the General Plan Amendment change does not reduce the capacity for the creation and preservation of affordable housing and access to local jobs; or undermine California Government Code Section 65915 or any other affordable housing incentive program.

LAMC Section 11.5.8 A was adopted by voter initiative (Ordinance No. 184,745). It requires a finding that a change to a community plan does not reduce the capacity for affordable housing and access to local jobs, and does not undermine Government Code Section 65915 or any other affordable housing incentive program. As applied here, the requested General Plan Amendment is narrow, as it removes Footnote No. 7 from the Project Site only. The subject footnote limits commercial development to a maximum FAR of 1.5:1. The Amendment does not change the Project Site's Regional Commercial land use designation, its corresponding zones, the Community Plan boundaries, or the application of Footnote No. 7 to any other property. Since Footnote No. 7 regulates only the intensity of commercial development, removing it relaxes an existing restriction rather than imposing a new one.

Moreover, the Amendment would not reduce housing capacity or existing affordable housing. Q Condition No. 2 (Residential Capacity) expressly preserves the Project Site's residential capacity. In accordance with Government Code Section 66300(b)(1), it allows residential development under the density and development standards of the land use designation and zoning in effect on January 1, 2018, and as otherwise permitted by applicable State or local

law. The D Limitation therefore applies to the Project's commercial development and would not reduce the residential density or floor area otherwise permitted on the Project Site. Since base residential density is preserved, a future housing project could use Government Code Section 65915 or any other affordable housing incentive program to the same extent as before the Legislative Actions. The Project Site is an existing surface parking lot used for bus storage and contains no dwelling units. The Project would not displace any housing, including covenanted affordable units, Rent Stabilization Ordinance units, or units occupied by lower- or very low-income households.

The Amendment would also increase, rather than reduce, access to local jobs. Footnote No. 7 limits commercial development on the 96,268-square-foot post-dedication lot to approximately 144,400 square feet. The Amendment would allow the Project's 232,802 square feet of office, restaurant, and retail uses, which, as analyzed in the EIR, would generate approximately 930 permanent jobs plus temporary construction jobs. These jobs would be directly across from the Metro A Line Chinatown Station and less than 0.5 miles from Union Station. They would also be near existing and approved housing, improving the area's jobs-housing balance. Therefore, as conditioned, the General Plan Amendment would not reduce the capacity for creation and preservation of affordable housing and access to local jobs, and would not undermine Government Code Section 65915 or any other affordable housing incentive program.

Entitlement Findings

The following are the required findings pursuant to LAMC Section 13B.1.4 of Chapter 1A for the requested Vesting Zone and Height District Change from [Q]C2-2-RIO and [T][Q]C2-2-RIO to (T)(Q)C2-2D-RIO, and removal of the existing Q Condition included in Ordinance No. 164,855 (Subarea 720) which limits the commercial FAR to 1.5:1.

7. Vesting Zone Change, and Height District Change, “T” and “Q” Classification and “D” Limitations

- a. Pursuant to LAMC Chapter 1A Section 13.B.1.4, the action substantially conforms to the purposes, intent and provisions of the General Plan.**

Pursuant to LAMC Chapter 1A Section 13A.2.10.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. 2 and is hereby incorporated by reference.

- b. Pursuant to LAMC Section 13.B.1.4.E, the proposed ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice.**

The request for the Vesting Zone Change and Height District Change would change the zoning on the Project Site from [Q]C2-2-RIO and [T][Q]C2-2-RIO to (T)(Q)C2-2D-RIO, and remove the existing Q Condition included in Ordinance No. 164,855 (Subarea 720) limiting the commercial FAR to 1.5:1. The C2 Zone generally allows for commercial uses including, but not limited to, office, restaurant, and retail uses. Height District 2, in conjunction with the C2 Zone allows a maximum of 6:1 FAR. As proposed, the imposed D Limitation would restrict the site's FAR to 2.5:1. Additionally, while the underlying C2 Zone and Height District 2 would remain the same, removing outdated development restrictions would allow for a project that reflects the current development patterns in the

area, a mix of low- to mid-rise buildings containing a variety of residential, commercial, industrial, and restaurant uses. The proposed Q Conditions are recommended to replace the existing Q Conditions, pursuant to Ordinance No. 164,855 (Subarea 720), and the T and Q Conditions pursuant to Ordinance No. 163,510. Specifically, the Q Conditions on the western portion of the site (Ordinance No. 164,855) limited development on the site as follows: 1) The FAR for commercial development shall not exceed 1.5: 1, 2) an additional FAR of 1.5:1 may be utilized for residential uses, up to a 3:1 FAR total, 3) an additional FAR of 1:1 may be utilized for low income housing, for a total FAR not to exceed 4:1, and 4) for any development in excess of a 2:1 floor area ratio, development plans shall be submitted to the City Planning Commission for review and approval. The Q Conditions on the eastern portion of the site (Ordinance No. 163,510) limited development on the site shall not exceed a FAR of 4:1, to be allocated only as follows: a) 1.5 FAR for hotel guest rooms or suites, b) 1.5 FAR for all other commercial uses, lobby, restaurants and banquet facilities and c) 1:1 FAR for on-site senior low-income housing. The Project's plans are before the City Planning Commission through this action, and the recommended D Limitation would cap the Project's FAR at 2.5:1.

Pursuant to LAMC Chapter 1A Section 13A.2.10.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 five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses, in addition to 1,799 square feet of outdoor uncovered dining. By demolishing the existing surface parking and developing the Project Site with new commercial uses 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 the surrounding neighborhood and the region.

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 development at this site. The Q Conditions, which limit the scale and scope of future development on the site, are necessary to protect the best interests of users 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. In addition, Q Condition No. 2 is necessary to preserve the Project Site's residential development capacity consistent with Government Code Section 66300 and LAMC Chapter 1 Section 11.5.8.

c. “D” Development Limitations

Per LAMC Sections 12.32 G.4, Development Limitations are imposed on the Project Site. The Project Site is vested under the Central City North Community Plan, which designates the Project Site for Regional Commercial land uses. The Project Site is surrounded by low- to mid-rise buildings with a mix of land uses that include industrial, commercial, and residential uses. Directly to the north of the Project Site, across College Street, is a surface parking lot and an existing two-story industrial building (a seven-story, mixed-use residential development was approved for the site in 2019). Additional low-rise industrial buildings are located to the east of the Project Site, across North Main Street, including a three-story, self-storage facility abutting a vacant parcel, while the area to the west of the Project Site, across North Alameda Street, is comprised of the Metro Light Rail Overpass, the Metro A Line Chinatown Station, and office and residential uses. Across Bruno Street to the south is a two-story, industrial building and commercial building and surface parking lot. The surrounding area continues to undergo changes to the development landscape, with new residential and mixed-use developments being introduced within an area previously concentrated with commercial and industrial uses.

The imposed D Limitation would restrict the site's FAR to 2.5:1 and be more restrictive than the by-right Height District 2's allowance for up to a 6:1 FAR, ensuring that the Project would maintain compatibility with the surrounding area and any future development. Therefore, the D Limitation would secure an appropriate development in harmony with the goals of the General Plan.

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

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 three establishments in conjunction with the proposed ground floor restaurant and two retail spaces, with a combined total area of approximately 10,004 square feet. Specifically, the Project's ground-floor restaurant space at the corner of College Street and Alameda Street would have 4,095 square feet of indoor floor area and 1,799 square feet of outdoor area, for a combined area of 5,894 square feet, with a maximum of 108 indoor seats and 28 outdoor seats. The ground-floor retail space at the corner of College Street and Main Street would allow for two tenant establishments with a total floor area of 4,110 square feet. The following are the required findings to permit the sale and dispensing of alcoholic beverages, as required by LAMC Section 13B.2.2 of Chapter 1A and 12.24 W.1 of Chapter 1 (Supplemental Findings).

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 industrial, commercial, and residential uses. The surrounding area continues to undergo changes to the development landscape, with new residential and mixed-use developments being introduced within an area previously concentrated with commercial and industrial uses. The Project Site is generally bound by West College Street to the north, North Main Street to the east, Bruno Street to the south, and North Alameda Street to the west. The Site is also located directly across Alameda Street from the Metro A Line Chinatown Station.

The Project Site itself is currently developed with a surface parking lot used for bus storage, with no buildings or landscaping besides two street trees located in the public right-of-way along Alameda Street which will remain. Directly to the north of the Project Site, across College Street, is a surface parking lot and an existing two-story industrial building (a seven-story, mixed-use residential development was approved for the site in 2019). Additional low-rise industrial buildings are located to the east of the Project Site, across North Main Street, including a three-story self-storage facility abutting a vacant parcel, while the area to the west of the Project Site, across North Alameda Street, is comprised of the Metro Light Rail Overpass, the Metro A Line Chinatown Station, and office and residential uses. Across Bruno Street to the south is a two-story industrial building and commercial building and surface parking lot. A section of granite block paving that is designated as Historic Cultural Monument No. 211 is located in the roadway along Bruno Street.

The greater area surrounding the Project Site is highly urbanized and features a similar hybrid of industrial, commercial, institutional, and residential developments and uses, including restaurants, breweries and bars. The Los Angeles State Historic Park, which frequently hosts high-capacity outdoor events and community gatherings, is located one block to the north, across North Spring Street. Alcohol sales for on- and off-site consumption as part of the Project would therefore be beneficial to public convenience and welfare, as the uses are situated in an infill location, with similar uses, that is easily accessible to nearby visitors, employees, and residents.

The Project would add to the number of available eateries and shops to serve the residents, employees, and visitors in the area, and offering a full-line of alcoholic beverages at these uses would enhance the dining and shopping experience. The Project would also increase the economic vitality of the area by developing a new office building with ground floor restaurant and retail uses, capitalizing on its location within 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, ensuring a vibrant mixture of land uses, and reinforcing Chinatown as a hub of urban activity in the region. Alcohol sales at this location would provide a function and beneficial service for patrons visiting the site, which would enhance the character of the area and would be appropriate in the Regional Commercial 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 standards of the LAMC. 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 three 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 a mid-rise, infill development in a highly urbanized area developed with a mix of land uses that include commercial, industrial, institutional, and residential uses, with predominantly low- to mid-rise buildings. The location, size, height, and operations of the Project would be compatible with both planned and existing developments in the vicinity of the Project Site. The proposed 232,802-square-foot commercial development would be a maximum of five stories and approximately 88 feet in height, with retail and restaurant uses located on the ground floor. Comparatively, the College Station Project, an approved project which would be located directly across College Street from the Project Site, would feature a seven-story, mixed-use building with 725 residential units, including 51,600 square feet of retail space, and the Llewellyn, a residential project recently completed one block further north across Rondout Street, is seven stories and 363,896 square feet. The Project is similar to a recently completed office five-story office building located to the west on the other side of the elevated Metro rail station, and compatible with other existing developments, including the five-story Blossom Plaza mixed-use to the west, a multi-story Extra Space Storage to the east across Main Street, and Homegirl Café restaurant a two-story building and a two-story industrial building to the south across Bruno Street.

While the area around the Project Site is still predominantly low-rise commercial and industrial buildings and vacant lots, the recently completed and approved residential, office, and mixed-use projects in the immediate vicinity of the light rail station are indicative of an area that is transitioning to incorporate denser, transit-oriented uses. As such, the Project would introduce new commercial office, restaurant, and retail uses to the site, which would bring additional shoppers and provide new amenities to the surrounding businesses, and job opportunities for the growing residential population in the area. The proposed sales of alcohol are typical of establishments of this type and are reasonable to expect in a commercial development in an area that contains residential as well as other commercial uses. Alcohol sales in conjunction with the restaurant and retail 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 that envision the surrounding area as a thriving mixed-use and hybrid industrial community, consisting of residential, commercial, light industrial and institutional uses all integrated into a walkable and transit-accessible neighborhood.

The sales of alcohol would not be detrimental to nearby sensitive uses including the Los Angeles State Historic Park and nearby residential developments, as the establishments serving alcohol would be carefully controlled and monitored. The nearest residential uses

to the Project Site include the Llewellyn Apartments to the north, located at 1101 North Main Street, and the Blossom Plaza Apartments and the Metro at Chinatown Senior Lofts to the east across North Alameda Street, located at 900 North Broadway and 808 North Spring Street respectively. The Los Angeles State Historic Park is located approximately 670 feet north of the Project Site across North Spring 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 three 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 Chapter 1A Section 13A.2.10.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 LAMC Section 13B.2.2 of Chapter 1A, 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, Mobility Element, Health and Wellness Element, Air Quality Element, and the Central City North Community Plan (Land Use Element) that relate to commercial land uses. The Central City North Community Plan does not contain any policies that specifically address requests for the sale of alcoholic beverages. 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.

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 three establishments encompassing a maximum of 10,004 square feet, including one sit-down restaurant with 108 indoor seats and 28 outdoor seats, and two retail spaces. All alcohol

establishments would be on the ground level. The restaurant would have 4,095 square feet of indoor floor area and 1,799 square feet of outdoor area, and be located at the corner of College Street and Alameda Street, directly across the street from the Metro A Line Chinatown Station. The retail space would be situated at the corner of College Street and Main Street and would allow for two tenant establishments with a total floor area of 4,110 square feet. While the specific tenants have not yet been identified, the Project would be limited to commercial uses permitted in the proposed C2 Zone. The Main Conditional Use Permit provides an umbrella entitlement with general conditions that apply to up to three 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 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 three 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 two on-site and one off-site licenses that are authorized for the

subject Census Tract, 2071.03. Within Census Tract 2071.03 there are currently a total of 22 active licenses, including 22 on-site and no off-site licenses. As such, the number of existing on-sale licenses within the Census Tract where the Project Site is located exceeds ABC guidelines, but the off-sale licenses do not.

According to statistics provided by the LAPD's Central Division Vice Unit, within Crime Reporting District No. 118, which has jurisdiction over the Project Site, a total of 735 crimes were reported in 2025 compared to the Citywide average of 194 crimes and the total High Crime Reporting Districts average of 232 crimes for the same reporting period. Of this total, 116 reported crimes were alcohol related, 111 were drug/narcotic offenses, three for disorderly conduct, and one each for driving under the influence and for curfew/loitering/vagrancy violations. Accordingly, the reporting district's crime rate exceeds the Citywide average by more than 20 percent, and the Project Site is located within a high-crime reporting district as defined by California Business and Professions Code Section 23958.4. As discussed below, the conditions of this grant and the Main Plan Approval process are intended to address the potential for alcohol-related crime at this location.

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 three proposed establishments are part of a larger development, and 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 and/or off-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 with a mix of low- to mid-rise buildings containing a variety of residential, commercial, and industrial uses. The area has been undergoing changes to the development landscape, with more residential, office, and retail uses being introduced within an area previously more concentrated with commercial and industrial use.

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

- The Metro at Chinatown Senior Lofts, approximately 160 feet west of the Project Site;
- Blossom Plaza Mixed-Use, approximately 250 feet west of the Project Site;
- The Hilda L. Solis Care First Village housing complex, approximately 470 feet southeast of the Project Site;
- Los Angeles State Historic Park, 1245 North Spring Street, approximately 670 feet northwest of the Project Site; and
- Alameda Triangle Pocket Park, 1010 North Alameda Street, approximately 800 feet south 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 and/or off-site sale of a full line of alcoholic beverages would be compatible with the existing and proposed neighborhood-serving commercial uses within the surrounding area, a transit-oriented environment that contains a growing density of employees and 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, the Chinatown Metro A Line, 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 and/or off-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.

9. Project Review Findings

The following are the required findings for development projects resulting in more than 50,000 square feet or more of nonresidential floor area, as required by LAMC Section 13B.2.4 of Chapter 1A.

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 the demolition of an existing surface parking lot and accessory structures to construct a new five-story, 232,802-square-foot commercial building, consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses, on an approximately 2.2-acre site. The Project would have a maximum height of 88 feet and includes parking within one subterranean level, one at-grade parking level and one above-grade (mezzanine) parking level.

Pursuant to LAMC Chapter 1A Section 13A.2.10.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 Central City North Community Plan and would be an infill development in an area developed with low- and mid-rise industrial, commercial, and residential buildings of widely varying age. The Project Site proposes to demolish the existing surface parking for the construction of a new, five-story commercial development with a mix of office and restaurant/retail uses consisting of 224,597 square feet of office space, 4,095 square feet of restaurant uses, and 4,110 square feet of retail uses, with a maximum height of 88 feet.

Height, Bulk, & Mass. The Project Site is located in an urbanized area and generally surrounded by industrial, commercial, and residential buildings. Uses immediately surrounding the site include vacant lots, mid-rise residential buildings, a three-story commercial storage facility, a five-story office building, a two-story industrial building and single-story restaurant with associated surface parking areas. The elevated Metro A Line Chinatown Station is located directly across Alameda Street west of the Project Site, and the Los Angeles State Historic Park is less than 1,000 feet to the northwest.

The Project includes a five-story building with one subterranean parking level, a podium comprised of one at-grade parking level, one above-grade (mezzanine) parking level, and ground floor retail/restaurant, with four levels of office uses above. The building is

conceived as a series of three stacked volumes that progressively step back from Bruno Street as it rises, resulting in cascading terraces that provide more natural light to the upper floors. Above the podium, the office uses would also include an outdoor amenity terrace that would divide the building's massing between the east and west, such that the development presents itself as two distinct buildings within a shared campus.

While the area immediately around the Project Site has historically been developed with low- and medium-rise industrial, commercial, and warehouse buildings, the neighborhood is gradually transitioning to include more residential uses and amenities and increasing density, especially in the immediate area around the Metro A Line Chinatown Station. Overall, the area surrounding the Project Site is continuing to evolve and is intended to occupy a higher density per the recently adopted Downtown Community Plan. As such, the Project's five-story building would be similar and within the range of current and planned development to be expected in this location.

Setbacks

Pursuant to LAMC 12.14 C.1, front yard setbacks are not required in the C2 Zone, and side and rear yard setbacks are not required for commercial buildings in the C2 Zone. However, the Project provides a variable five- to 10-foot setback along Bruno Street, a variable zero- to 28-foot setback along College Street; a variable nine- to 27-foot along Alameda Street; and a variable eight- to 14-foot setback along Main Street. As described above, the Project provides stepbacks from Bruno Street at the upper levels to allow for outdoor terraces that are open to the sky. A publicly accessible street plaza and forecourt would also be provided on the ground floor. The street plaza would be located on the corner of North Alameda Street and West College Street and would include an entrance to the Project, outdoor seating, a raised planter, and bicycle parking, while the forecourt would be located on the opposite side along Bruno Street near the primary commercial entrance to the Project.

Off-Street Parking and Loading Area.

As the Project is located within 0.5 miles of a Major Transit Stop, Government Code Section 65863.2 (AB 2097) prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within one-half mile of a major transit stop. However, the Project voluntarily provides a total of 440 parking spaces within one subterranean, one at-grade, and one above-grade (mezzanine) parking level. In addition, minimum of 30 percent of the total parking spaces provided by the Project would be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total parking spaces would be equipped with EV chargers.

The proposed driveways are sited to minimize interference between pedestrians and vehicles. Vehicular ingress/egress to the site would be provided by two driveways located along College Street, with the driveway closer to the corner of College Street and Alameda Street providing exclusive access to the on-site loading area, while the other driveway would provide access to the parking structure. A passenger drop-off and pick-up area would be accessible along Bruno Street, and is designed to minimize impacts to HCM No. 211 by offsetting the curb adjoining the historic paving inwards to avoid paving over them. 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.

Landscaping

As a fully commercial development, the Project is not subject to a minimum open space or landscaping requirement. However, the Project proposes 52,716 square feet of outdoor amenity space, of which 14,551 square feet would be publicly accessible in the form of a street plaza at the corner of College Street and Alameda Street and a forecourt at the pedestrian entrance on Bruno Street. Other outdoor amenities include tenant amenity terraces, located on Levels 2 and 4, which would include seating and raised planters with drought-tolerant native and adaptive trees, shrubs, and groundcover species, including shade trees. Of the amenity areas, a total of 18,940 square feet would be landscaped. Additionally, the two existing non-native street trees along Alameda Street would be retained, and a total of 70 trees, of which 41 would be located within the Project Site and 29 would be located within the adjacent public right-of-way. The plant palette to be used along the streetscape would be consistent with those planted within the outdoor terraces and the exterior covered workspaces; and include resilient, drought-tolerant native and adaptive trees, shrubs, and groundcover species, including shade trees.

Trash Collection

A trash collection area is proposed on the ground level within the enclosed podium and would therefore be entirely located internally on the Project Site and out of view from any public rights-of-way. As conditioned and proposed, all trash and recycling areas would be enclosed and screened from public view.

Lighting & Building Signage

The Project proposes new office, restaurant, and retail uses that would include accent and security lighting. 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. Additionally, new street lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval by the Bureau of Street Lighting.

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.**

The Project does not include residential uses. Therefore, this finding is not applicable. However, while not required, the Project provides landscaped open space amenities that would improve habitability for surrounding residents and minimize impacts on neighboring properties, including streetscape improvements such as widening of sidewalks, addition of 29 new street trees, and street lighting. Additionally, the Project would provide publicly

accessible outdoor areas on the ground floor in the form of a street plaza at the corner of Alameda Street and College Street, featuring outdoor dining, a raised planter, and bicycle parking; and a forecourt at the Project entrance along Bruno Street, featuring raised planters, bicycle parking, and egress stairs screened by timber battens.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

INTRODUCTION

The City of Los Angeles (the City), as Lead Agency, has evaluated the environmental impacts of the 130 College Project by preparing an Environmental Impact Report ENV-2023-2307-EIR (SCH No. 2024060069). 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 130 College 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 110-130 West College Street, 117-119 West Bruno Street, and 943-973 North Main Street Los Angeles, California (Project Site). The Project proposes the demolition of a surface parking lot to construct a new five-story, 232,802-square-foot commercial development consisting of 224,597 square feet of office, 4,095 square feet of restaurant, and 4,110 square feet of retail uses, in addition to 1,799 square feet of outdoor uncovered dining, on an approximately 2.2-acre site. The Project would have a maximum height of 88 feet and includes parking within one subterranean, one at-grade, and one above-grade (mezzanine) level.

The Draft EIR was circulated for a 61-day public comment period beginning on November 20, 2025, and ending on January 20, 2026. A Notice of Completion and Availability (NOC/A) was distributed on November 20, 2025, 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; Chinatown Branch Library; and Little Tokyo Branch Library. A copy of the document was also posted online at <https://planning.lacity.org>. Notices were filed with the County Clerk on November 20, 2025.

The Final EIR was then distributed on July 31, 2026. 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 28, 2026 (Certified EIR), in conjunction with the approval of the Project's Vesting Tentative Tract Map (VTT-84059-CN). 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 not appealed.

The DAA 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 Conditions of Approval of CPC-

2023-2306-GPA-VZC-HD-MCUP-PR, 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
 - D. 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 have arisen since the approval of the Project. There are no substantial changes to the Project. No substantial changes have been identified with respect to the circumstances under which the Project would be undertaken, and no new information of substantial importance has been identified since certification of the EIR. The comments received at the August 26, 2026 public hearing raised issues that were addressed in the EIR and do not constitute new information of substantial importance. 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 imposed as

conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

RECORD OF PROCEEDINGS

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

In addition, copies of the Initial Study, Draft EIR, and Final EIR are available on the Department of City Planning's website at <https://planning.lacity.gov/project-review/environmental-review/published-documents>. The Draft and Final EIR are also available at the following three Library Branches:

- Los Angeles Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- Chinatown Branch Library, 639 North Hill Street, Los Angeles, CA 90012
- Little Tokyo Branch Library, 203 South Los Angeles Street, Los Angeles, CA 90012

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing was conducted by the Deputy Advisory Agency (DAA) and Hearing Officer on behalf of the City Planning Commission, telephonically and virtually via Zoom on August 26, 2026, at 10:00 a.m., for the subdivision and Project entitlements. In attendance were the Applicant's team and approximately 25 members of the general public.

Summary of Public Hearing Testimony

At the hearing, the Project team presented the following information:

- Project Background
- Overview of the design elements
- Overview of the Tract Map request
- Overview of Project entitlement requests

A total of 11 members of the public spoke, of which eight were in support of the Project, and one person, on behalf of the Los Angeles Conservancy, remained impartial. Supporters noted the Project would strengthen the local economy and provide new skilled trade construction jobs, activate the area adjacent to the Metro A Line Chinatown Station, and contribute to the growth of Chinatown.

Two commenters spoke in opposition to the Project expressing concern regarding an increase in Greenhouse Gas Emissions (GHG), congestion, exposure of on-site contaminated soil as well as inadequate mitigation measures, and gentrification. Specifically, the commenters expressed concern with the Mitigation Measure TR-MM-1 which would require the Project to implement a ride-share program by matching employees with similar commutes into carpools and vanpools, noting that the program was inadequate and would not fully address the Project-related congestion. Further the commenters claimed the Project could lead to gentrification of the surrounding neighborhood, displacement of long-time residents and legacy business, while the Project does not capitalize on the existing stock of vacant office space in the area and throughout the City, the Project requests too many entitlements and thus is not suitable for the site and, lastly, fails to address the growing gap between rapid new development and lagging City services. It should be noted that the site is currently a vacant surface parking lot and no direct displacement of housing or residents would occur.

Planning Staff stated that the concerns related to GHG, hazards, and transportation were submitted as comments on the DEIR and addressed in the Final EIR. Staff further clarified that the Project would not result in significant unavoidable impacts related to GHG, hazards, or transportation. Specifically, no impacts were identified related to GHG; mitigation measures have been proposed to address potential impacts related to hazards and hazardous materials, including implementation of a Soil Management Plan; and the City of Los Angeles Department of Transportation (LADOT) approved the Project's proposed carpool program as a mitigation in LADOT's approval of the Project's Transportation Assessment, and no evidence has been submitted to the record suggesting that the measure is inadequate. Finally, Staff stated that all feasible mitigation measures have been imposed and that the record contains no substantial evidence demonstrating that the EIR is inadequate or that additional mitigation measures are required.

The Hearing Officer requested that speakers with questions contact the City if they had additional questions or requests for clarification after the Hearing Officer Hearing; and reiterated the ways in which members of the public could provide additional comments after public hearing. No letters were received prior/after the public hearing in opposition or support of the Project.

EXHIBIT A

PROJECT PLANS

OCTOBER 22, 2026



130 WEST COLLEGE ST.
LOS ANGELES, CA 90012

ENTITLEMENT DRAWING SUBMISSION

ARCHITECT

GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global

432 Colton Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY

© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, copied, or copied. Any unauthorized use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES

Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT		PROJECT NAME		REV	BY	DATE	DESCRIPTION	KEY PLAN		DRAWING TITLE	
S&R Partners, LLC		130 West College Street		1	GA	10.06.2023	100% Entitlement Review 01			COVER SHEET	
				2	GA	01.18.2024	100% Entitlement Review 02			SCALE	
				3	GA	05.21.2024	100% Entitlement Review 03			@ARCH E1	
				4	GA	04.13.2026	100% Entitlement Review 04			STATUS	
				5	GA	10.06.2026	100% Entitlement Review 05			For Information	
CONSULTANTS		PROJECT NO.	ADDRESS	DRW		CH	APPR	DRW DATE		REV	
		20046	130 West College St. Los Angeles, CA 90012 USA	CC		HN	AB	10.06.2026		5	
				DRAWING NO.							
										A-000	

PROJECT INFORMATION

ADDRESS:
130, 114, & 110 W. COLLEGE ST. LOS ANGELES, CA 90012
117 & 119 W. BRUNO ST. LOS ANGELES, CA 90012
973, 971, 963, 959, 955, 953, 949, 945, & 943 N. MAIN ST, LOS ANGELES, CA 90012

PROJECT SCOPE:
NEW CONSTRUCTION OF CREATIVE OFFICE BUILDING, CONSTRUCTION CONSISTING OF:
4 STORIES OFFICE, TYPE IIIB ON TYPE I-A PODIUM
2 STORIES ABOVE GRADE PARKING STRUCTURE, TYPE I-A
1 BELOW-GRADE PARKING GARAGE, TYPE I-A

PROJECT USE:
CREATIVE OFFICE SPACE WITH ANCILLARY USES, RETAIL/RESTAURANT USES, AND ASSOCIATED PARKING

PROJECT NAME:
130 WEST COLLEGE STREET

LEGAL DESCRIPTION:
LOTS: FR D, 16-17, 25-35
BLOCKS: NONE
TRACTS: FREIGHT DEPOT TRACT, & BEAUDRY WATER WORKS TRACT
ARB: NONE
APN: 5409-008-001, 5409-008-002, 5409-008-003, 5409-008-004, 5409-008-005, 5409-008-006, 5409-008-015

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

PARCEL 1:
LOT D OF THE FREIGHT DEPOT TRACT, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 72, PAGES 75 AND 76 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM ALL MINERALS AND ALL MINERAL RIGHTS OF EVERY KIND AND CHARACTER NOW KNOWN TO EXIST OR HEREAFTER DISCOVERED, INCLUDING, WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL AND GAS AND RIGHTS THERETO, TOGETHER WITH THE SOLE, EXCLUSIVE AND PERPETUAL RIGHT TO EXPLORE FOR, AND REMOVE AND DISPOSE OF SAID MINERALS BY ANY MEANS OR METHODS SUITABLE TO GRANTOR, ITS SUCCESSORS AND ASSIGNS, BUT WITHOUT ENTERING UPON OR USING THE SURFACE OF THE PROPERTY, AND IN SUCH MANNER AS NOT TO DAMAGE THE SURFACE OF SAID LANDS OR TO INTERFERE WITH THE USE THEREOF BY GRANTEE, HER HEIRS, SUCCESSORS OR ASSIGNS AS RESERVED BY DEED RECORDED ON OCTOBER 06, 1998 AS INSTRUMENT NO. 981819511, OFFICIAL RECORDS.

PARCEL 2:
LOTS 16, 17, AND 25 TO 35 INCLUSIVE OF THE BEAUDRY WATER WORKS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE(S) 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALSO THAT CERTAIN 16 FOOT ALLEY SHOWN ON SAID MAP ADJOINING LOTS 17 AND 26 ON THE EAST AND ADJOINING LOTS 27 TO 35 INCLUSIVE ON THE WEST, VACATED APRIL 21, 1904 BY ORDINANCE NO. 9460 OF SAID CITY.

ALSO THAT PORTION OF MAIN STREET IMMEDIATELY ADJOINING SAID LOTS 2 TO 35 INCLUSIVE ON THE SOUTHEAST, VACATED MARCH 01, 1905 BY ORDINANCE NO. 10749 OF SAID CITY.

FOR CONVEYANCING PURPOSES ONLY: APN 8409-008 -015 (PARCEL 1)
APN'S: 8409-008-001, 002, 003, 004, 005, AND 006 (PARCEL 2)

REQUIRED SETBACKS:
FRONT YARD = 0'
REAR YARD = 0'
SIDE YARDS = 0'

TYPE OF CONSTRUCTION:
TYPE I-A: PODIUM, PARKING STRUCTURE
TYPE II-B: OFFICE

OCCUPANCY:
A-2: FOOD AND DRINK CONSUMPTION ASSEMBLY
B: SMALL ASSEMBLY SPACES AND OFFICES
M: RETAIL
S-2: PARKING

LIFE SAFETY:
FULLY SPRINKLERED - FIRE SPRINKLER SYSTEM NFPA 13 PER CBC 903.3.1.1, 410.6, AND 410.7.

APPLICABLE CODES
PART 2 - CALIFORNIA BUILDING CODE (CBC)
PART 3 - CALIFORNIA ELECTRICAL CODE (CEC)
PART 4 - CALIFORNIA MECHANICAL CODE (CMC)
PART 5 - CALIFORNIA PLUMBING CODE (CPC)
PART 6 - CALIFORNIA ENERGY CODE (CEnc) (TITLE-24 BUILDING ENERGY EFFICIENCY STANDARDS)
PART 9 - CALIFORNIA FIRE CODE (CFC)
PART 11 - CALIFORNIA GREEN BUILDING CODE (CAL GREEN)
2010 STANDARDS FOR ACCESSIBLE DESIGN
2025 CITY OF LOS ANGELES BUILDING CODE
ALL CURRENT LOS ANGELES MUNICIPAL CODES AND LOCAL ORDINANCES (L.A.M.C.)

EXISTING ZONING
GENERAL PLAN LAND USE DESIGNATION: REGIONAL COMMERCIAL
ZONE: [O]C2-2-RIO, AND [T]I[C]C2-2-RIO
ZI-2452 TRANSIT PRIORITY AREA IN THE CITY OF LOS ANGELES
ZI-2358 RIVER IMPLEMENTATION OVERLAY DISTRICT
ZI-2129 STATE ENTERPRISE ZONE: EAST LOS ANGELES
ZI-2498 LOCAL EMERGENCY TEMPORARY REGULATIONS - TIME LIMITS AND PARKING RELIEF - LAMC 16.02.1 TRANSIT ORIENTED COMMUNITIES (TOC) TIER 03
HEIGHT DISTRICT NO. 2

PROPOSED ZONING
C2-2D-RIO

LOT ACREAGE:
GROSS AREA: 2.649 ACRES OR 115,379 SF
NET AREA (PRE-DEDICATION): 2.240 ACRES OR 97,594 SF
NET AREA (POST-DEDICATION): 2.210 ACRES OR 96,268 SF

PROPOSED TOTAL BUILDING AREA:
TOTAL FLOOR AREA: 232,842 SF
OFFICE (INCLUDES EXTERIOR SPACES): 224,637 SF
RESTAURANT: 4,095 SF
RETAIL: 4,110 SF

ALLOWABLE FLOOR AREA RATIO (FAR)
ALLOWABLE FAR: 1.5:1
(UNDER EXISTING GENERAL PLAN AND ZONING)

PROPOSED FAR
PROPOSED FAR: 2.42:1
(UNDER PROPOSED GENERAL PLAN
AND ZONING, UTILIZING POST- DEDICATION LOT AREA)

ALLOWABLE HEIGHT
ALLOWABLE HEIGHT PER LOS ANGELES ZONING CODE: UNLIMITED
HEIGHT DISTRICT NO. 2

PROPOSED HEIGHT
75' - 0" (BUILDING HEIGHT PER LA BUILDING CODE)
79' - 6" (BUILDING HEIGHT PER LA MUNICIPAL CODE)

TOP OF ROOF: 75' - 0" (PER LABC) 78' - 0" (PER LAMC)
TOP OF PARAPET: 76' - 6" (PER LABC) 79' - 6" (PER LAMC)
TOP OF MECHANICAL PENTHOUSE: 85' - 0" (PER LABC) 88' - 0" (PER LAMC)

NUMBER OF STORIES: 5 STORIES + 1 MEZZANINE

BASEMENT: 17' - 0" BELOW GRADE (RELATIVE TO HIGHEST GRADE ELEVATION)
NUMBER OF STORIES: 1 STORY

EXTERIOR SPACE SUMMARY

EXTERIOR SPACE TOTAL (OFFSITE)
HARDSCAPE AREA TOTAL: 11,217 SF (80%)
SOFTSCAPE AREA TOTAL: 2,358 SF (20%)

TOTAL AREA: 13,575 SF

EXTERIOR SPACE TOTAL (ONSITE)
HARDSCAPE AREA TOTAL: 33,776 SF (65%)
SOFTSCAPE AREA TOTAL: 18,940 SF (35%)

TOTAL AREA: 52,716 SF

EXTERIOR SPACE TOTAL AREA: 66,291 SF

EXISTING TREES
TOTAL OFFSITE TREES (TO REMAIN) = 2

PROPOSED TREES
TOTAL GROUND LEVEL OFFSITE TREES = 29
TOTAL GROUND LEVEL ONSITE TREES = 11
TOTAL LEVEL 2 TREES = 18
TOTAL LEVEL 4 TREES = 12

TOTAL PROPOSED TREES = 70

PARKING ANALYSIS

EXISTING PARKING = 0 SPACES

PER AB 2097, NO MINIMUM PARKING STANDARDS

PARKING PROVIDED

LEVEL B1 = 250 SPACES
LEVEL P1 = 88 SPACES
LEVEL P2 = 102 SPACES

TOTAL PROVIDED = 440 SPACES

EV SPACE REQUIREMENT (PER ORDINANCE NO. 186485)

EV CAPABLE SPACES = 20% OF 429 SPACES = 86 SPACES
EV CHARGING SPACES = 10% OF 429 SPACES = 43 SPACES

TOTAL REQUIRED EV SPACES = 30% OF 429 SPACES = 129 SPACES

TOTAL PROVIDED = 140 SPACES

ACCESSIBLE SPACE REQUIREMENT (PER TABLE 11B-208.2)

ATTRIBUTABLE STALL CALCULATION = 429 SPACES - 43 EVCS SPACES = 386 SPACES
TABLE 11B-208.2 RANGE = 301 TO 400

TOTAL REQUIRED ACCESSIBLE SPACES = 8 SPACES (2 VAN)

TOTAL PROVIDED = 10 SPACES (5 VAN)

PARKING STALL SUMMARY

TYPE	STALLS
CAR ACCESSIBLE (A)	5
COMPACT (C)	154
EV ACCESSIBLE STALLS (EVCS-A)	1
EV CAPABLE (EV)	95
EV CHARGING STALLS (EVCS)	37
EV VAN ACCESSIBLE STALLS (EVCS-AV)	2
STANDARD (S)	75
TANDEM (T)	69
VAN ACCESSIBLE (AV)	2
TOTAL STALLS	440

*PARKING ATTENDANT TO BE PROVIDED FOR TANDEM SPACES PER LAMC

BICYCLE PARKING REQUIRED

LONG TERM REQUIRED
OFFICE USE = 224,597 SF @ 1/5,000 SF = 45 SPACES
RESTAURANT USE = 4,095 SF @ 1/2,000 SF = 2 SPACES
RETAIL USE = 4,110 SF @ 1/2,000 SF = 2 SPACES

TOTAL LONG TERM SPACES = 49 SPACES

SHORT TERM REQUIRED
OFFICE USE = 224,597 SF @ 1/10,000 SF = 22 SPACES
RESTAURANT USE = 4,095 SF @ 1/2,000 SF = 2 SPACES
RETAIL USE = 4,110 SF @ 1/2,000 SF = 2 SPACES

TOTAL SHORT TERM SPACES = 26 SPACES

TOTAL REQUIRED = 75 SPACES

BICYCLE PARKING PROVIDED

LONG TERM = 123 SPACES
SHORT TERM = 26 SPACES

TOTAL PROVIDED = 149 SPACES
(INCLUDES REPLACEMENT SPACES)

AREA SUMMARY

AREA TYPES BY LEVEL

TYPE	AREA
01 EXTERIOR COVERED SPACE OFFICE RESTAURANT RETAIL	3,398 SF 17,538 SF 4,095 SF 4,110 SF 29,141 SF

02 EXTERIOR COVERED SPACE OFFICE	7,121 SF 51,195 SF 58,316 SF
--	------------------------------------

03 EXTERIOR COVERED WORKSPACE OFFICE	1,335 SF 46,434 SF 47,768 SF
--	------------------------------------

04 EXTERIOR COVERED SPACE OFFICE	4,908 SF 45,740 SF 50,647 SF
--	------------------------------------

05 EXTERIOR COVERED WORKSPACE OFFICE	1,336 SF 45,633 SF 46,969 SF
--	------------------------------------

TOTAL FLOOR AREA 232,842 SF

FAR: 2.42:1

AREA TOTALS BY TYPE

TYPE	AREA
EXTERIOR COVERED SPACE EXTERIOR COVERED WORKSPACE OFFICE RESTAURANT RETAIL TOTAL FLOOR AREA	15,427 SF 2,671 SF 206,539 SF 4,095 SF 4,110 SF 232,842 SF

PUBLICLY ACCESSIBLE OUTDOOR AREA	14,551 SF
-------------------------------------	-----------

SHEET LIST

Architecture	
A-000	COVER SHEET
A-002	PROJECT INFORMATION
A-011	SITE SURVEY
A-012	AERIAL OVERVIEW
A-013	SITE PHOTOS 1-2 OF 8
A-014	SITE PHOTOS 3-4 OF 8
A-015	SITE PHOTOS 5-6 OF 8
A-016	SITE PHOTOS 7-8 OF 8
A-020	RENDERING 1 OF 4
A-021	RENDERING 2 OF 4
A-022	RENDERING 3 OF 4
A-023	RENDERING 4 OF 4
A-030	AREA PLANS
A-031	PLOT PLAN
A-032	SITE PLAN
A-101	LEVEL B1
A-102	LEVEL 01/P1
A-103	LEVEL P2
A-104	LEVEL 02
A-105	LEVEL 03
A-106	LEVEL 04
A-107	LEVEL 05
A-108	ROOF PLAN
A-121	LEVEL 01 ENLARGED RESTAURANT
A-201	ELEVATIONS - NORTH, SOUTH
A-202	ELEVATIONS - WEST, EAST
A-301	LONGITUDINAL SECTIONS
A-302	TRANSVERSE SECTIONS

Civil	
C-101	GRADING PLAN
C-102	LID PLAN

Landscape	
L-001	EXTERIOR SPACE PLAN
L-002	TREE DISPOSITION PLAN
L-003	PLANTING PALETTE
L-101	LEVEL 01 OVERALL LANDSCAPE SITE PLAN
L-102	LEVEL 02 OVERALL LANDSCAPE SITE PLAN
L-103	LEVEL 04 OVERALL LANDSCAPE SITE PLAN
L-121	LEVEL 01 ENLARGED STREET PLAZA AND STREETSCAPE
L-122	LEVEL 01 ENLARGED ENTRY PLAZA GARDEN
L-201	RENDERED ELEVATIONS

PROJECT CONTACTS

OWNER:
S&R PROPERTIES, LLC
STEVE RIBOLI
737 LAMAR ST
LOS ANGELES, CA 90031

ARCHITECT:
GRIMSHAW, INC
ANDREW BYRNE
432 COLYTON STREET
LOS ANGELES, CA 90013
ANDREW.BYRNE@GRIMSHAW.GLOBAL

LANDSCAPE ARCHITECT:
SALT
423 GIN LING WAY
LOS ANGELES, CA 90012

FIRE, LIFE, AND SAFETY:
HOLMES
523 WEST 6TH STREET SUITE 1122
LOS ANGELES, CA 90014

MECHANICAL, ELECTRICAL & PLUMBING:
BURO HAPPOLD
800 WILSHIRE BLVD 16TH FLOOR LOS ANGELES, CA 90017

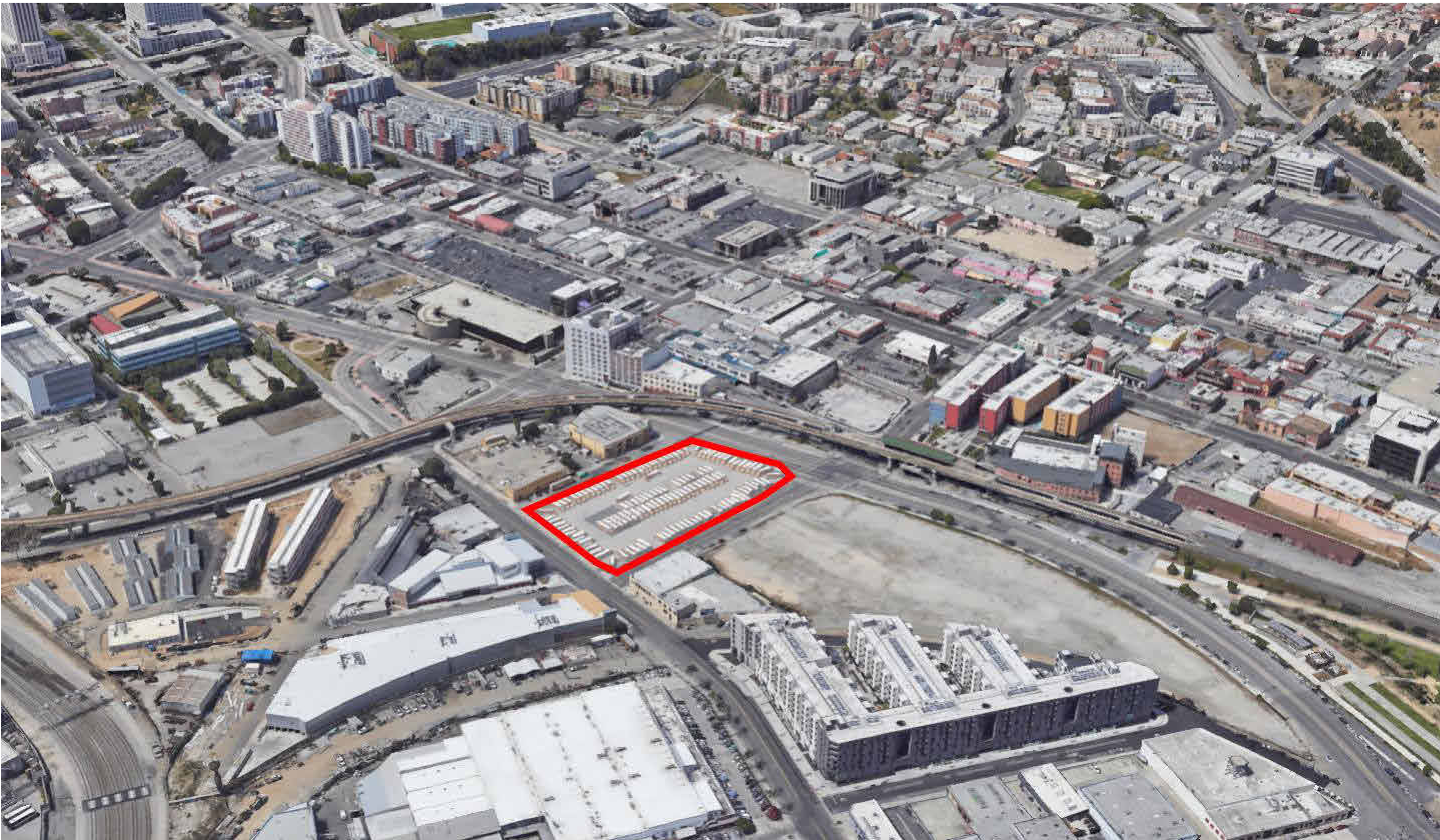
STRUCTURAL ENGINEER:
HOLMES
523 WEST 6TH STREET SUITE 1122
LOS ANGELES, CA 90014

CIVIL ENGINEER:
LANGAN
515 FLOWER STREET #2860
LOS ANGELES, CA 90071

PARKING:
WALKER CONSULTANTS
707 WILSHIRE BLVD, SUITE 3650
LOS ANGELES, CA 90017



VICINITY PLAN



1. AERIAL VIEW LOOKING SOUTHWEST



1. VIEW FROM NW INTERSECTION OF ALAMEDA AND COLLEGE ST LOOKING SOUTHEAST



2. VIEW FROM SW INTERSECTION OF ALAMEDA AND BRUNO ST LOOKING EAST-NORTHEAST

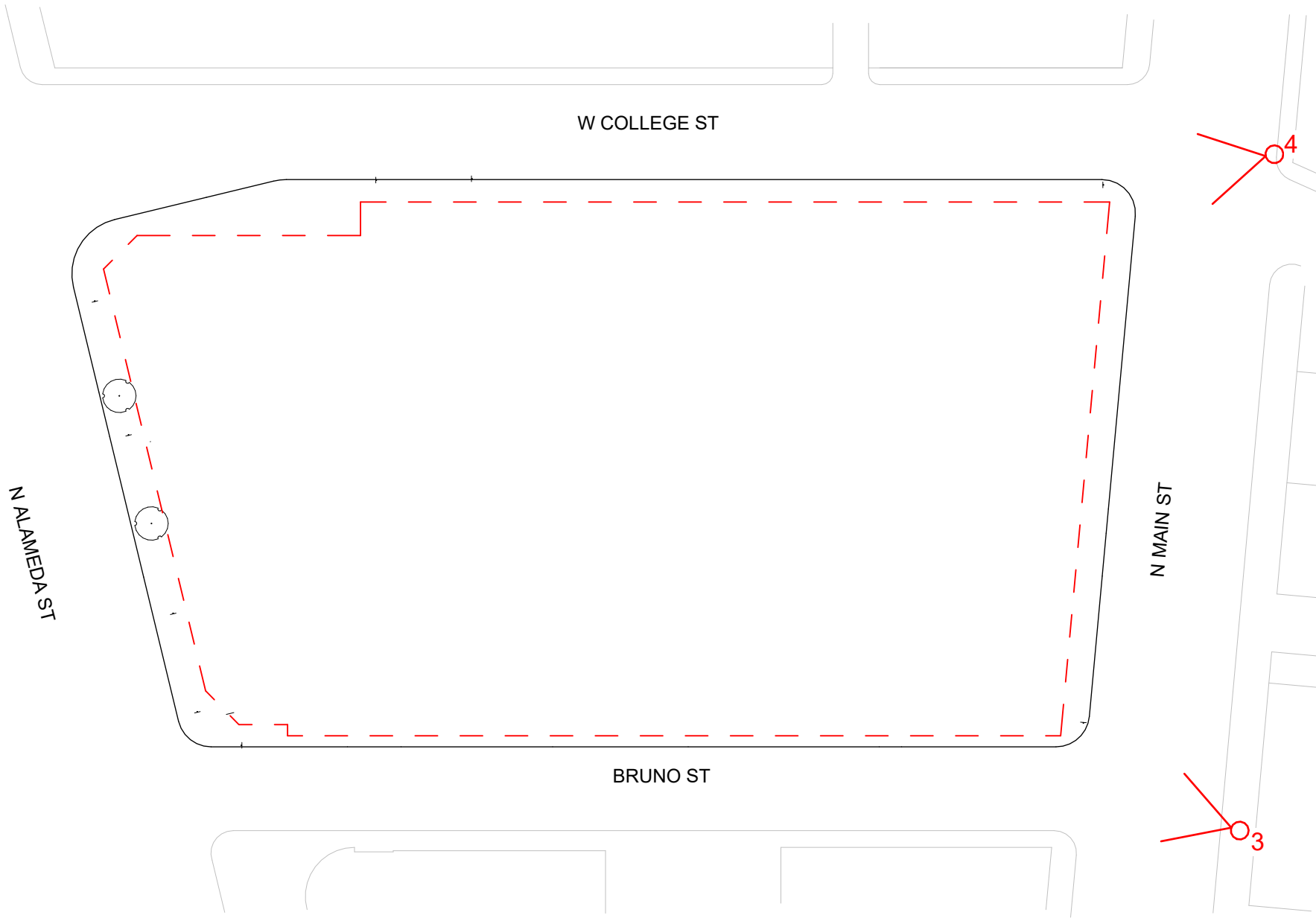




3. VIEW FROM SE INTERSECTION OF MAIN AND BRUNO ST LOOKING NORTHWEST



4. VIEW FROM NE INTERSECTION OF MAIN AND COLLEGE ST LOOKING WEST-SOUTHWEST

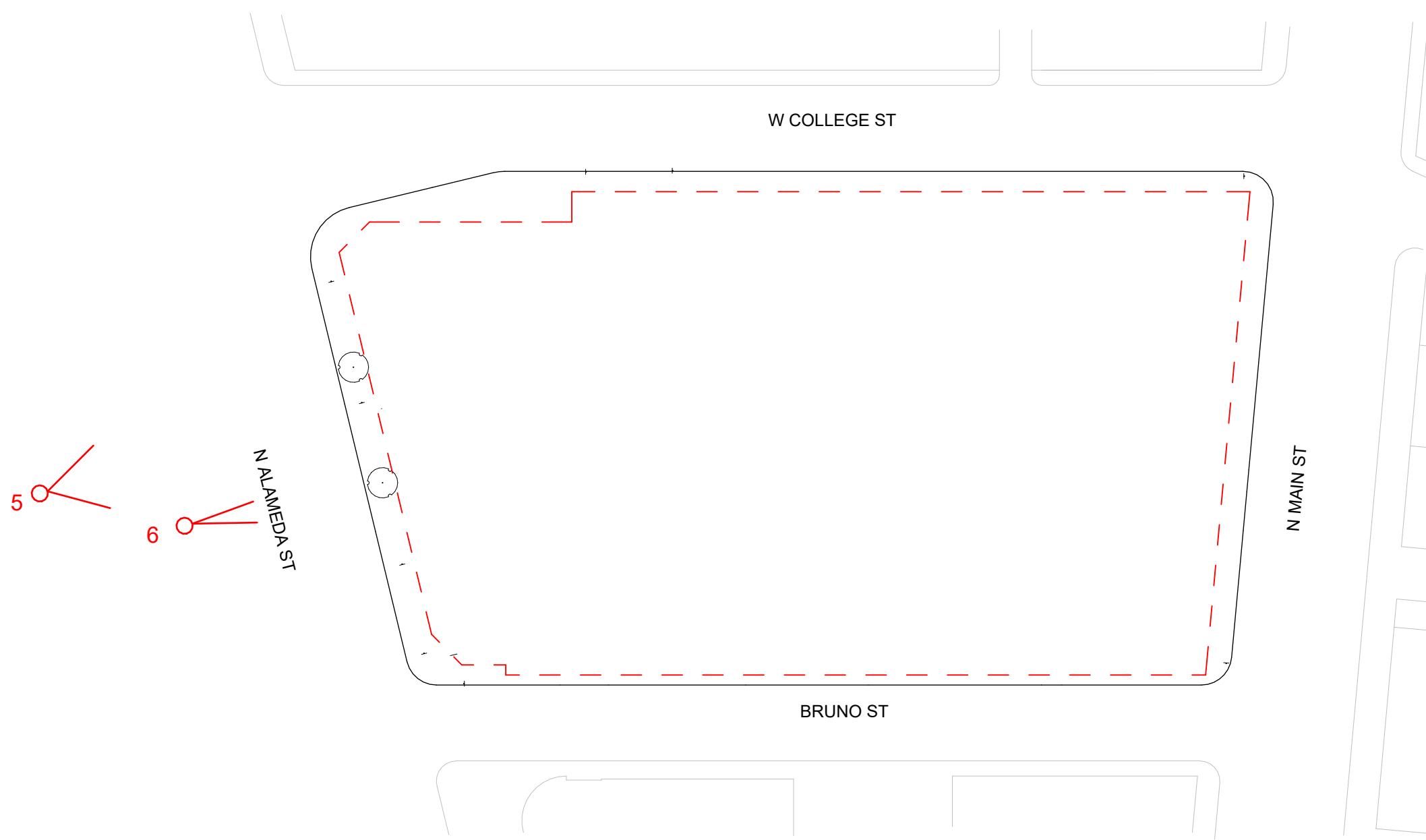




5. MID-BLOCK VIEW OF ALAMEDA ST LOOKING EAST



6. CLOSE-FOCUS VIEW OF EXISTING STREET TREE ON ALAMEDA ST

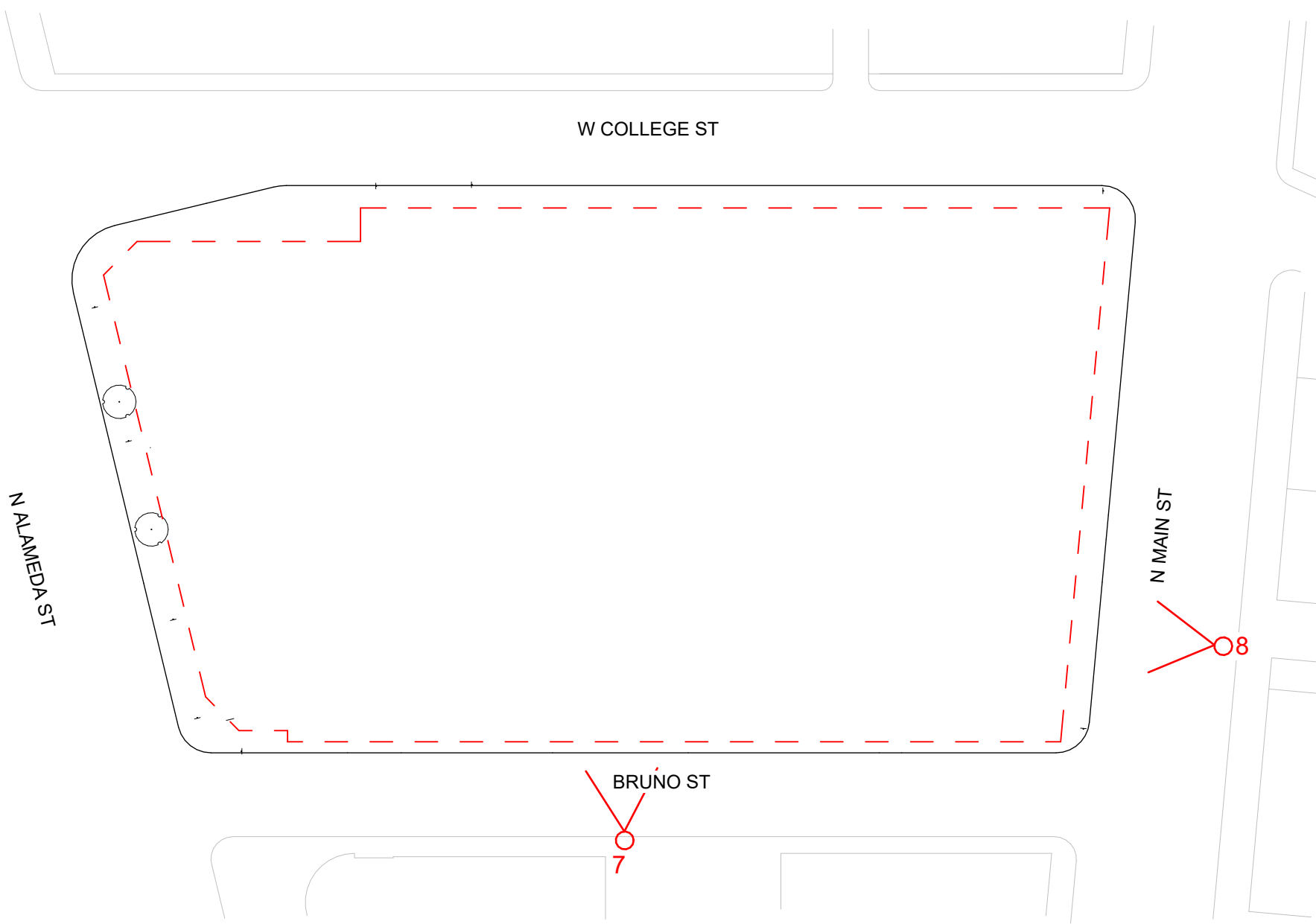


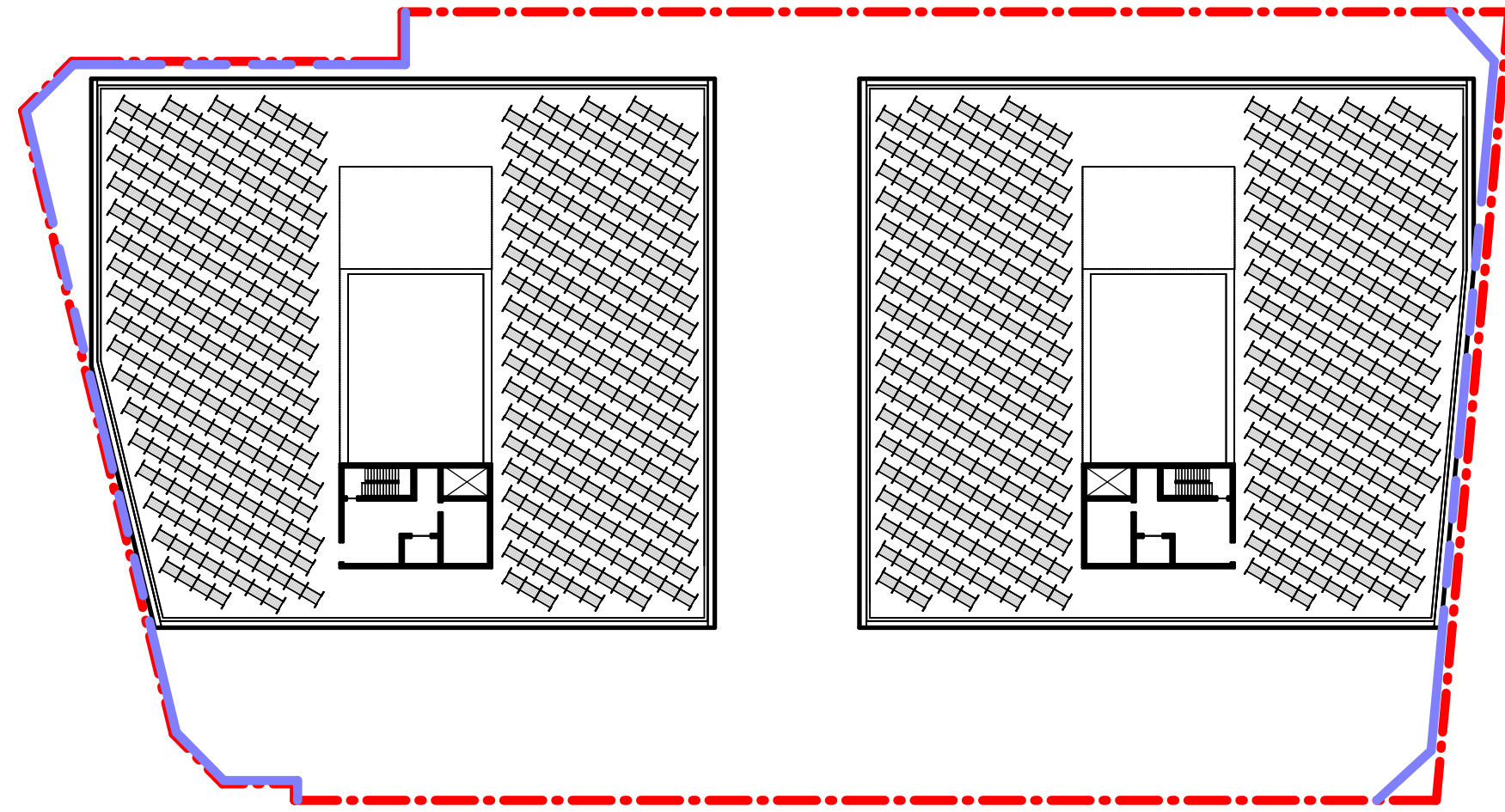


7. MID-BLOCK VIEW OF BRUNO ST LOOKING NORTH

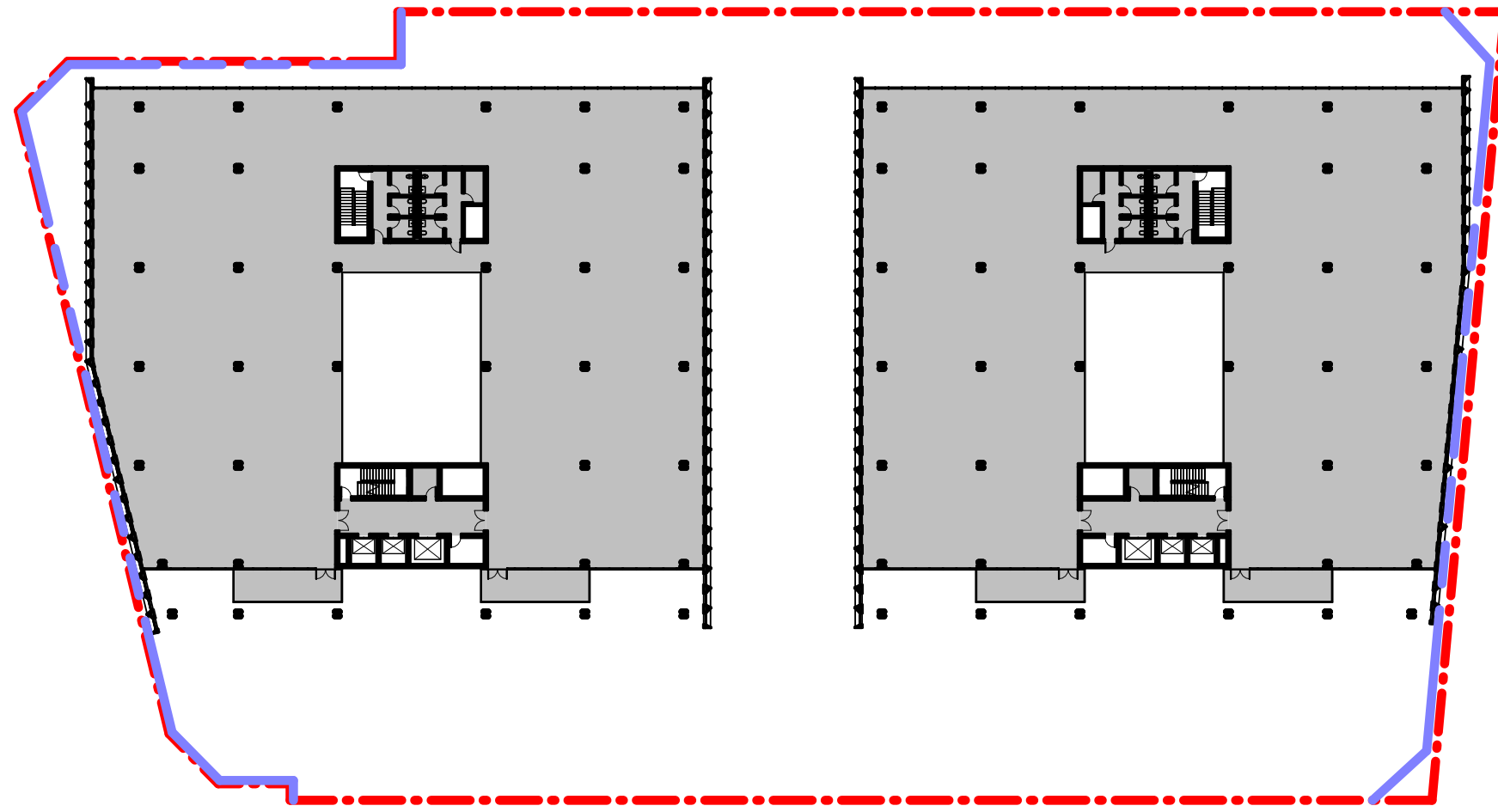


8. MID-BLOCK VIEW OF MAIN ST LOOKING WEST

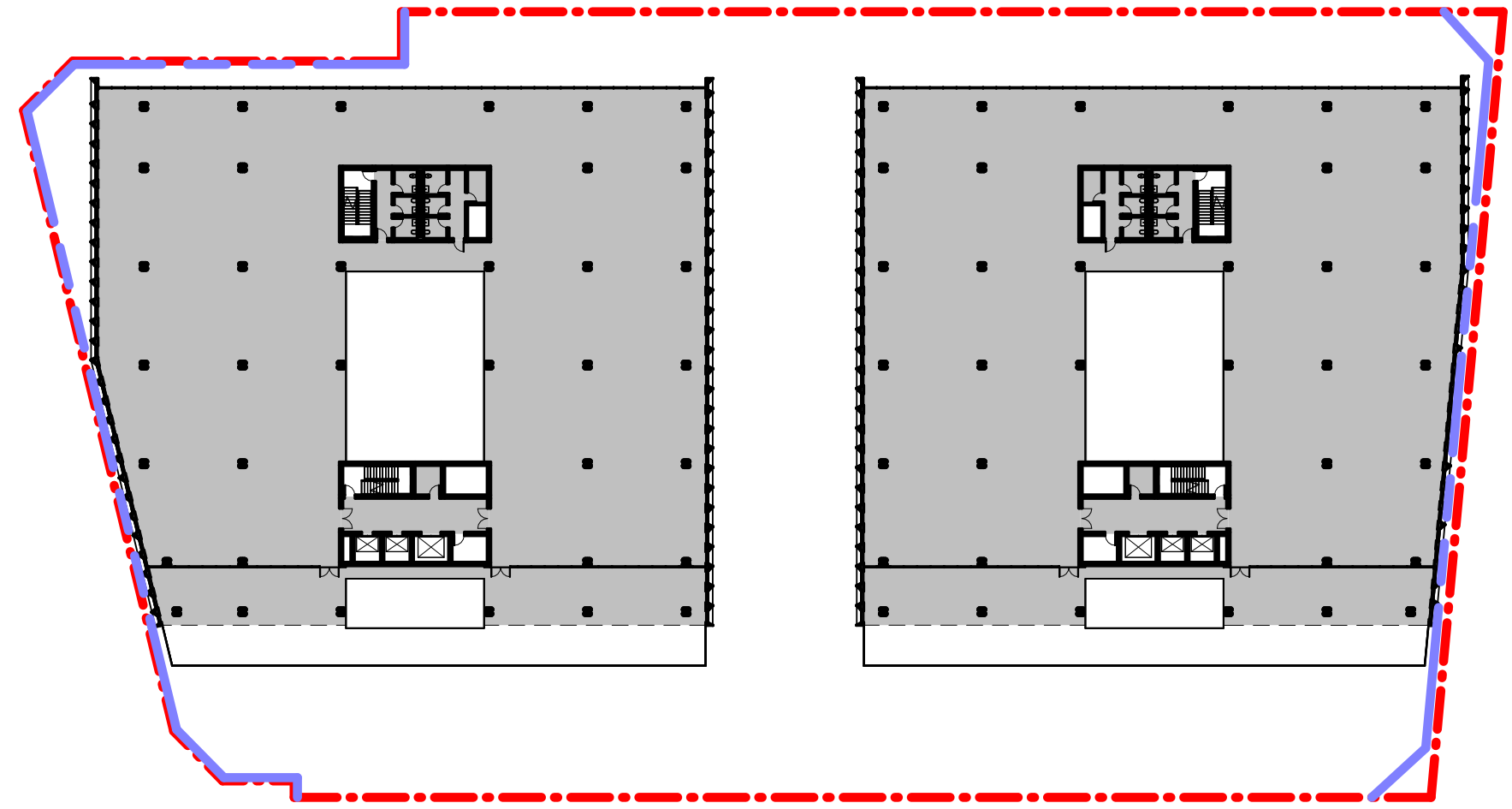




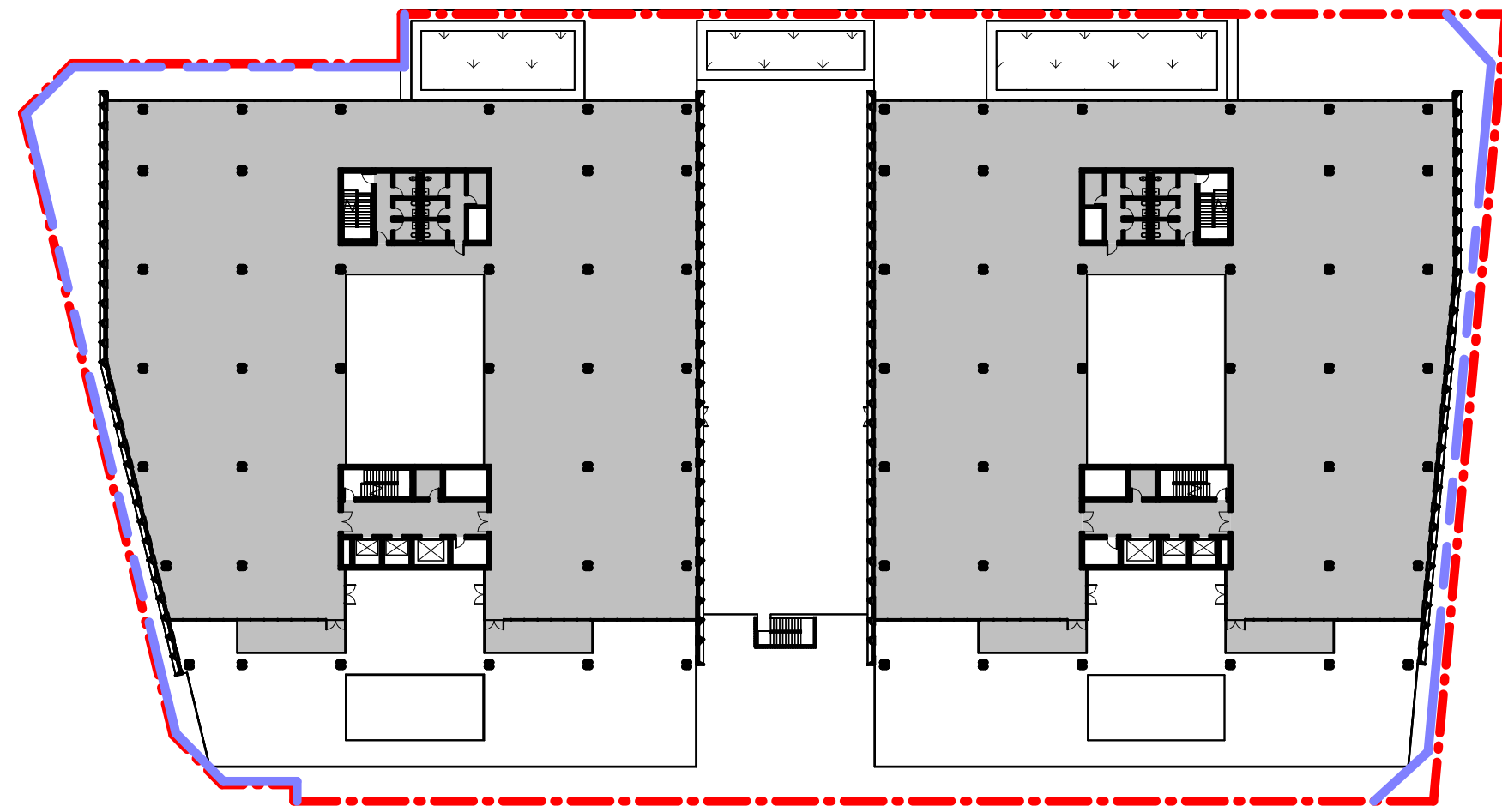
8 ROOF
1" = 50'-0"



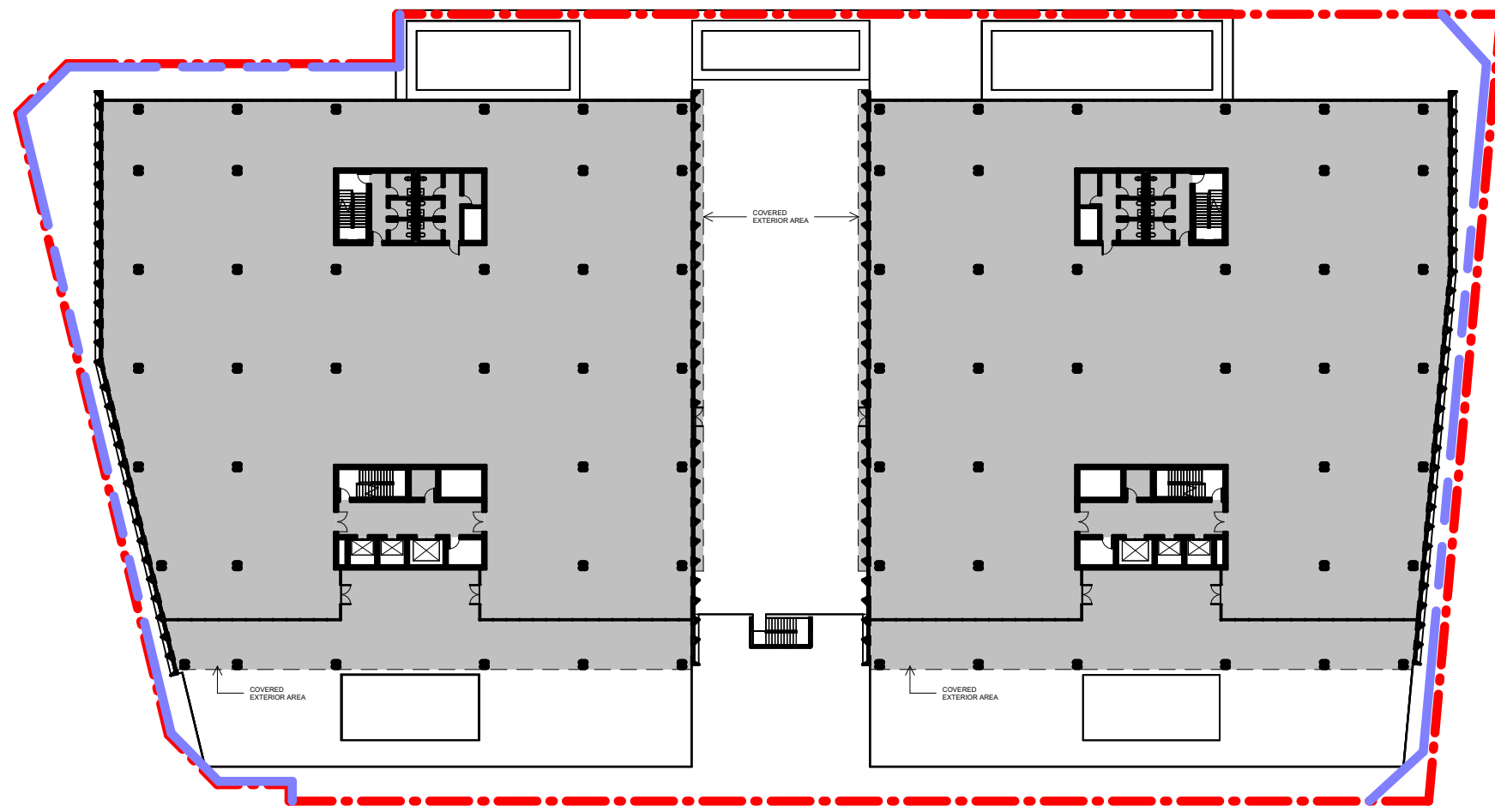
7 LEVEL 05
1" = 50'-0"



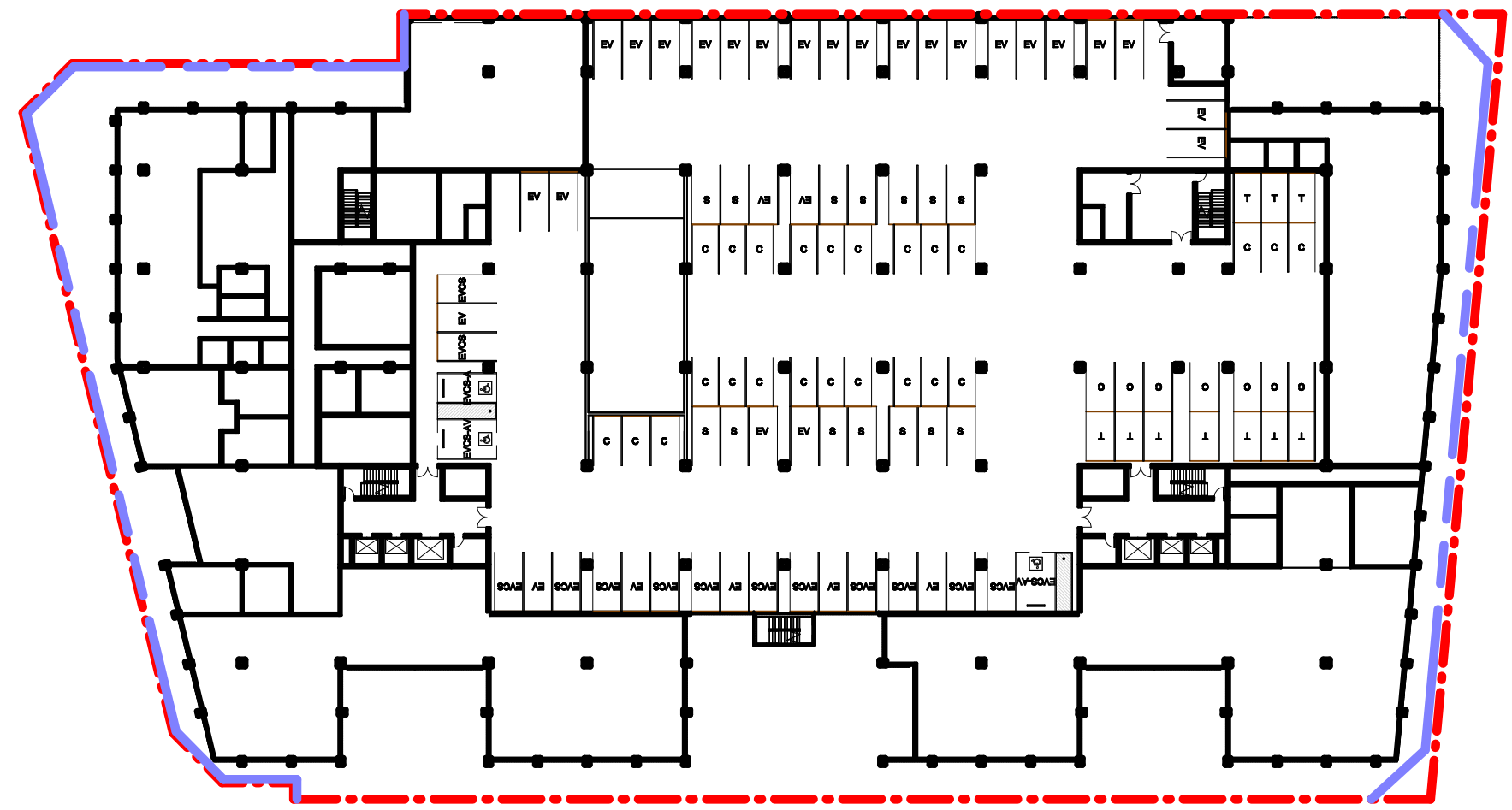
6 LEVEL 04
1" = 50'-0"



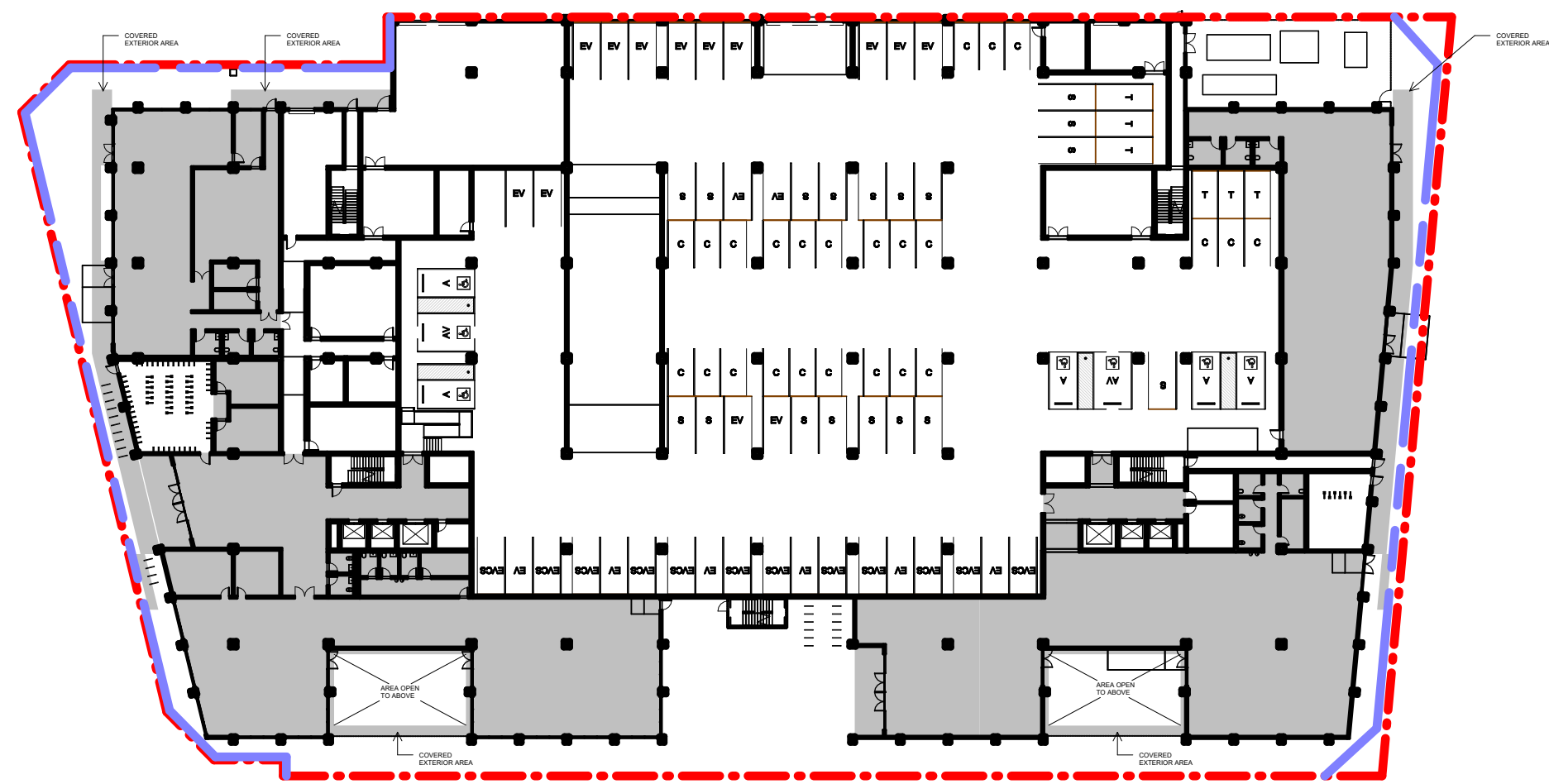
5 LEVEL 03
1" = 50'-0"



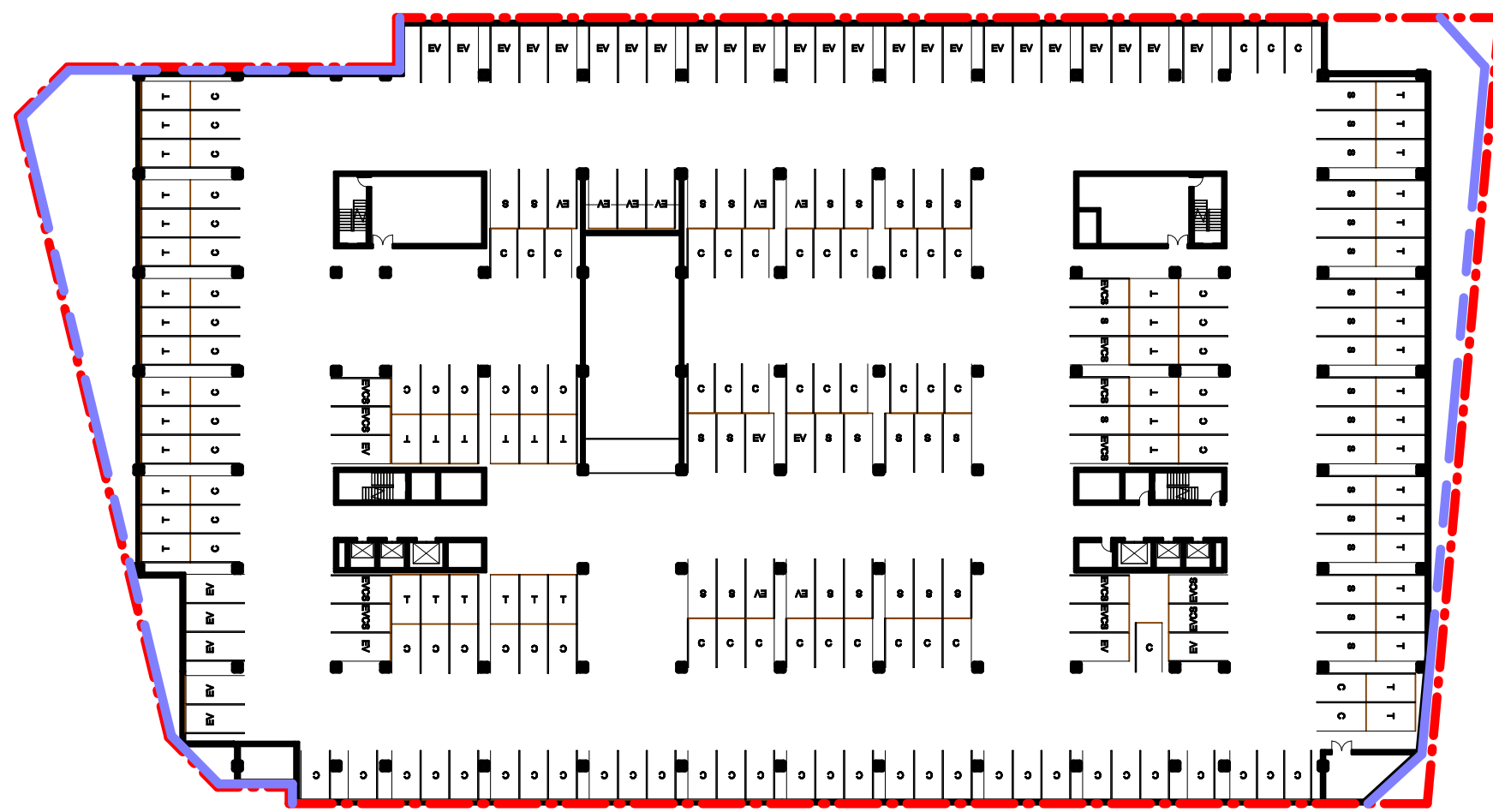
4 LEVEL 02
1" = 50'-0"



3 LEVEL P2
1" = 50'-0"



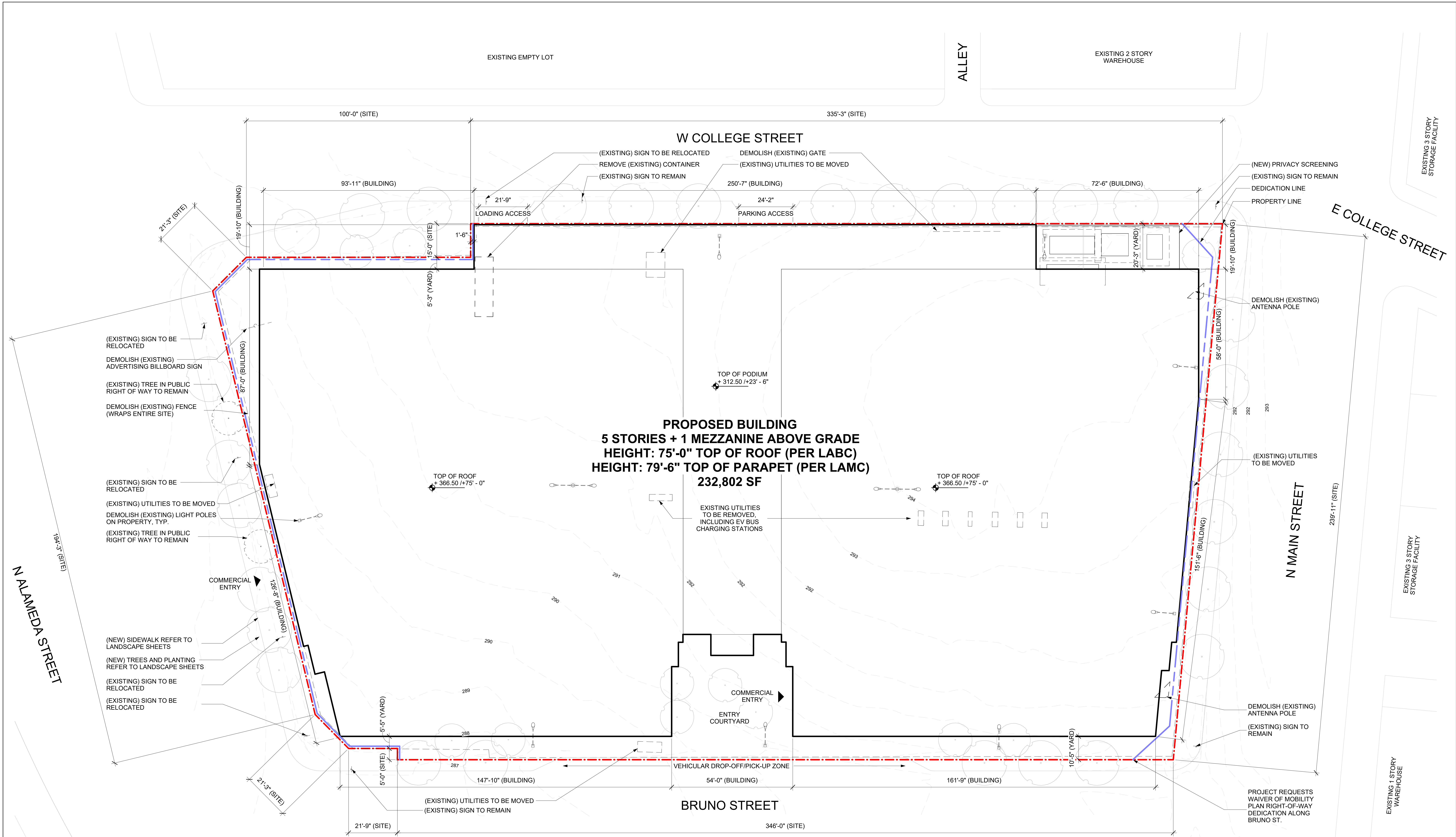
2 LEVEL 01/P1
1" = 50'-0"



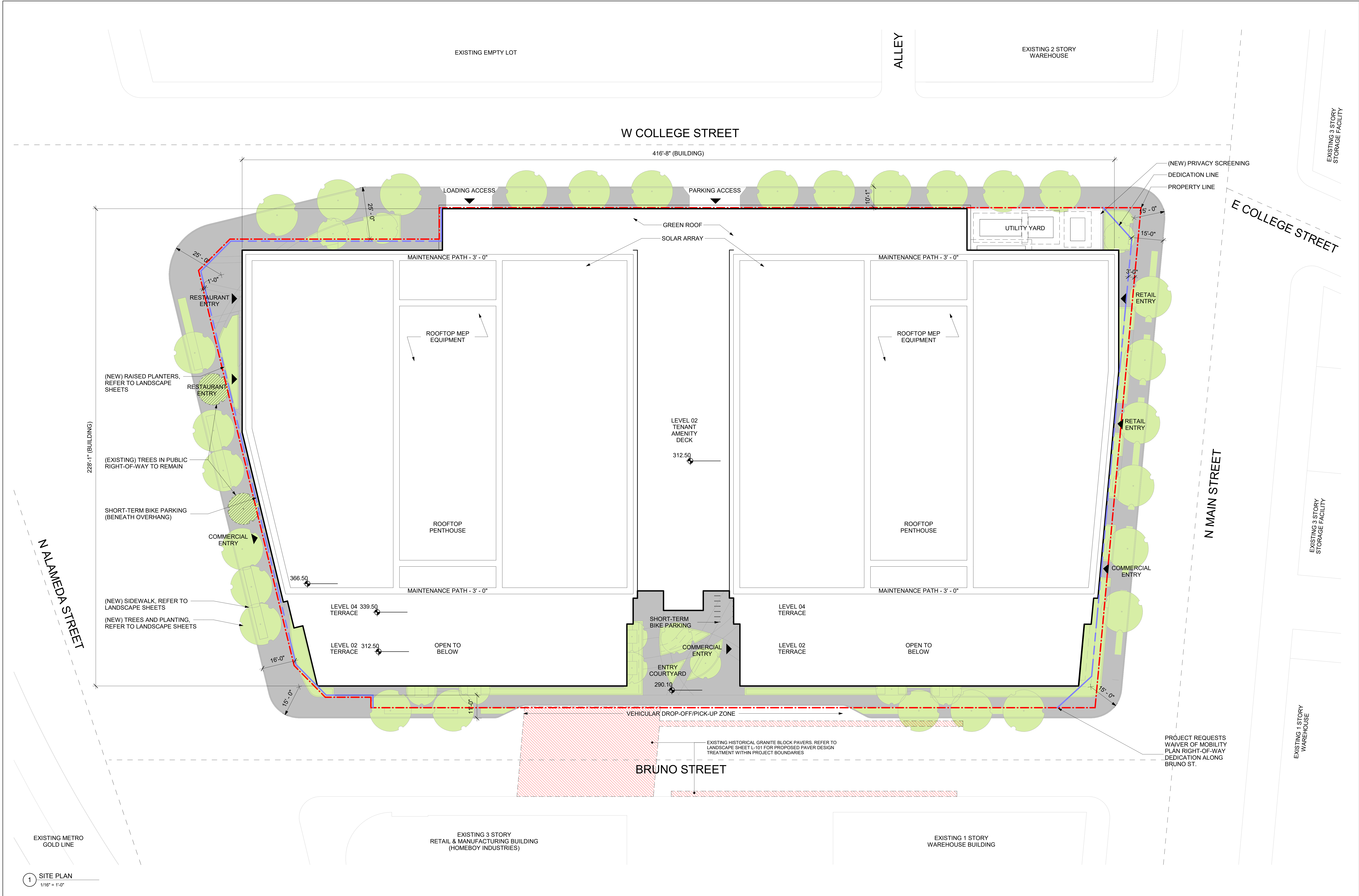
1 LEVEL B1
1" = 50'-0"

AREA TOTALS BY LEVEL	
Level	Area
01	29,141 SF
02	58,316 SF
03	47,769 SF
04	50,647 SF
05	46,969 SF
TOTAL BUILDING FAR	232,842 SF

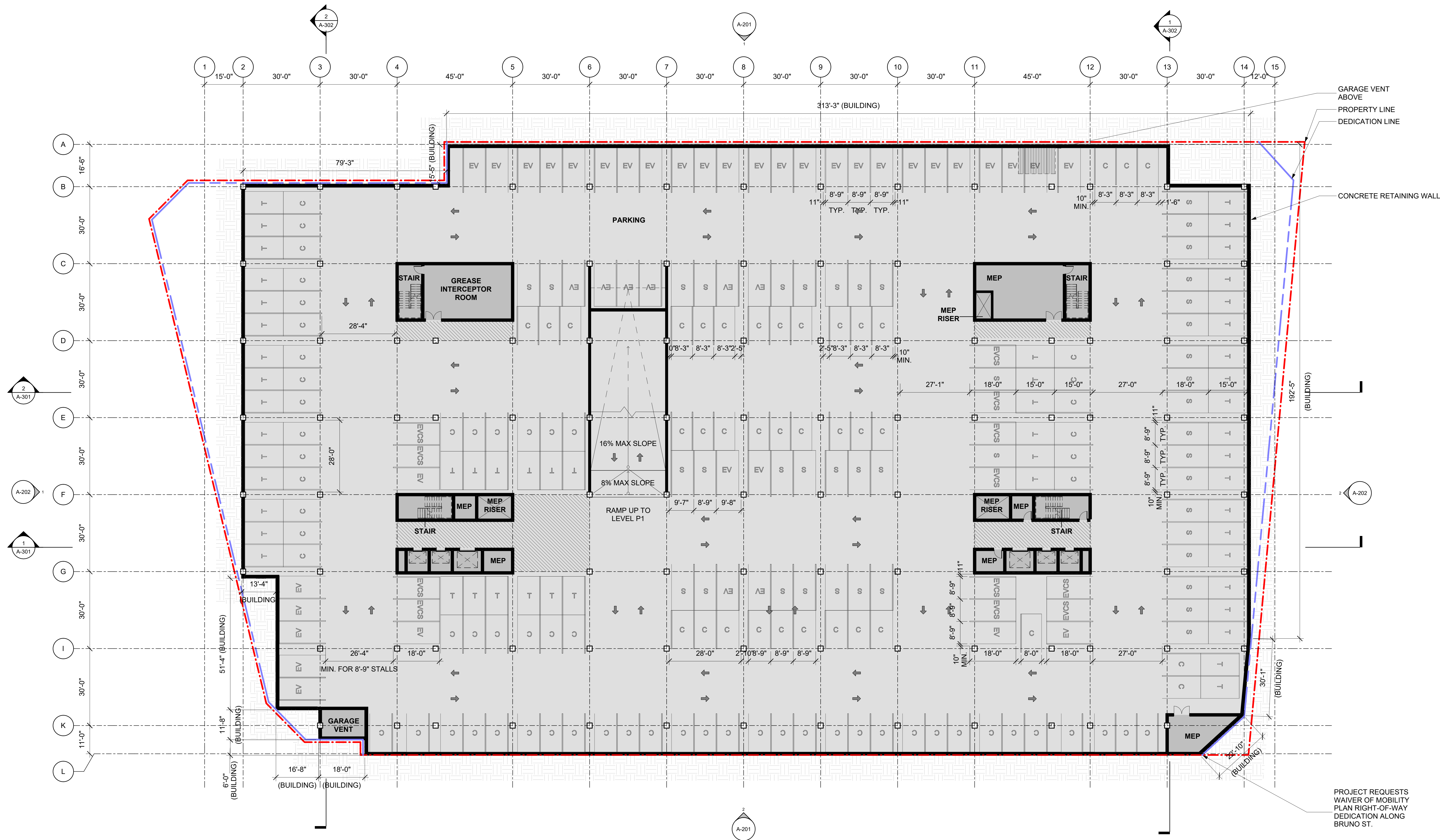
LEGEND	
PROPERTY BOUNDARY LINE	—
PROPERTY DEDICATION LINE	—



SUMMARY TABLE		PROGRAM AND DENSITY		AREA SUMMARY		EXTERIOR SPACE SUMMARY		EXISTING PARKING		PARKING STALL SUMMARY		BICYCLE PARKING REQUIRED	
SITE ADDRESSES: 130, 114, & 110 W. COLLEGE ST, LOS ANGELES, CA 90012 117 & 119 W. BRUNO ST, LOS ANGELES, CA 90012 973, 971, 963, 959, 955, 953, 949, 945, & 943 N. MAIN ST, LOS ANGELES, CA 90012		MAX FAR: 2.42:1 MAX AREA: 232,842 SF		TYPE EXTERIOR COVERED SPACE EXTERIOR COVERED WORKSPACE OFFICE RESTAURANT RETAIL		EXTERIOR SPACE TOTAL (OFFSITE) HARDSCAPE AREA TOTAL: 11,217 SF (80%) SOFTSCAPE AREA TOTAL: 2,358 SF (20%) TOTAL AREA: 13,575 SF		PARKING REQUIRED PER LAMC AB 2097, NO MINIMUM PARKING STANDARDS		EXISTING TREES TOTAL OFFSITE TREES (TO REMAIN) = 2 PROPOSED TREES TOTAL GROUND LEVEL OFFSITE TREES = 28 TOTAL GROUND LEVEL ONSITE TREES = 11 TOTAL LEVEL 2 TREES = 18 TOTAL LEVEL 4 TREES = 12		LONG TERM REQUIRED OFFICE USE (INCLUDES EXTERIOR SPACES) RESTAURANT USE RETAIL USE	
LEGAL DESCRIPTION: LOTS: FR D, 16-17, 25-35 BLOCKS: NONE TRACTS: FREIGHT DEPOT TRACT, & BEAUDRY WATER WORKS TRACT ARB: NONE APN: 5409-008-001, 5409-008-002, 5409-008-003, 5409-008-004, 5409-008-005, 5409-008-006, 5409-008-015		HEIGHT TOP OF ROOF: 75'-0" (PER LABC) TOP OF PARAPET: 79'-6" (PER LAMC) TOP OF MECHANICAL PENTHOUSE: 85'-0" (PER LAMC) NUMBER OF STORIES: 5 STORIES + 1 MEZZANINE BASEMENT: 17' - 0" BELOW GRADE (RELATIVE TO HIGHEST GRADE ELEVATION) NUMBER OF STORIES: 1 STORY		AREA 15,427 SF 2,671 SF 206,539 SF 4,095 SF 4,110 SF 232,842 SF		EXTERIOR SPACE TOTAL (ONSITE) HARDSCAPE AREA TOTAL: 33,778 SF (85%) SOFTSCAPE AREA TOTAL: 18,940 SF (35%) TOTAL AREA: 52,716 SF EXTERIOR SPACE TOTAL AREA: 66,291 SF		PARKING PROVIDED LEVEL B1 LEVEL P1 LEVEL P2 TOTAL PROVIDED		STALLS CAR ACCESSIBLE (A) COMPACT (C) EV ACCESSIBLE STALLS (EVCS-A) EV CAPABLE (EV) EV CHARGING STALLS (EVCS) EV VAN ACCESSIBLE STALLS (EVCS-AV) STANDARD (S) TANDEM (T) VAN ACCESSIBLE (AV) TOTAL STALLS		SHORT TERM REQUIRED OFFICE USE (INCLUDES EXTERIOR SPACES) RESTAURANT USE RETAIL USE TOTAL REQUIRED BICYCLE PARKING PROVIDED LONG TERM SHORT TERM TOTAL PROVIDED (INCLUDES REPLACEMENT SPACES)	
PRE-DEDICATION: 97,594 SF 2.240 ACRES POST-DEDICATION: 96,268 SF 2.210 ACRES												= 224,597 SF @ 1/5,000 SF = 45 SPACES = 4,095 SF @ 1/2,000 SF = 2 SPACES = 4,110 SF @ 1/2,000 SF = 2 SPACES TOTAL LONG TERM SPACES = 49 SPACES = 224,597 SF @ 1/10,000 SF = 22 SPACES = 4,095 SF @ 1/2,000 SF = 2 SPACES = 4,110 SF @ 1/2,000 SF = 2 SPACES TOTAL SHORT TERM SPACES = 26 SPACES = 75 SPACES	

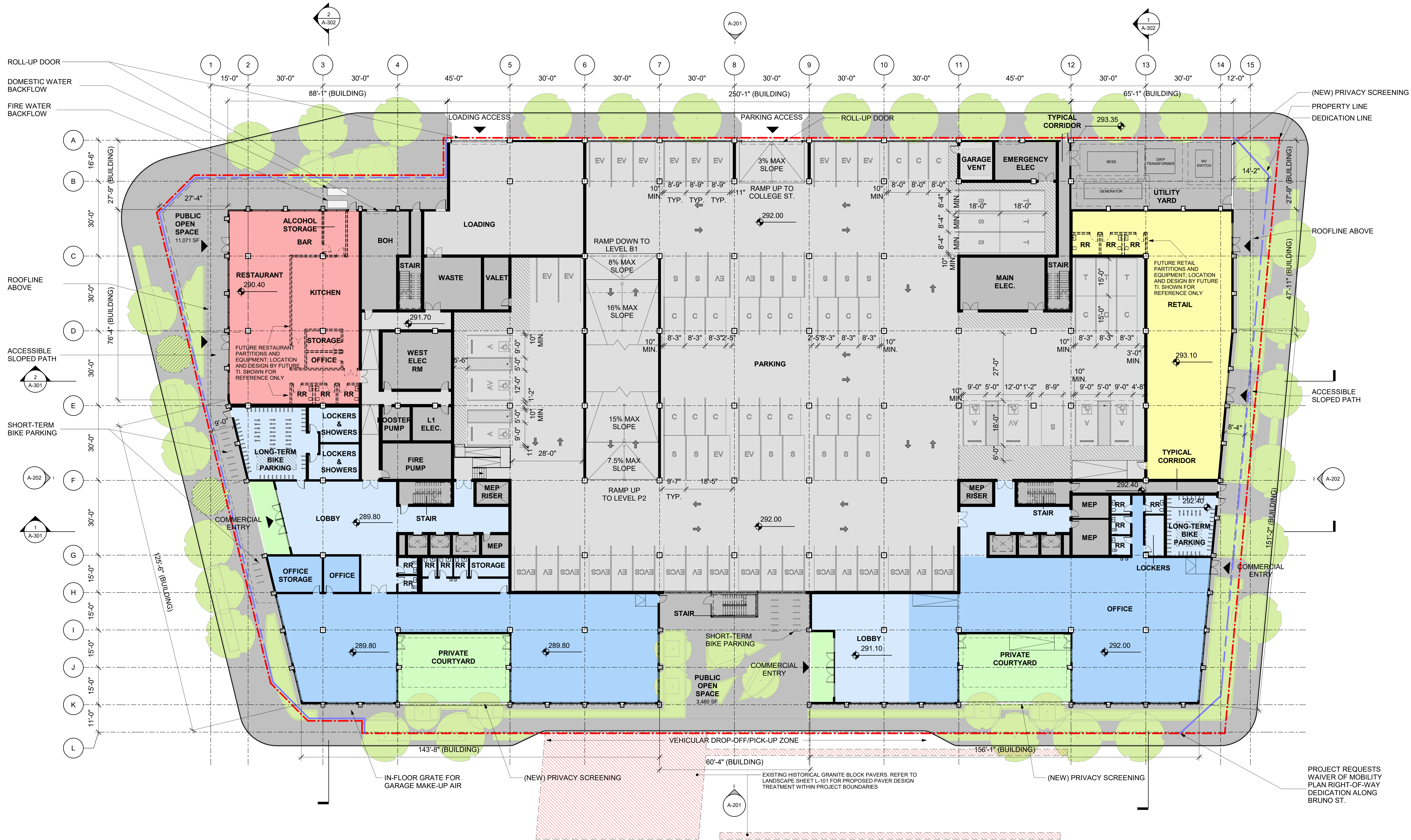


NOT FOR CONSTRUCTION



1 LEVEL B1
1/16" = 1'-0"

B1 PARKING SUMMARY		LEVEL B1 AREA SUMMARY		AREA LEGEND	
TYPE	STALLS	TYPE	AREA		
COMPACT (C)	99			Office	
EV CAPABLE (EV)	43			Exterior Covered Space	
EV CHARGING STALLS (EVCS)	12			Retail	
STANDARD (S)	43			Restaurant	
TANDEM (T)	53			Back of House/Parking	
TOTAL STALLS	250				



1 LEVEL 01/P1
1/16" = 1'-0"

P1 PARKING SUMMARY

TYPE	STALLS
CAR ACCESSIBLE (A)	5
COMPACT (C)	24
EV CAPABLE (EV)	21
EV CHARGING STALLS (EVCS)	12
STANDARD (S)	18
TANDEM (T)	6
VAN ACCESSIBLE (AV)	2
TOTAL STALLS	88

LEVEL 01 AREA SUMMARY

TYPE	AREA
EXTERIOR COVERED SPACE	3,398 SF
OFFICE	17,538 SF
RESTAURANT	4,095 SF
RETAIL	4,110 SF
TOTAL FLOOR AREA	29,141 SF
PUBLICLY ACCESSIBLE OUTDOOR AREA	14,551 SF

AREA LEGEND

	OFFICE
	EXTERIOR COVERED SPACE
	RETAIL
	RESTAURANT
	BACK OF HOUSE/PARKING

ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Colyton Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorized use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046
ADDRESS
130 West College St.
Los Angeles, CA 90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	05.21.2024	100% Entitlement Review 03
4	GA	04.13.2025	100% Entitlement Review 04
5	GA	10.06.2026	100% Entitlement Review 05
0		0'-0" / 12'-0"	24'-0"

KEY PLAN

NORTH

DRAWING TITLE
LEVEL 01/P1

SCALE
1/16" = 1'-0"

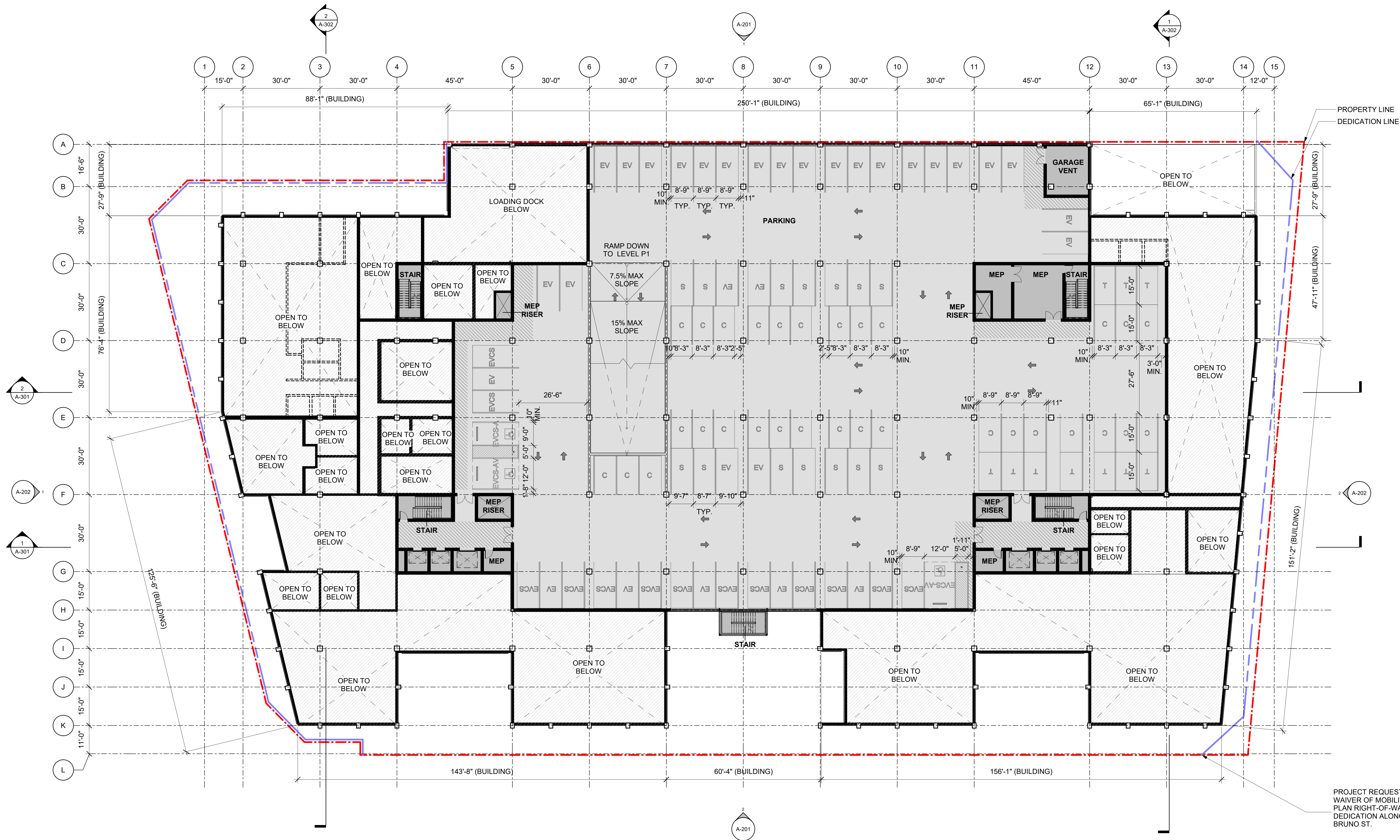
STATUS
For Information

ARCH E1

DRW CH APPR CC HN AB

DRAWING NO.
A-102

DATE
10.06.2026
REV
5



1 LEVEL P2
1/16" = 1'-0"

P2 PARKING SUMMARY

TYPE	STALLS
COMPACT (C)	31
EV ACCESSIBLE STALLS (EVCS-A)	1
EV CAPABLE (EV)	31
EV CHARGING STALLS (EVCS)	13
EV VAN ACCESSIBLE STALLS (EVCS-AV)	2
STANDARD (S)	14
TANDEM (T)	10
TOTAL STALLS	102

LEVEL P2 AREA SUMMARY

TYPE	AREA
------	------

AREA LEGEND

	OFFICE
	EXTERIOR COVERED SPACE
	RETAIL
	RESTAURANT
	BACK OF HOUSE/PARKING

ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorized use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

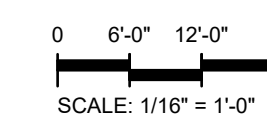
PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA 90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

KEY PLAN



DRAWING TITLE
LEVEL P2

SCALE
1/16" = 1'-0"

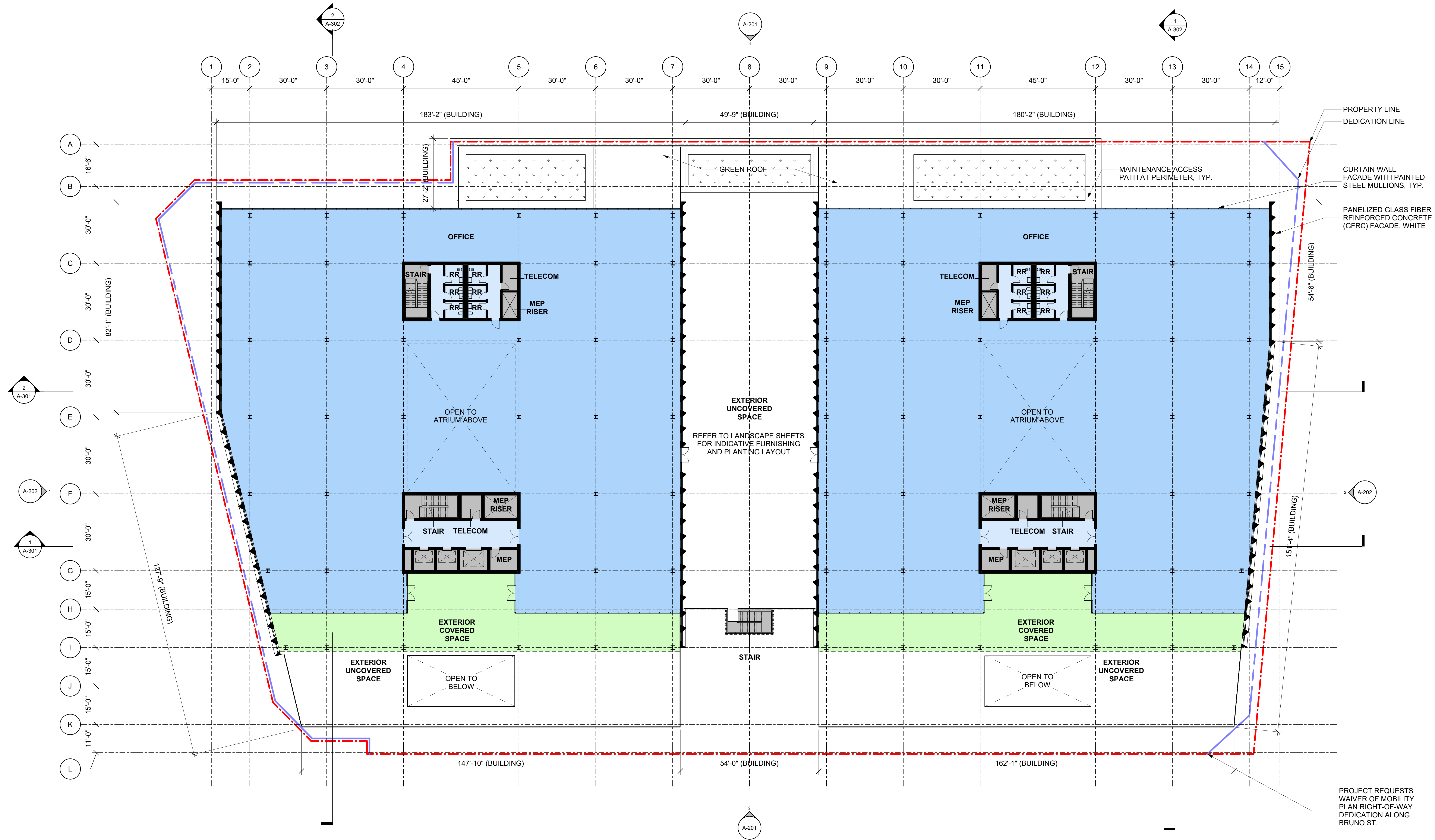
STATUS
@ARCH E1

DRW CH APPR
CC HN AB

DRAWING NO.
A-103

DATE
04.13.2026

REV
3



1 LEVEL 02
1/16" = 1'-0"

LEVEL 02 AREA SUMMARY

TYPE	AREA
EXTERIOR COVERED SPACE	7,121 SF
OFFICE	51,195 SF
TOTAL FLOOR AREA	58,316 SF

AREA LEGEND

- OFFICE
- EXTERIOR COVERED SPACE
- RETAIL
- RESTAURANT
- BACK OF HOUSE/PARKING

ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorized use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

KEY PLAN



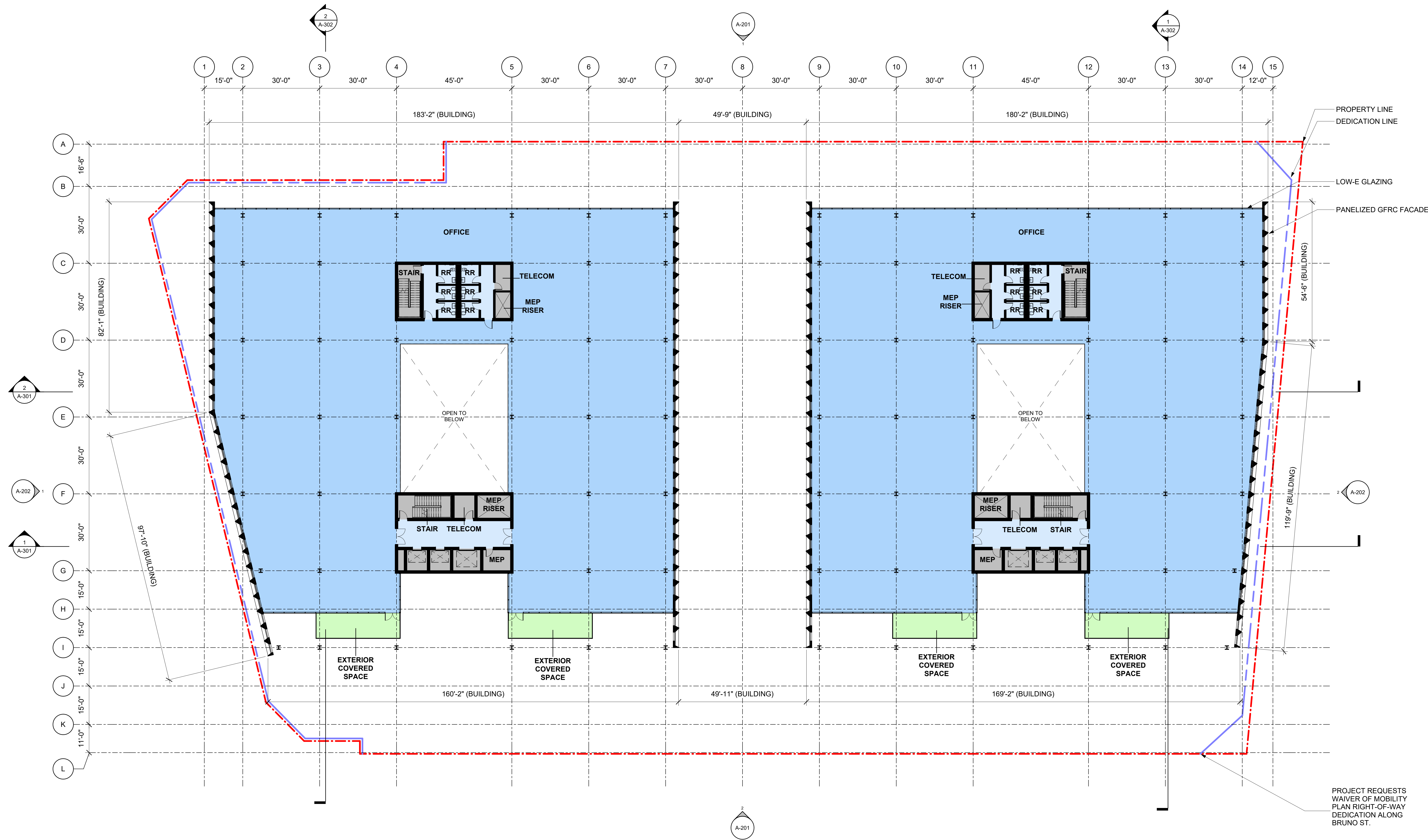
DRAWING TITLE
LEVEL 02

SCALE
1/16" = 1'-0"

STATUS
For Information

DRW CH APPR DRW DATE REV
CC HN AB 04.13.2026 3

DRAWING NO.
A-104



1 LEVEL 03
1/16" = 1'-0"

LEVEL 03 AREA SUMMARY

TYPE	AREA
EXTERIOR COVERED WORKSPACE	1,335 SF
OFFICE	46,434 SF
TOTAL FLOOR AREA	47,769 SF

AREA LEGEND

	OFFICE
	EXTERIOR COVERED SPACE
	RETAIL
	RESTAURANT
	BACK OF HOUSE/PARKING

ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

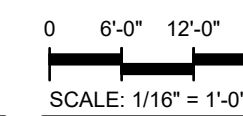
PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA 90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

KEY PLAN



DRAWING TITLE
LEVEL 03

SCALE
1/16" = 1'-0"

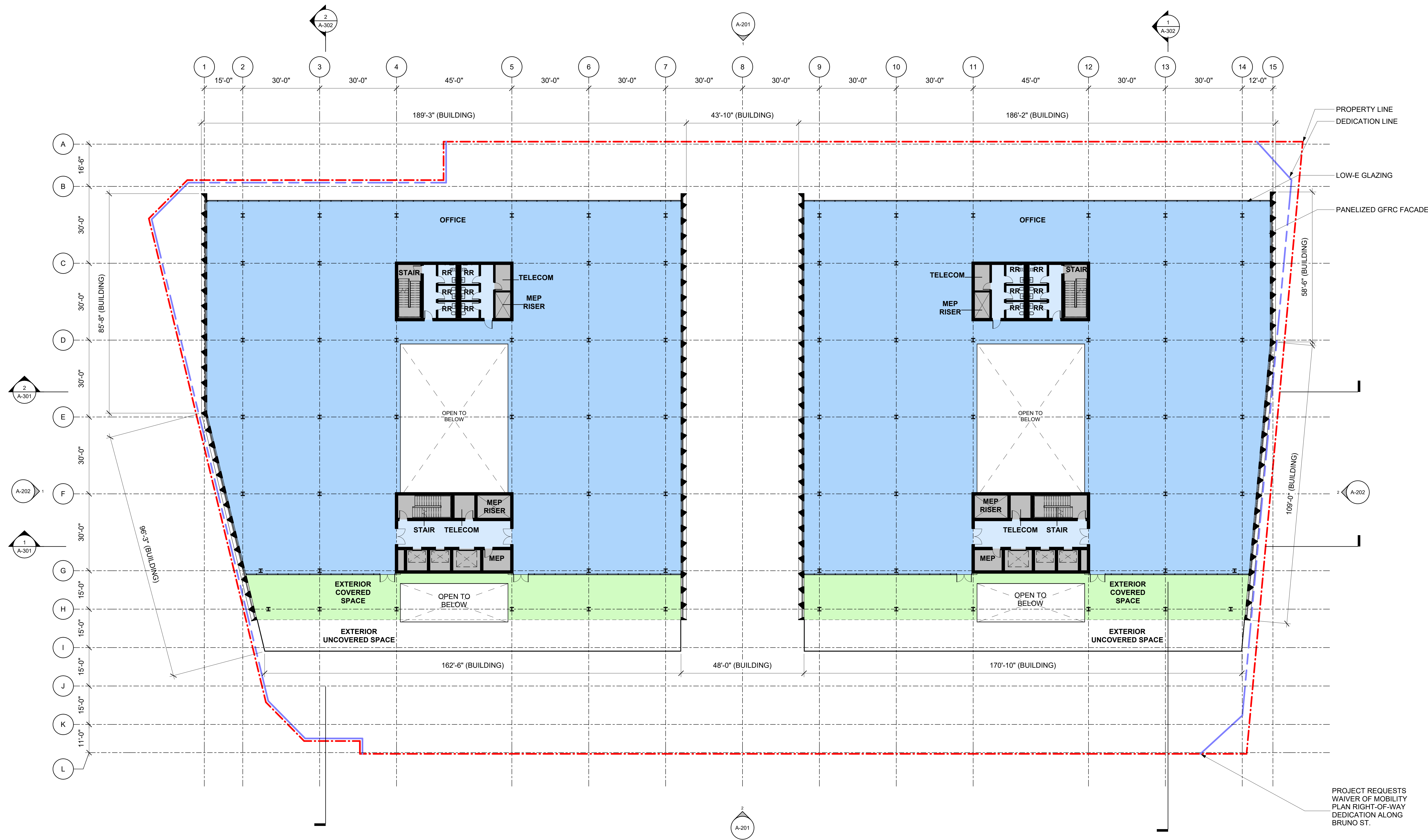
STATUS
For Information

DRW CH APPR
CC HN AB

DRAWING NO.
A-105

DATE
04.13.2026

REV
3



1 LEVEL 04
1/16" = 1'-0"

LEVEL 04 AREA SUMMARY	
TYPE	AREA
EXTERIOR COVERED SPACE	4,907 SF
OFFICE	45,740 SF
TOTAL FLOOR AREA	50,647 SF

AREA LEGEND	
	OFFICE
	EXTERIOR COVERED SPACE
	RETAIL
	RESTAURANT
	BACK OF HOUSE/PARKING

ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

DRAWING TITLE
LEVEL 04

SCALE
1/16" = 1'-0"
@ARCH E1

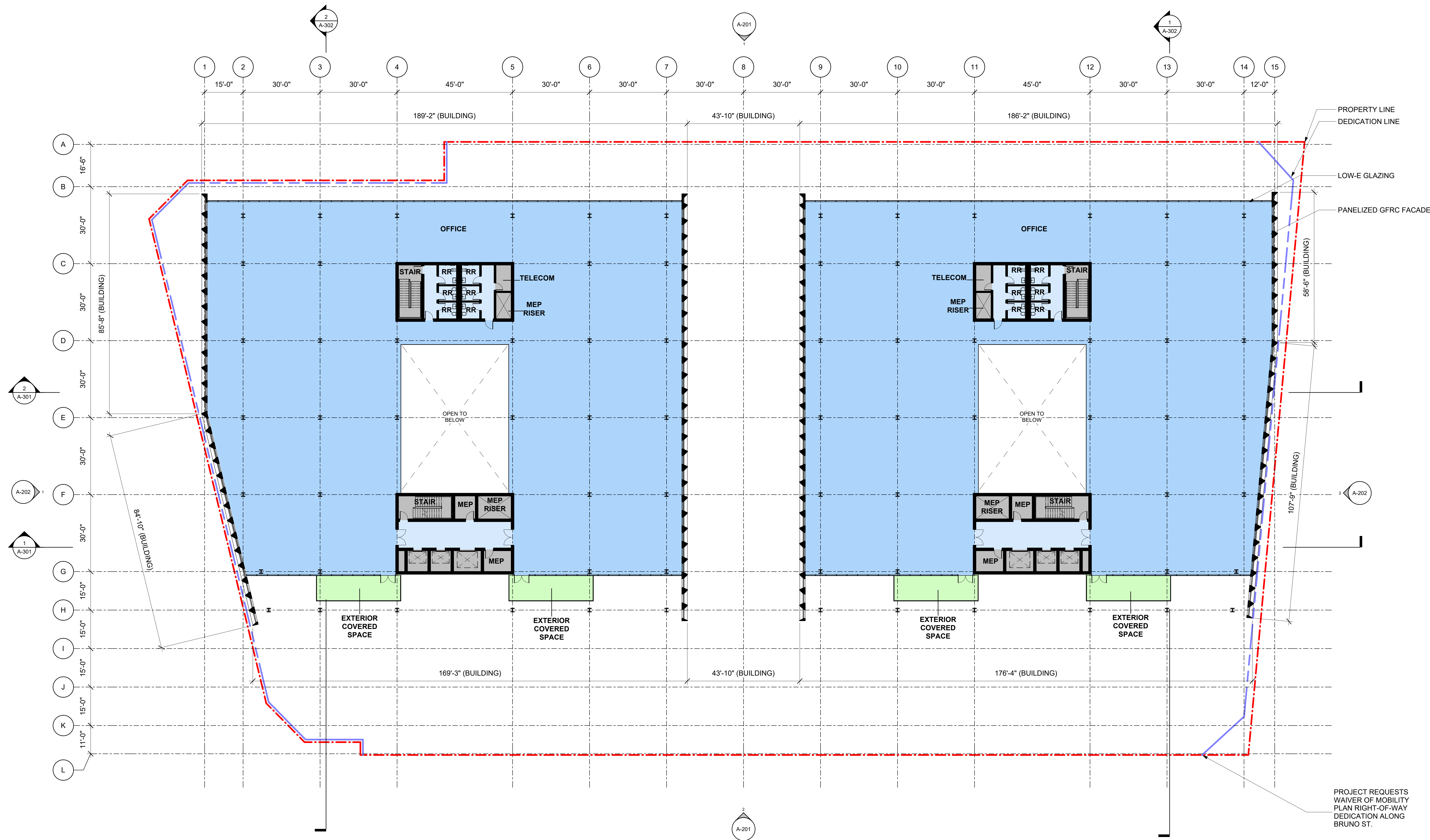
STATUS
For Information

DATE
04.13.2026

REV
3

DRW CH APPR
CC HN AB

DRAWING NO.
A-106



1 LEVEL 05
1/16" = 1'-0"

LEVEL 05 AREA SUMMARY	
TYPE	AREA
EXTERIOR COVERED WORKSPACE	1,336 SF
OFFICE	45,633 SF
TOTAL FLOOR AREA	46,969 SF

AREA LEGEND	
	OFFICE
	EXTERIOR COVERED SPACE
	RETAIL
	RESTAURANT
	BACK OF HOUSE/PARKING

PROJECT REQUESTS
WAIVER OF MOBILITY
PLAN RIGHT-OF-WAY
DEDICATION ALONG
BRUNO ST.

ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

DRAWING TITLE
LEVEL 05

SCALE
1/16" = 1'-0"

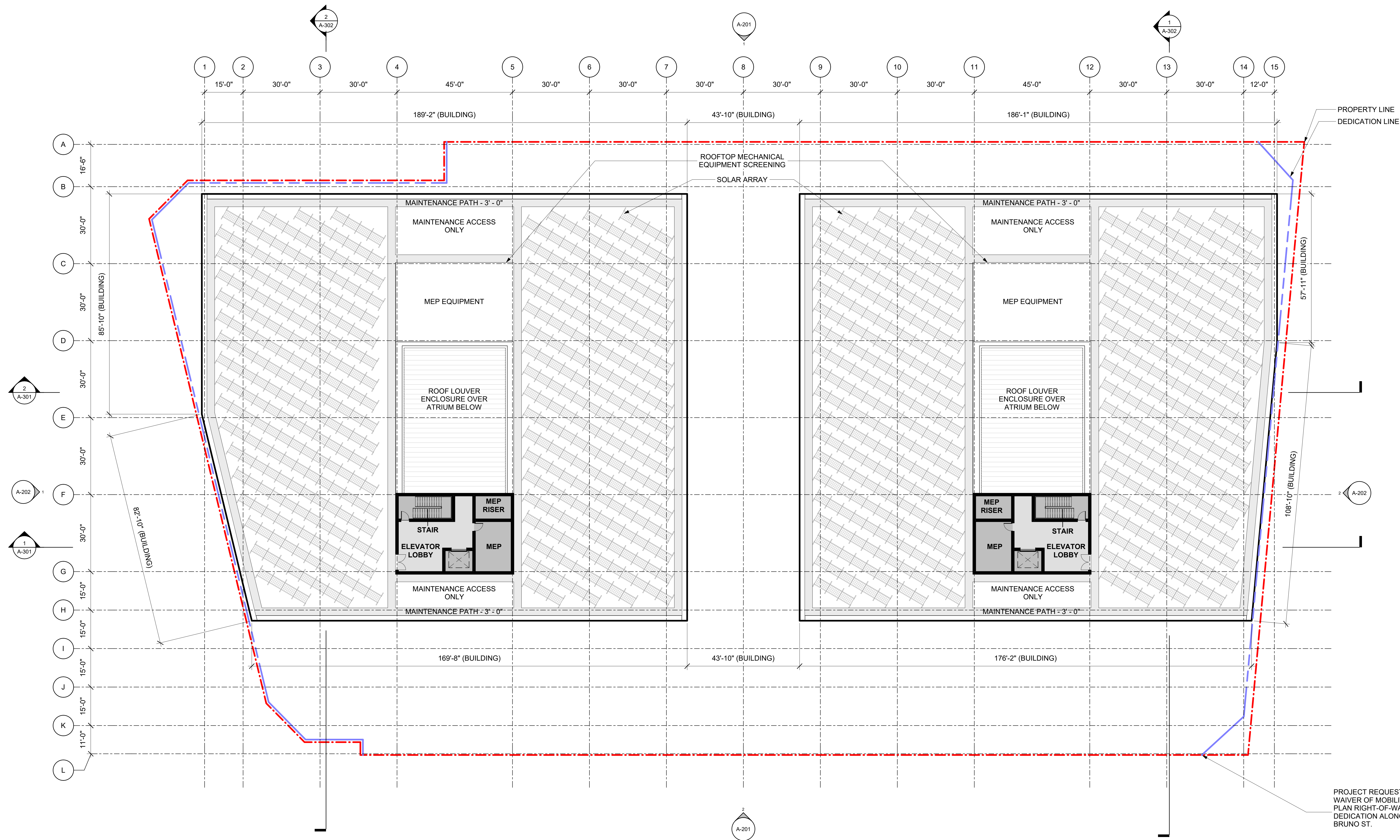
STATUS
For Information

DRW CH APPR
CC HN AB

DATE
04.13.2026

REV
3

DRAWING NO.
A-107



1 ROOF
1/16" = 1'-0"

ROOF LEVEL AREA SUMMARY		AREA LEGEND	
TYPE	AREA		
		OFFICE	
		EXTERIOR COVERED SPACE	
		RETAIL	
		RESTAURANT	
		BACK OF HOUSE/PARKING	

ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Colton Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss or arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046
ADDRESS
130 West College St.
Los Angeles, CA 90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

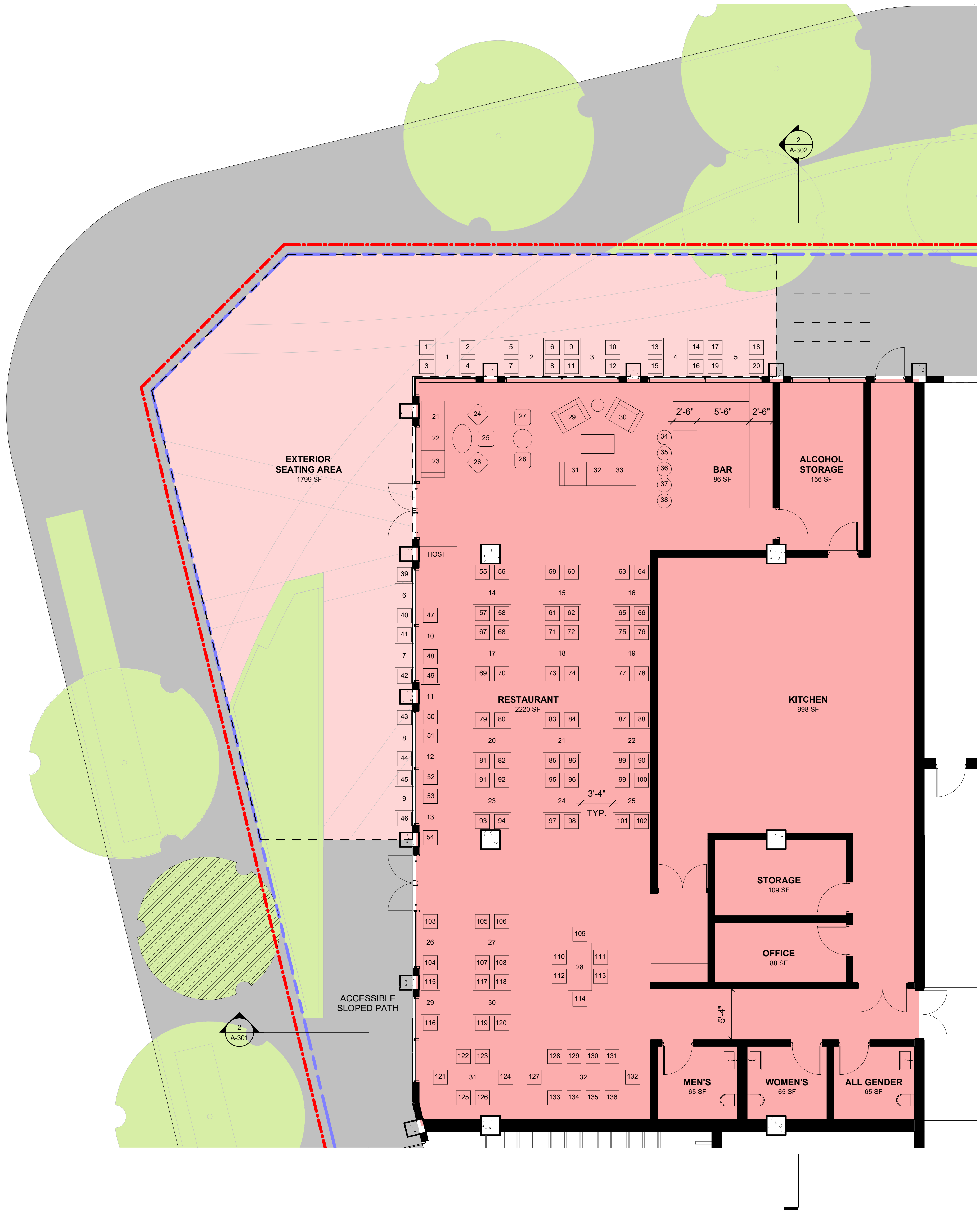
DRAWING TITLE
ROOF PLAN
SCALE
1/16" = 1'-0"
@ARCH E1
DRAWN BY
CC HN AB
APPROVED BY
STATUS
For Information
DRAWN DATE
04.13.2026
REV
3

A-108

RESTAURANT SUMMARY TABLE*

SEATS (INTERIOR):	108
SEATS (EXTERIOR):	28
TOTAL SEATS:	136
TABLES (INTERIOR):	23
TABLES (EXTERIOR):	9
TOTAL TABLES:	32
RESTAURANT AREA (INTERIOR):	4,095 SF
SEATING AREA (EXTERIOR):	1,799 SF
TOTAL RESTAURANT AREA:	5,894 SF

*NOTE:
LOCATION OF RESTAURANT PARTITIONS AND EQUIPMENT
TO BE DESIGN BY FUTURE TENANT. NUMBERS AND
LAYOUT ARE PROVIDED FOR REFERENCE ONLY.



1 LEVEL 01 - RESTAURANT - ENLARGED
3/16" = 1'-0"

ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Colyton Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046
ADDRESS
130 West College St.
Los Angeles, CA 90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04
5	GA	10.06.2026	100% Entitlement Review 05

0 2'-0" 4'-0" 8'-0"
SCALE: 3/16" = 1'-0"

KEY PLAN

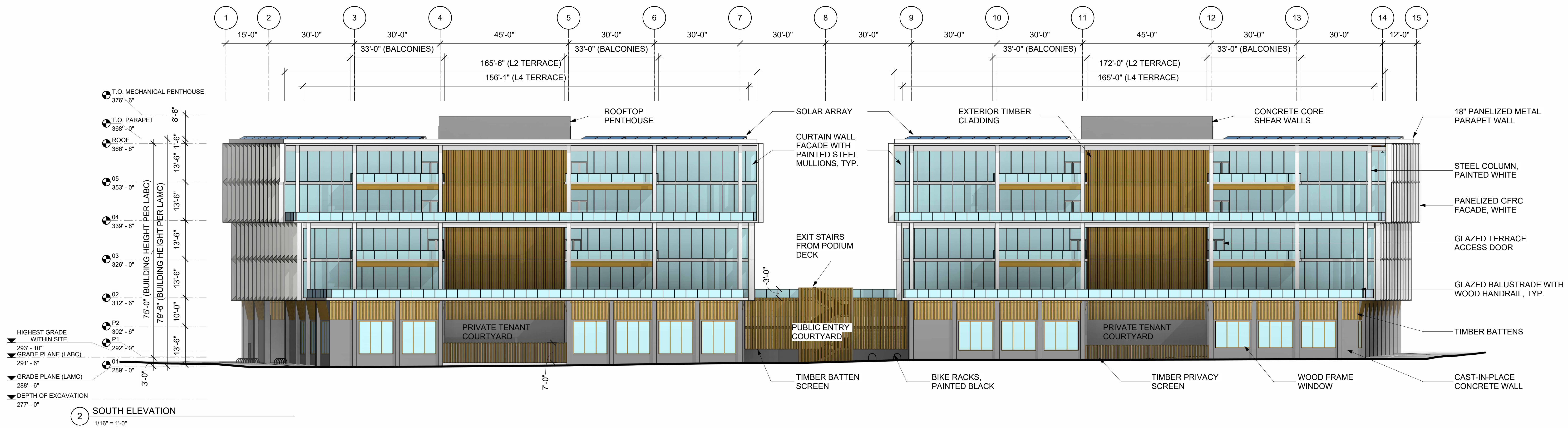
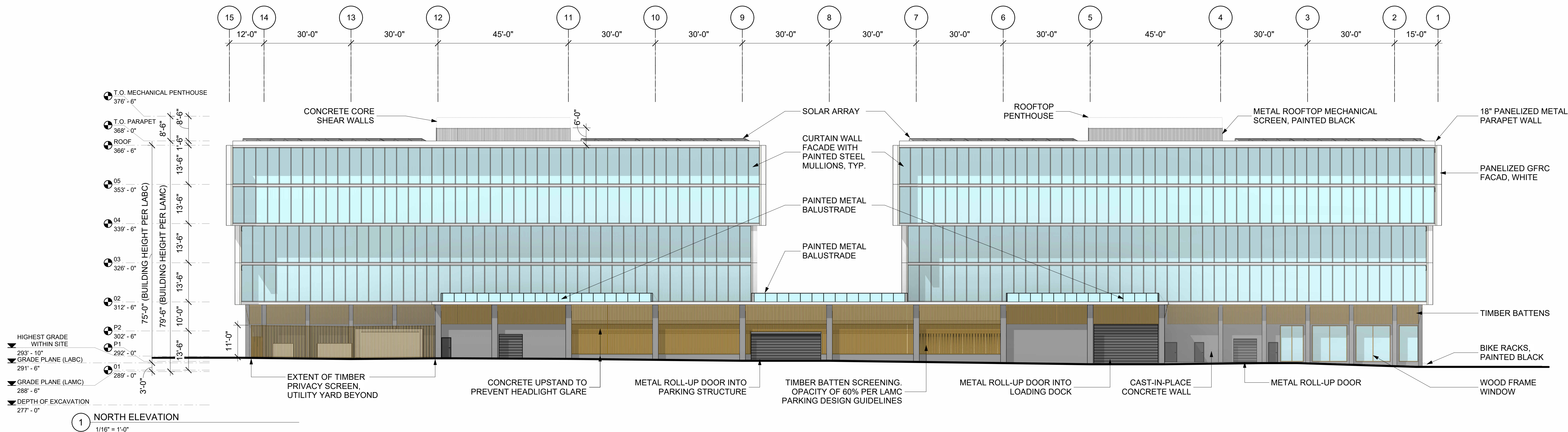
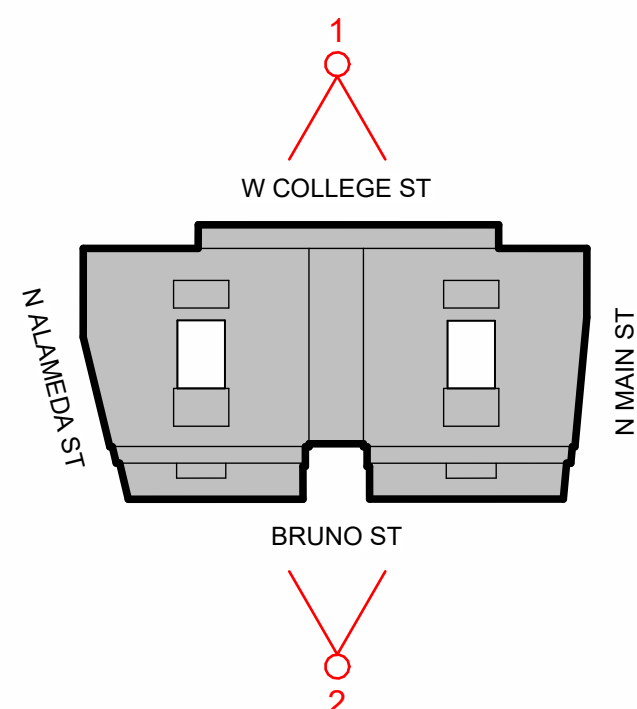
NORTH

DRAWING TITLE
LEVEL 01 ENLARGED RESTAURANT

SCALE
3/16" = 1'-0"
STATUS
For Information
@ARCH E1

DRAWN BY
CC HN AB
DATE
10.06.2026
REV
5

DRAWING NO.
A-121



ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorized use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
**130 West College St.
Los Angeles, CA
90012
USA**

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	05.21.2024	100% Entitlement Review 03
4	GA	04.13.2026	100% Entitlement Review 04

KEY PLAN

DRAWING TITLE
ELEVATIONS - NORTH, SOUTH

SCALE
As Indicated

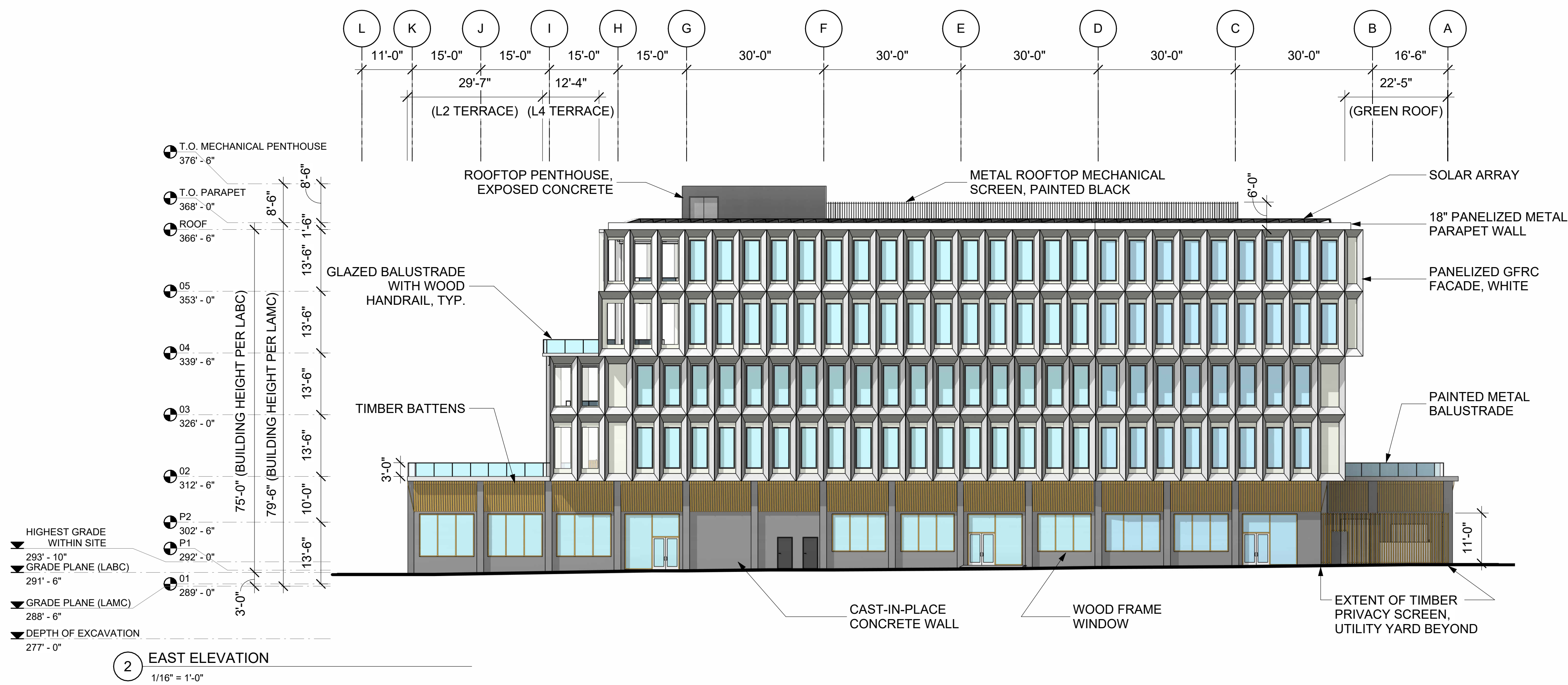
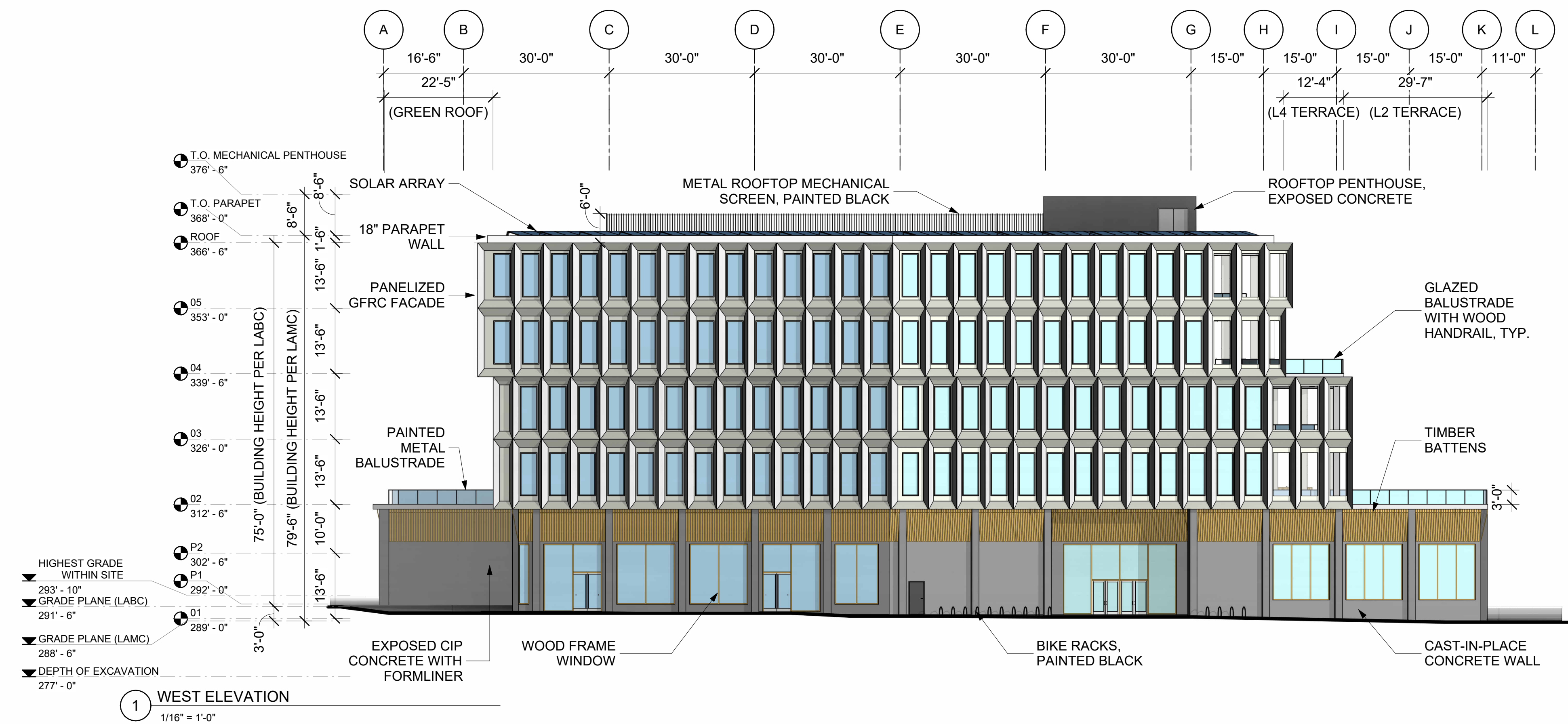
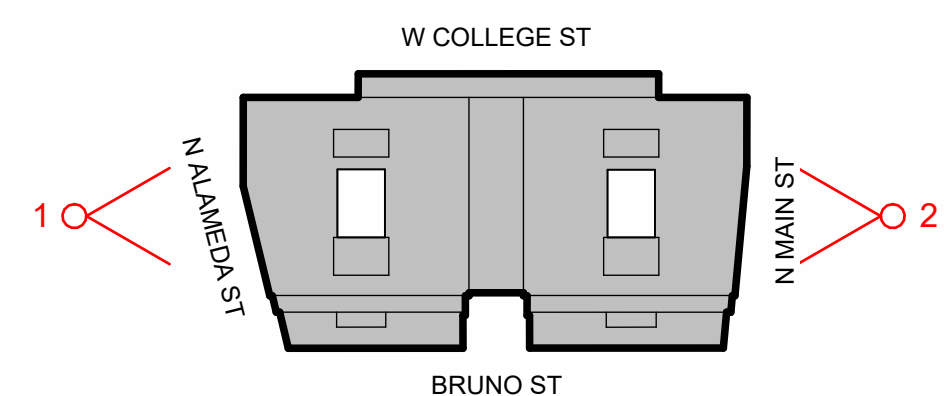
STATUS
For Information

DRW CH APPR
JS HN AB

DATE
04.13.2026

REV
4

DRAWING NO.
A-201



ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global

432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorized use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	05.21.2024	100% Entitlement Review 03
4	GA	04.13.2026	100% Entitlement Review 04

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

KEY PLAN

NORTH

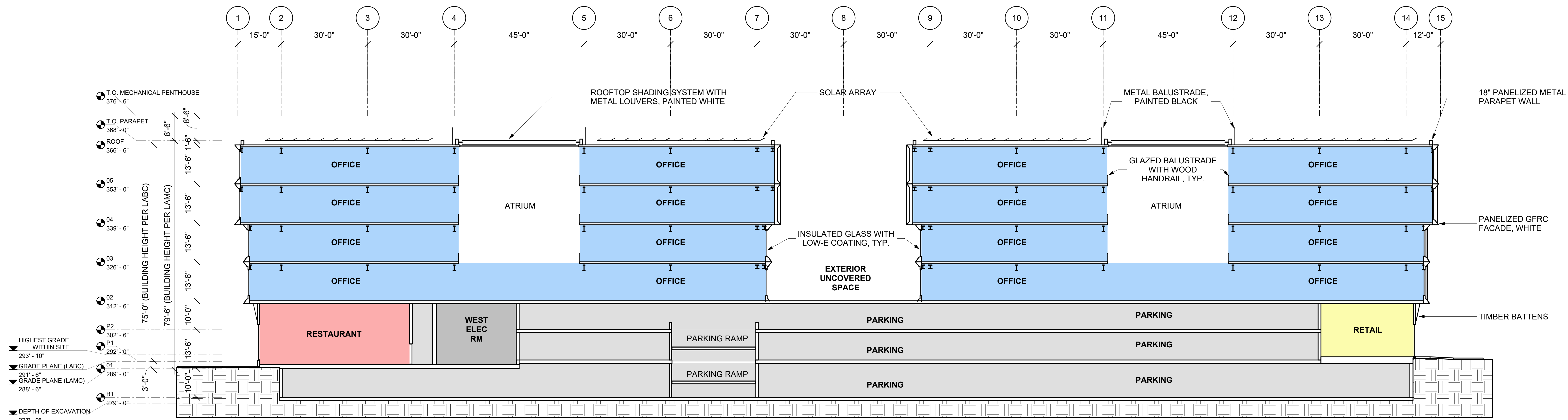
DRAWING TITLE
ELEVATIONS - WEST, EAST

SCALE
As Indicated
@ARCH E1

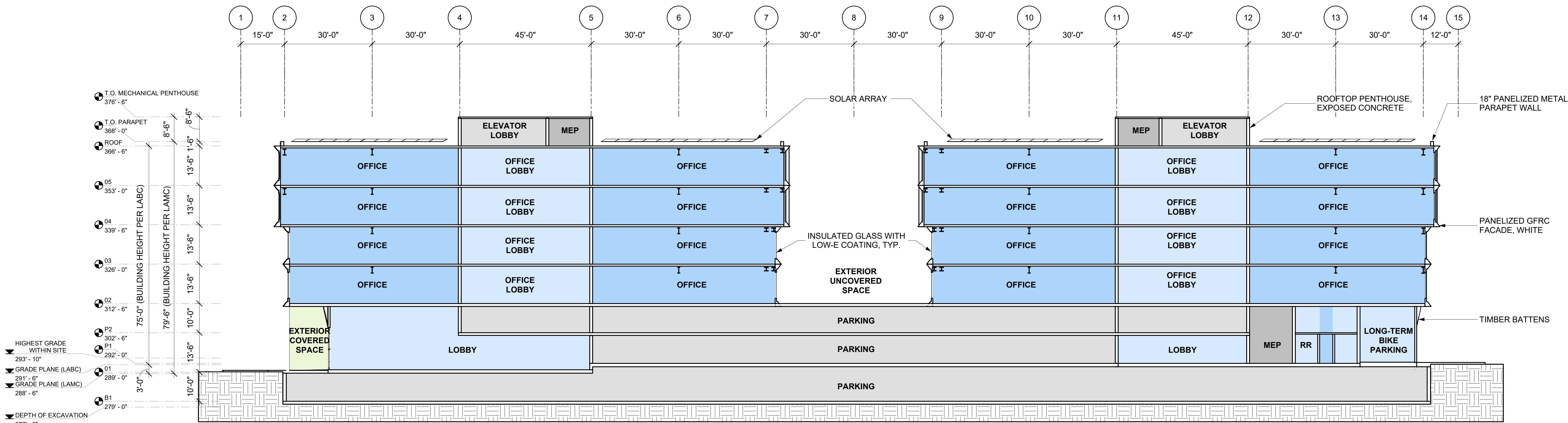
STATUS
For Information

DRW CH APPR DRW DATE REV
JS HN AB 04.13.2026 4

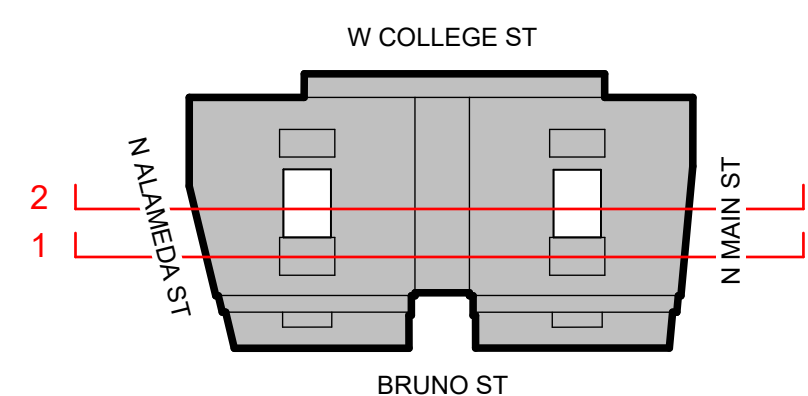
DRAWING NO.
A-202



2 SECTION 2
1/16" = 1'-0" | EAST-WEST SECTION LOOKING NORTH



1 SECTION 1
1/16" = 1'-0" | EAST-WEST SECTION LOOKING NORTH



ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorized use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

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

KEY PLAN

NORTH

DRAWING TITLE
LONGITUDINAL SECTIONS

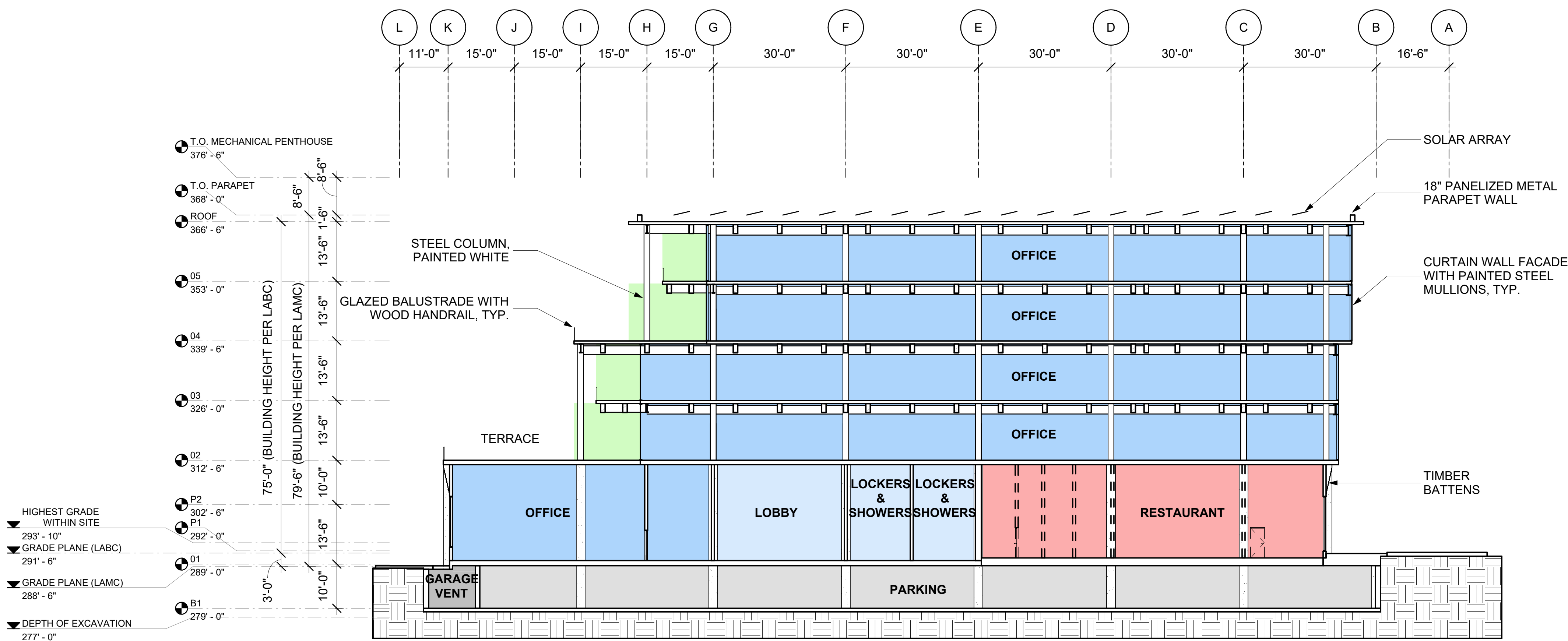
SCALE
As indicated

STATUS
For Information

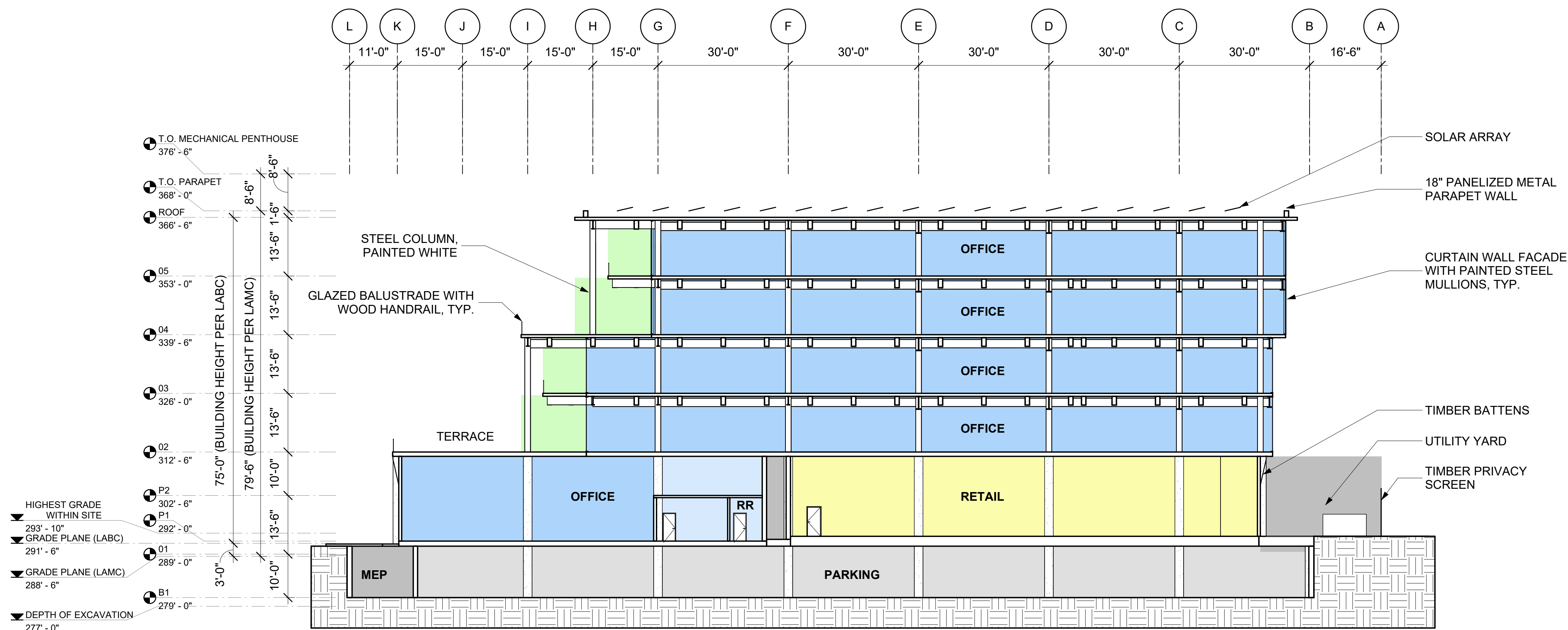
DRW CH APPR
JS HN AB

DRW DATE REV
04.13.2026 3

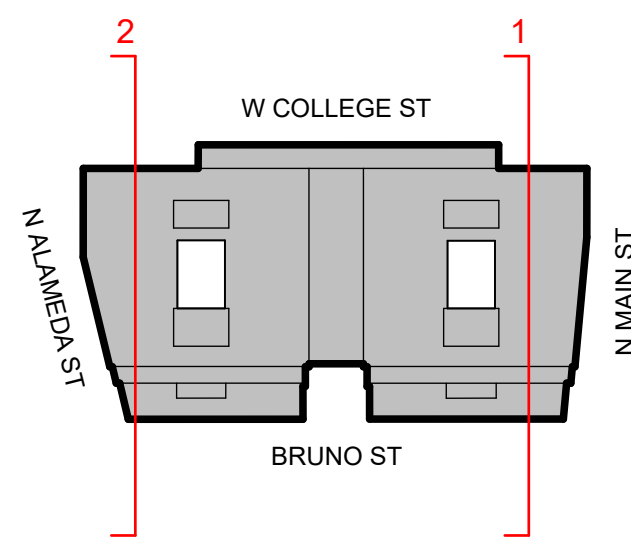
DRAWING NO.
A-301

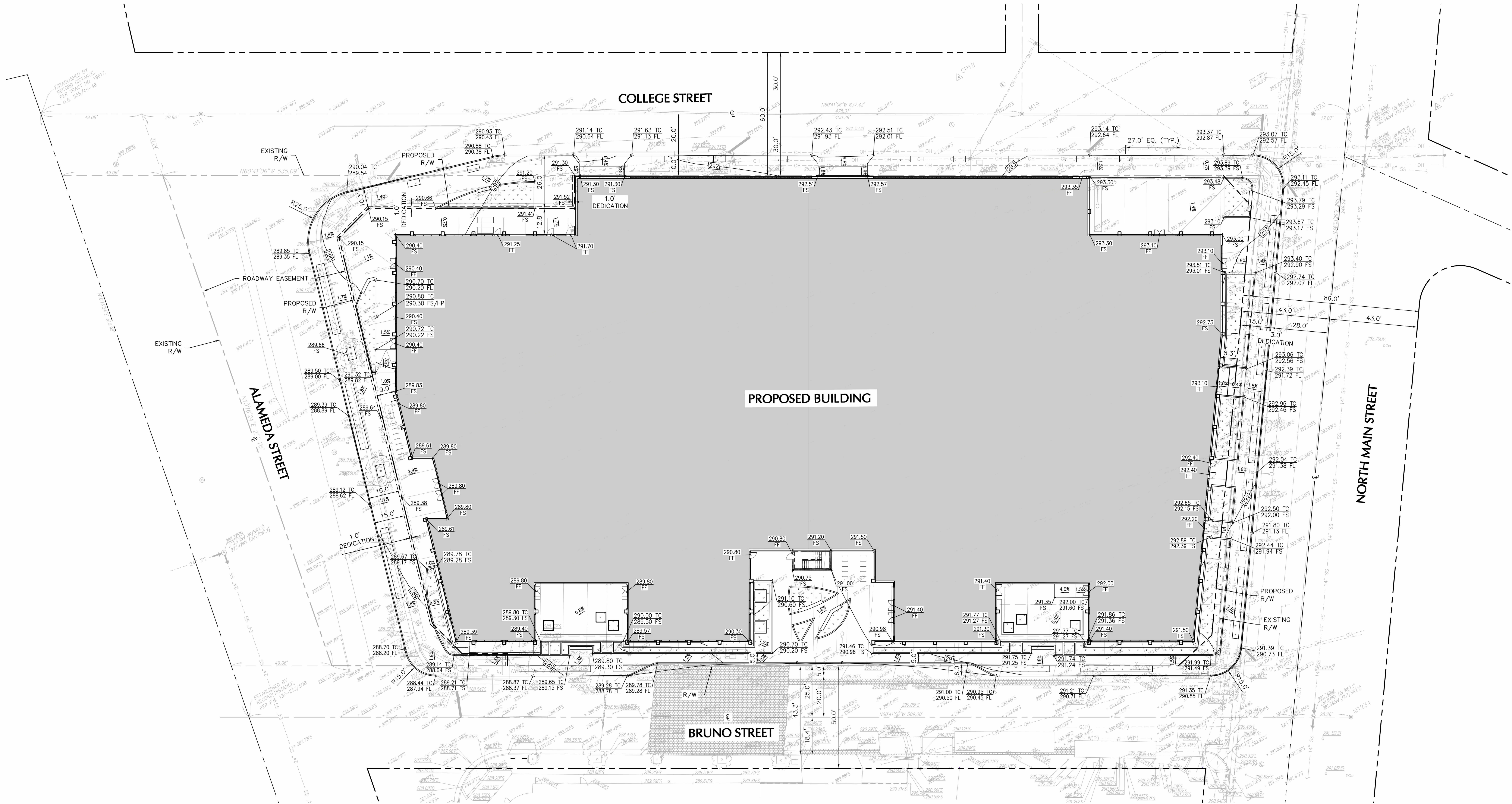


2 SECTION 4
1/16" = 1'-0" | NORTH-SOUTH SECTION LOOKING WEST



1 SECTION 3
1/16" = 1'-0" | NORTH-SOUTH SECTION LOOKING WEST

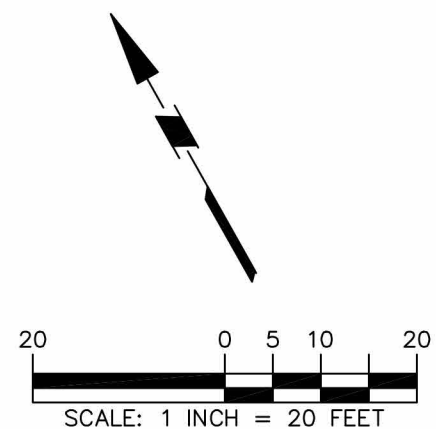




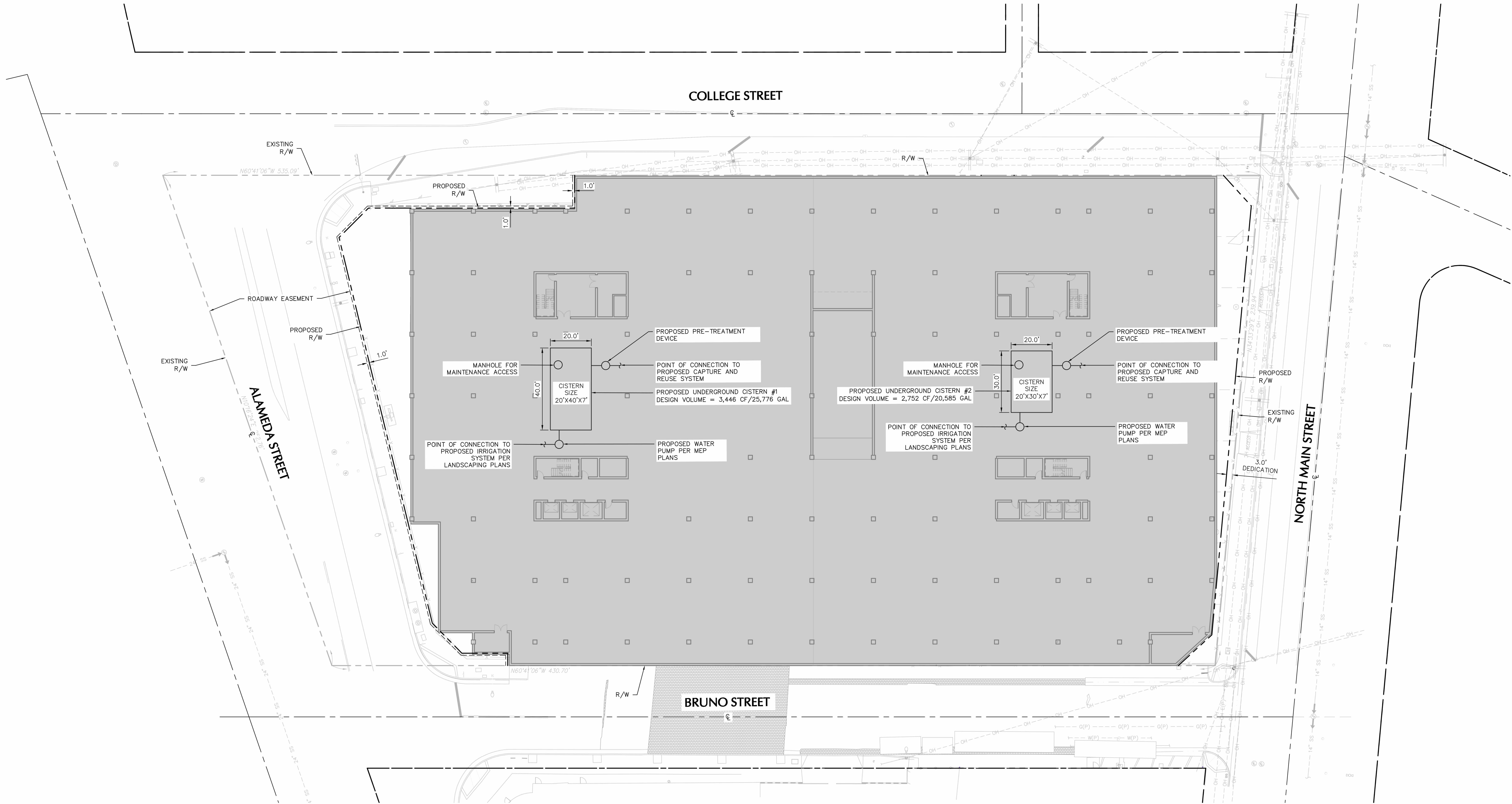
- LEGEND**
- PROPOSED BUILDING
 - PROPOSED CONCRETE PAVEMENT
 - PROPOSED LANDSCAPE
 - STREET CENTERLINE
 - EXISTING RIGHT OF WAY
 - PROPOSED RIGHT OF WAY
 - ROADWAY EASEMENT
 - EXISTING CONTOUR
 - PROPOSED CONTOUR

- ABBREVIATIONS**
- CL CENTERLINE
 - FF FINISHED FLOOR
 - FL FLOWLINE
 - FS FINISHED SURFACE
 - R/W RIGHT OF WAY
 - TC TOP OF CURB

EARTHWORK QUANTITY		
	ON-SITE IMPROVEMENT (INCLUDES BASEMENT)	OFFSITE IMPROVEMENT (SIDEWALK AND OFFSITE UTILITY TRENCHING)
CUT (CY)	66,338	1,453
FILL (CY)	105	0
NET TOTAL (CY)	66,233 (EXPORT)	1,453 (EXPORT)



NOT FOR CONSTRUCTION

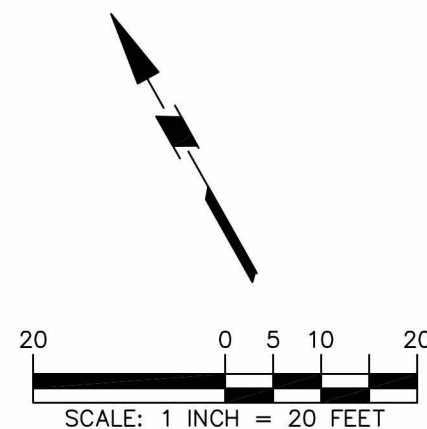


LEGEND

- PROPOSED BUILDING (BASEMENT)
- STREET CENTERLINE
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ROADWAY EASEMENT

PROJECT AREA

IMPERVIOUS AREA (SF)	76,546
PERVIOUS AREA (SF)	19,722
TOTAL AREA (SF)	96,268



ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorized use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

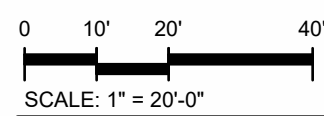
CLIENT
S&R Partners, LLC

CONSULTANTS
Langan

PROJECT NAME
130 West College Street

PROJECT NO.
20046
ADDRESS
130 West College St.
Los Angeles, CA 90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04



KEY PLAN



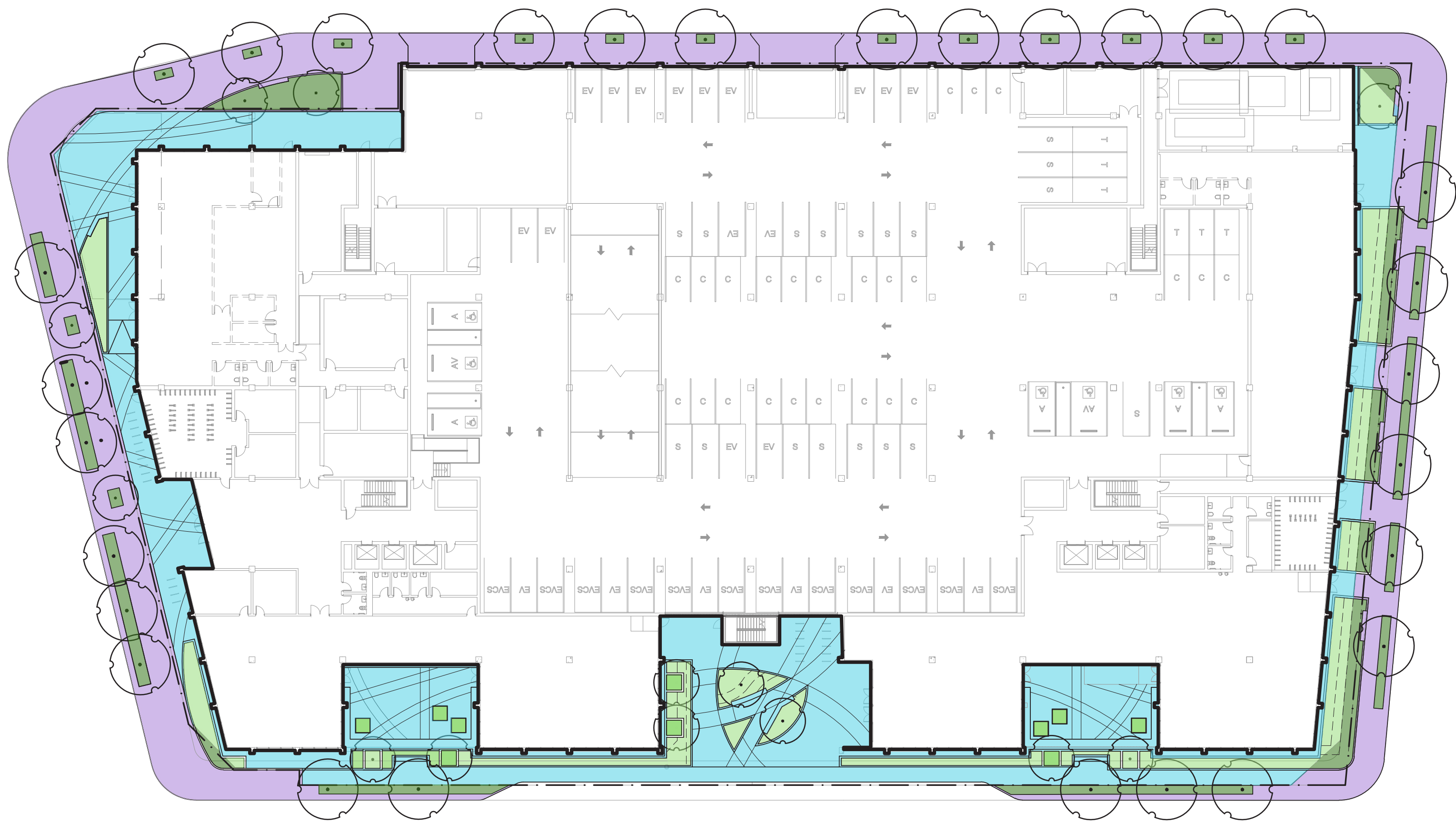
DRAWING TITLE
LID PLAN

SCALE
1" = 20'-0" @

STATUS
For Information

ARCH E1
DRW CH APPR CCC BBB AAA
DATE 04.13.2026
REV 3

DRAWING NO.
C-102



1 EXTERIOR SPACE DIAGRAM- GROUND LEVEL
1"=30'-0"



2 EXTERIOR SPACE DIAGRAM- LEVEL 2
1"=30'-0"

Calculations

A. EXISTING TREES TO REMAIN

TOTAL OFFSITE (STREET) TREES:	2
ALAMEDA STREET:	2
BRUNO STREET:	0
MAIN STREET:	0
COLLEGE STREET:	0

B. PROPOSED TREES

TOTAL GROUND LEVEL OFFSITE TREES:	29
ALAMEDA STREET:	6
BRUNO STREET:	5
MAIN STREET:	6
COLLEGE STREET:	12

TOTAL GROUND LEVEL ONSITE TREES:	11
NORTH FRONTAGE:	2
WEST FRONTAGE:	0
SOUTH FRONTAGE:	8
EAST FRONTAGE:	1

TOTAL LEVEL 2 TREES:	18
-----------------------------	-----------

TOTAL LEVEL 4 TREES:	12
-----------------------------	-----------

TOTAL PROPOSED TREES:	70
------------------------------	-----------

C. EXTERIOR SPACE CALCULATIONS

GROUND LEVEL TOTAL:	31,001 SF
HARDSCAPE (OFFSITE):	11,960
PLANTING (OFFSITE):	2,737
HARDSCAPE (ONSITE):	12,298
PLANTING (ONSITE):	3,016

LEVEL 2 TOTAL:	27,364 SF
HARDSCAPE:	15,900
PLANTING:	11,464

LEVEL 4 TOTAL:	8,281 SF
HARDSCAPE:	5,726
PLANTING:	2,555

EXTERIOR SPACE TOTAL (OFFSITE):	13,575 SF
HARDSCAPE AREA TOTAL:	11,217 (80%)
PLANTING AREA TOTAL:	2,358 (20%)

EXTERIOR SPACE TOTAL (ONSITE):	52,716 SF
HARDSCAPE AREA TOTAL:	33,776 (65%)
PLANTING AREA TOTAL:	18,940 (35%)

EXTERIOR SPACE CALCULATIONS

Ground Level

Onsite

HARDSCAPE:	12,274 SF
SOFTSCAPE:	2,973 SF
TOTAL:	15,247SF

Off site

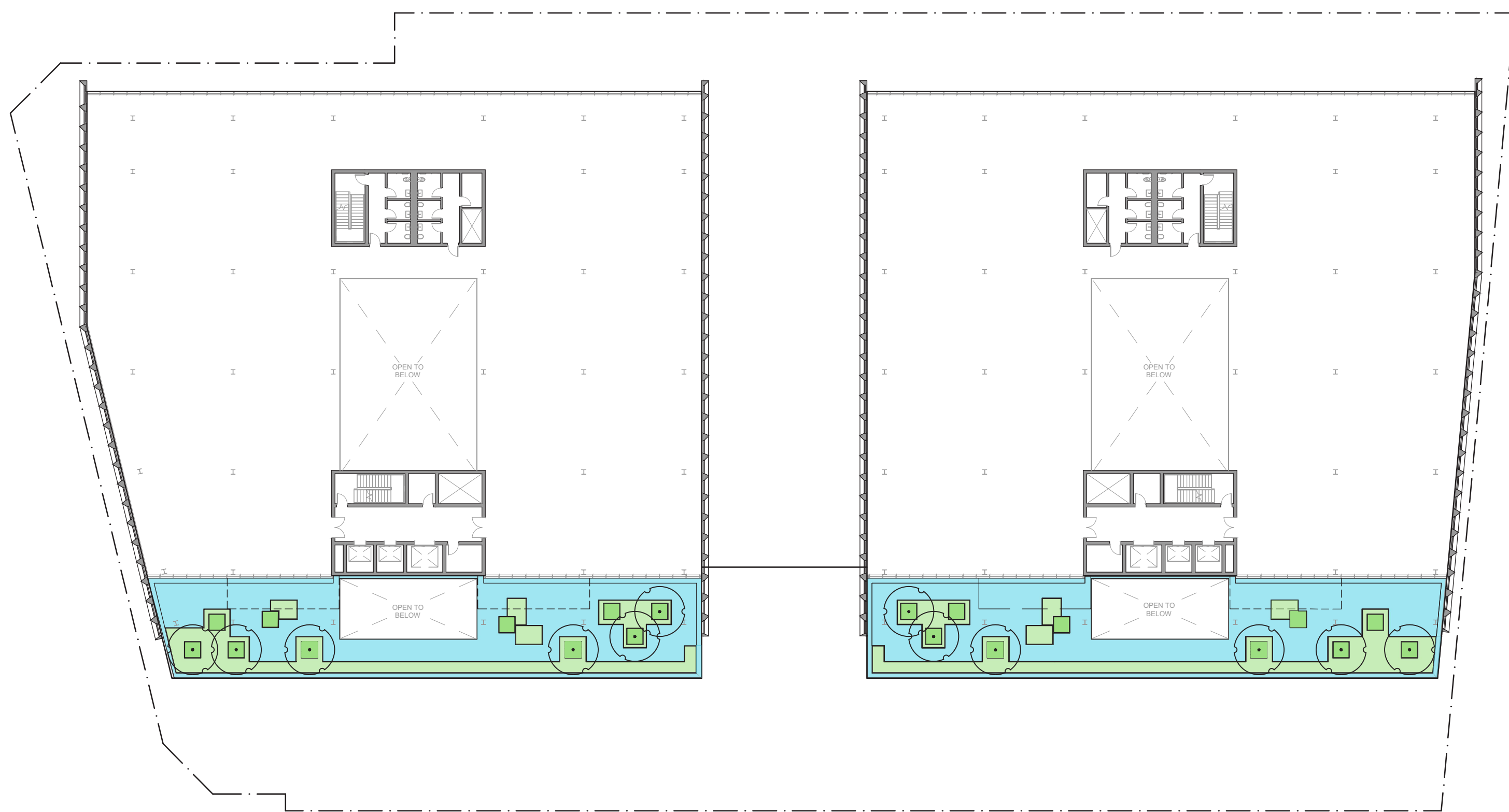
HARDSCAPE:	11,978 SF
SOFTSCAPE:	2,789 SF
TOTAL:	14,767 SF

Level 2

HARDSCAPE:	15,900 SF
SOFTSCAPE:	11,464 SF
TOTAL:	27,364 SF

Level 4

HARDSCAPE:	5,726,SF
SOFTSCAPE:	2,555 SF
TOTAL:	8,281 SF



3 EXTERIOR SPACE DIAGRAM- LEVEL 4
1"=30'-0"

ARCHITECT
GRIMSHAW

GRIMSHAW ARCHITECTS LLP
T +1 323 471 6700
www.grimshaw.global
432 Colyton Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss or attempt.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS
SALT Landscape Architects

PROJECT NAME
130 West College Street

Building Name (Optional)

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA 90012
USA

REV BY DATE DESCRIPTION

KEY PLAN

NORTH

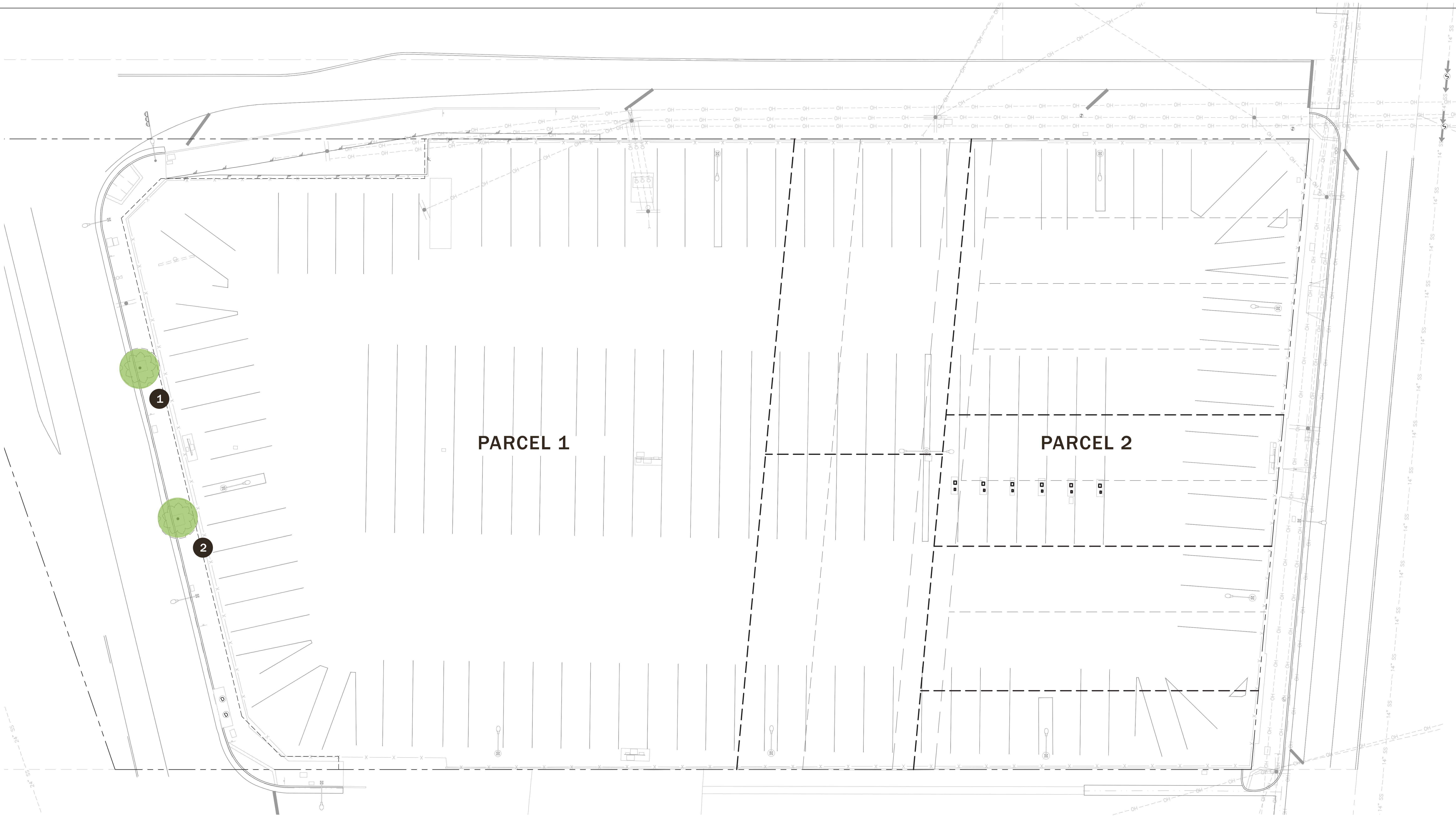
DRAWING TITLE
EXTERIOR SPACE PLAN

SCALE
@ARCH E1

STATUS
For Information

DRW CH APPR DRW DATE REV
AutoCheckApprover

DRAWING NO.
L-001



TREE DEPOSITION LEGEND

- GROUND LEVEL
- EXISTING STREET TREES TO REMAIN
- KOELREUTERIA BIPINNATA

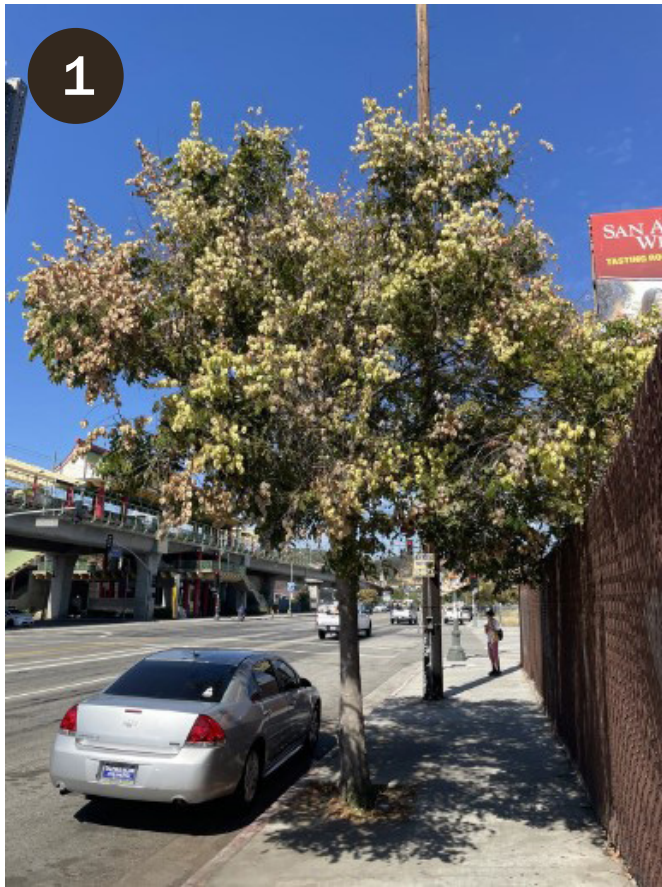
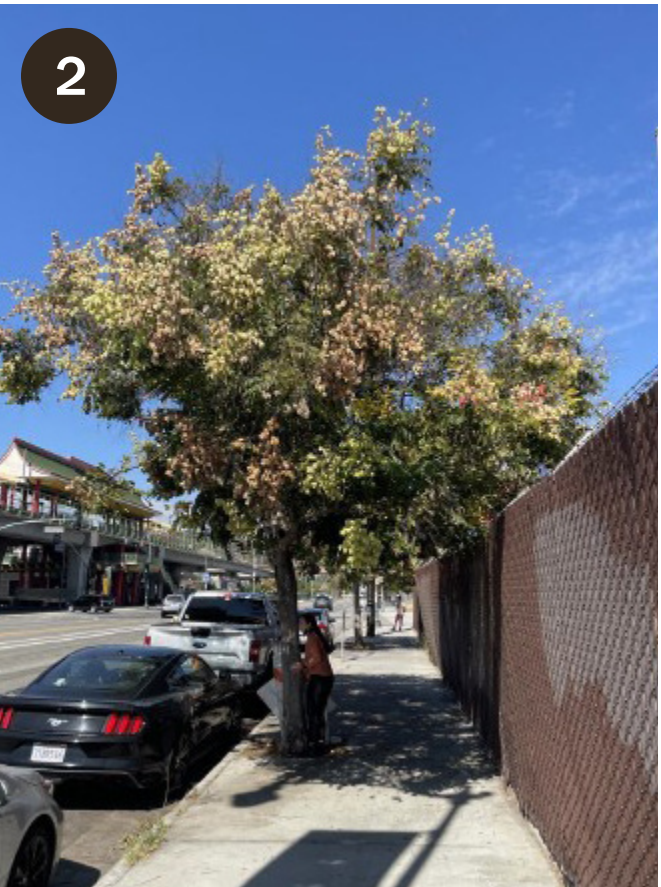


Table 1. Summary of Tree Survey

Scientific Name	Common Name	Number of Trees
Koelreuteria bipinnata	Chinese flame tree	2
Total		2

ARCHITECT
GRIMSHAW
GRIMSHAW ARCHITECTS LLP
T +1 323 471 6700
www.grimshaw.global
432 Colyton Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS
SALT Landscape Architects

PROJECT NAME
130 West College Street

Building Name (Optional)

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA 90012
USA

REV BY DATE DESCRIPTION

KEY PLAN



DRAWING TITLE
TREE DISPOSITION PLAN

SCALE
@ARCH E1 STATUS
For Information

DRW CH APPR DRW DATE REV
AutoCheckApprover

DRAWING NO.
L-002

PLANTING PALETTE

Streetscape + Building Perimeter

TREES



Arbutus marina
Strawberry tree

Koelreuteria bipinnata
Chinese Flame Tree

SHRUBS, GRASSES, & GROUNDCOVERS



Arctostaphylos 'Emerald Carpet'
Emerald Carpet Manzanita

Carex divulsa
Berkeley Sedge

Ceanothus griseus 'Yankee Point'
Yankee Point Ceanothus

Rhamnus californica
Coffeeberry

VINES



Trachelospermum jasminoides
Star Jasmine

Entry Plaza + Valley Garden

TREES



Arbutus marina
Strawberry tree

Lyonothamnus floribundus
Santa Cruz Island Ironwood

SHRUBS, GRASSES, & GROUNDCOVERS



Artemisia californica 'Montara'
Montara Sagebrush

Heteromeles arbutifolia
Toyon

Muhlenbergia rigens
Deer Grass

Salvia clevelandii 'Winnifred Gilman'
Winnifred Gilman Sage

Salvia mellifera
Black Sage

Sesleria autumnalis
Autumn Moor Grass

Terrace Gardens

TREES



Chitalpa tashkentensis 'Pink Dawn'
Pink Chitalpa

Prunus ilicifolia ssp. *ilicifolia*
Hollyleaf Cherry

SHRUBS, SUCCULENTS, GRASSES, & GROUNDCOVERS



Agave attenuata
Foxtail Agave

Artemisia californica 'Montara'
Montara Sagebrush

Bouteloua gracilis 'Blonde Ambition'
'Blonde Ambition' Blue Gama Grass

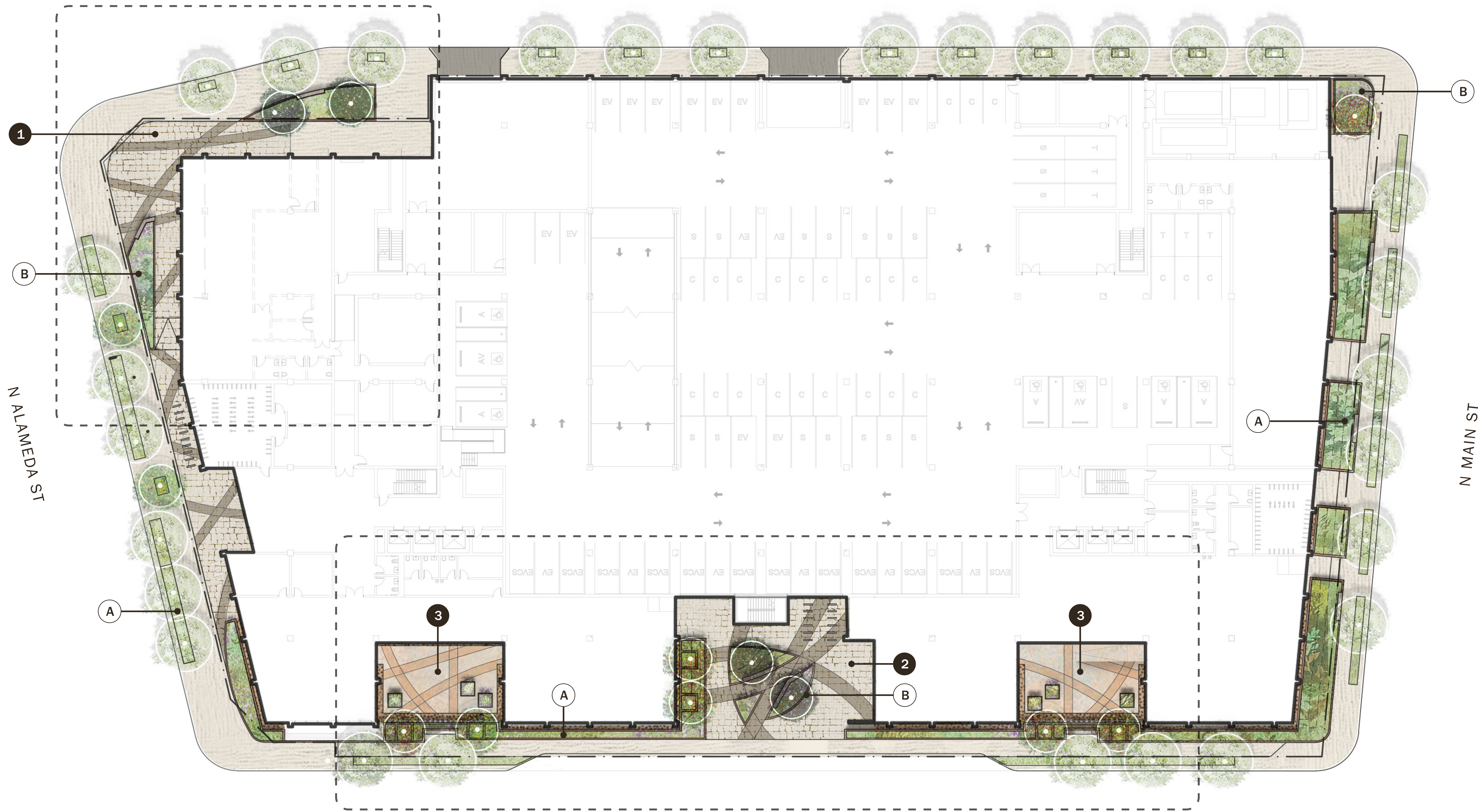
Eriogonum fasciculatum
California Buckwheat

Festuca mairei
Atlas Fescue

Muhlenbergia capillaris 'Regal Mist'
Pink Muhly

Muhlenbergia rigens
Deer Grass

W COLLEGE ST



PLANTING LEGEND

A Streetscape + Building Perimeter

TREES		SIZE	SPACING	QTY
	<i>Arbutus marina</i>	Strawberry Tree	H: 40'-50' W: 25'-40' 25' O.C.	4
	<i>Koeleruteria bipinnata</i>	Chinese Flame Tree	H: 20'-40' W: 20'-40' 20' O.C.	29
SHRUBS, GRASSES, & GROUNDCOVERS				4,237 SF
	<i>Rhamnus californica</i>	Coffeeberry	H: 6'-15' W: 5'-15' 5' O.C.	15% 20% 60%
	<i>Ceanothus griseus</i> 'Yankee Point'	Yankee Point Ceanothus	H: 2'-3' W: 8'-10' 8' O.C.	
	<i>Arctostaphylos</i> 'Emerald Carpet'	Emerald Carpet Manzanita	H: <1' W: 3'-5' 3' O.C.	
	<i>Carex divulsa</i>	Berkeley Sedge	H: 1'-2' W: 1'-2' 1' O.C.	
VINES				
	<i>Trachelospermum jasminoides</i>	Star Jasmine	H: 2'-20' W: 3'-6' 3' O.C.	5%

B Entry Plaza Garden

TREES		SIZE	SPACING	QTY
	<i>Arbutus marina</i>	Strawberry Tree	H: 40'-50' W: 25'-40' 25' O.C.	3
	<i>Prunus ilicifolia</i> ssp. <i>ilicifolia</i>	Hollyleaf Cherry	H: 30'-50' W: 20' 20' O.C.	4
SHRUBS, GRASSES, & GROUNDCOVERS				1,774 SF
	<i>Heteromeles arbutifolia</i>	Toyon	H: 6'-30' W: 10'-15' 10' O.C.	10% 25% 65%
	<i>Artemisia californica</i> 'Montara'	Montara Sagebrush	H: 1'-2' W: 3'-6' 3' O.C.	
	<i>Sesleria autumnalis</i>	Autumn Moor Grass	H: 0.5'-1' W: 0.5'-1' 0.5' O.C.	
	<i>Muhlenbergia rigens</i>	Deer Grass	H: 4'-5' W: 4' 4' O.C.	65%
	<i>Salvia clevelandii</i> 'Winnifred Gilman'	Winnifred Gilman Sage	H: 3'-4' W: 3'-4' 3' O.C.	
	<i>Salvia mellifera</i>	Black Sage	H: 3'-6' W: 3'-10' 3' O.C.	

- 1 STREET PLAZA
- 2 PLAZA GARDEN
- 3 EMPLOYEE AMENITY SPACE

ARCHITECT
GRIMSHAW

GRIMSHAW ARCHITECTS LLP
T +1 323 471 6700 432 Colyton Street, Los Angeles, CA 90013, USA
www.grimshaw.global

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS
SALT Landscape Architects

PROJECT NAME
130 West College Street

Building Name (Optional)

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV BY DATE DESCRIPTION

KEY PLAN

NORTH

DRAWING TITLE
LEVEL 01 OVERALL LANDSCAPE SITE PLAN
SCALE
@ARCH E1 STATUS
For Information

DRW CH APPR DRW DATE REV
AutoCheckApprover

DRAWING NO.
L-101



PLANTING LEGEND

A Terrace Gardens					
TREES			SIZE	SPACING	QTY
	<i>Chitalpa tashkentensis</i> 'Pink Dawn'	Pink Chitalpa	H: 40'-50' W: 25'-40'	25' O.C.	12
	<i>Prunus ilicifolia</i> ssp. <i>ilicifolia</i>	Hollyleaf Cherry	H: 30'-50' W: 20'	20' O.C.	2
SHRUBS, SUCCULENTS, GRASSES, & GROUNDCOVERS					4,086 SF
	<i>Agave attenuata</i>	Foxtail Agave	H: 4'-5' W: 6'-8'	6' O.C.	20%
	<i>Eriogonum fasciculatum</i>	California Buckwheat	H: 1'-6.5' W: 3'-5'	3' O.C.	
	<i>Artemisia californica</i> 'Montara'	Montara Sagebrush	H: 1'-2' W: 3'-6'	3' O.C.	20%
	<i>Festuca mairei</i>	Atlas Fescue	H: 2'-3' W: 2'-3'	2' O.C.	
	<i>Bouteloua gracilis</i> 'Blonde Ambition'	'Blonde Ambition' Blue Gama Grass	H: 2.5'-3' W: 2'-3'	2' O.C.	60%
	<i>Muhlenbergia capillaris</i> 'Regal Mist'	Pink Muhly	H: 3' W: 3'	3' O.C.	
	<i>Muhlenbergia rigens</i>	Deer Grass	H: 4'-5' W: 4'	4' O.C.	

B Valley Garden					
TREES			SIZE	SPACING	QTY
	<i>Lyonothamnus floribundus</i>	Santa Cruz Island Ironwood	H: 25'-50' W: 15'-25'	15' O.C.	4
SHRUBS, GRASSES, & GROUNDCOVERS					2,121 SF
	<i>Heteromeles arbutifolia</i>	Toyon	H: 6'-30' W: 10'-15'	10' O.C.	10%
	<i>Artemisia californica</i> 'Montara'	Montara Sagebrush	H: 1'-2' W: 3'-6'	3' O.C.	
	<i>Sesleria autumnalis</i>	Autumn Moor Grass	H: 0.5'-1' W: 0.5'-1'	0.5' O.C.	25%
	<i>Muhlenbergia rigens</i>	Deer Grass	H: 4'-5' W: 4'	4' O.C.	
	<i>Salvia clevelandii</i> 'Winnifred Gilman'	Winnifred Gilman Sage	H: 3'-4' W: 3'-4'	3' O.C.	65%
	<i>Salvia mellifera</i>	Black Sage	H: 3'-6' W: 3'-10'	3' O.C.	

NOTE: LANDSCAPE SHOW ON THIS LEVEL INDICATIVE ONLY, FUTURE FIT OUT WILL BE PROVIDED BY TENANT



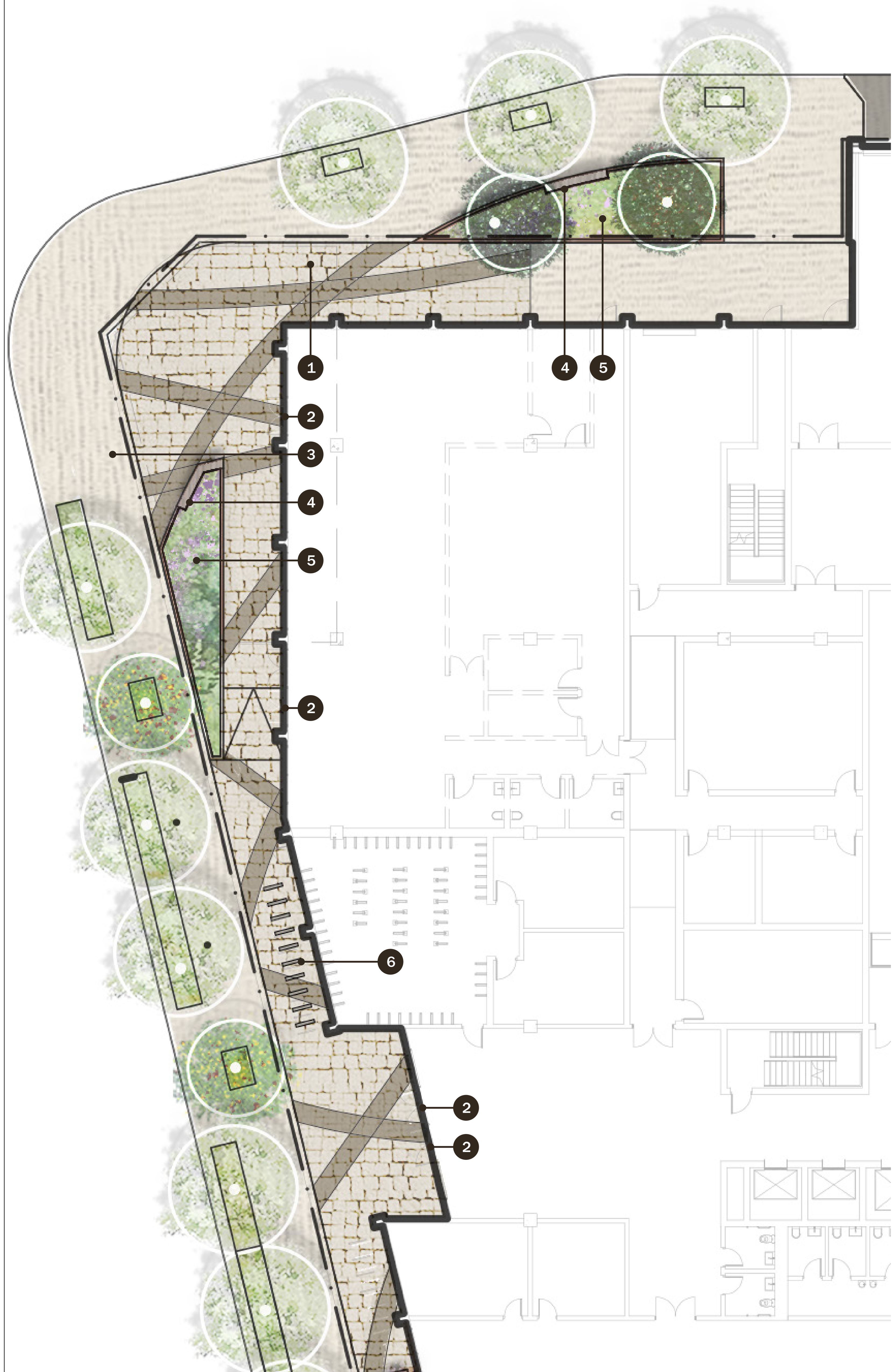
PLANTING LEGEND

A Terrace Gardens

TREES				SIZE	SPACING	QTY
	<i>Chitalpa tashkentensis</i> 'Pink Dawn'	Pink Chitalpa		H: 40'-50' W: 25'-40'	25' O.C.	12
SHRUBS, SUCCULENTS, GRASSES, & GROUNDCOVERS						2,518 SF
	<i>Agave attenuata</i>	Foxtail Agave		H: 4'-5' W: 6'-8'	6' O.C.	20%
	<i>Eriogonum fasciculatum</i>	California Buckwheat		H: 1'-6.5' W: 3'-5'	3' O.C.	
	<i>Artemisia californica</i> 'Montara'	Montara Sagebrush		H: 1'-2' W: 3'-6'	3' O.C.	20%
	<i>Festuca mairei</i>	Atlas Fescue		H: 2'-3' W: 2'-3'	2' O.C.	
	<i>Bouteloua gracilis</i> 'Blonde Ambition'	'Blonde Ambition' Blue Gama Grass		H: 2.5'-3' W: 2'-3'	2' O.C.	60%
	<i>Muhlenbergia capillaris</i> 'Regal Mist'	Pink Muhly		H: 3' W: 3'	3' O.C.	
	<i>Muhlenbergia rigens</i>	Deer Grass		H: 4'-5' W: 4'	4' O.C.	

1 TERRACE GARDEN

NOTE: LANDSCAPE SHOW ON THIS LEVEL INDICATIVE ONLY, FUTURE FIT OUT WILL BE PROVIDED BY TENANT

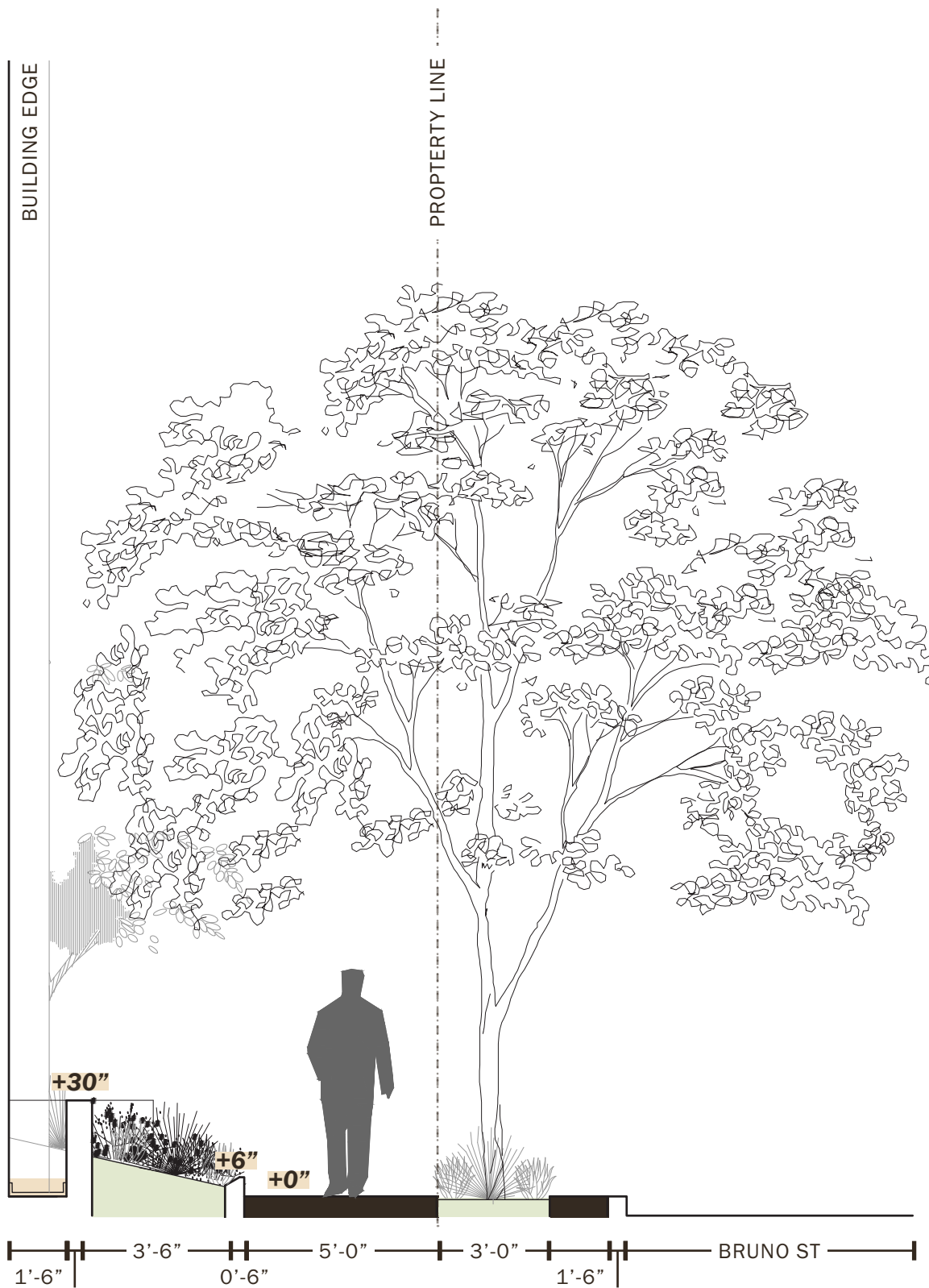


Street Plaza

- 1 PLAZA
- 2 BUILDING ENTRY
- 3 SIDEWALK
- 4 BUILT-IN SEATING
- 5 RAISED PLANTER
- 6 BIKE RACK

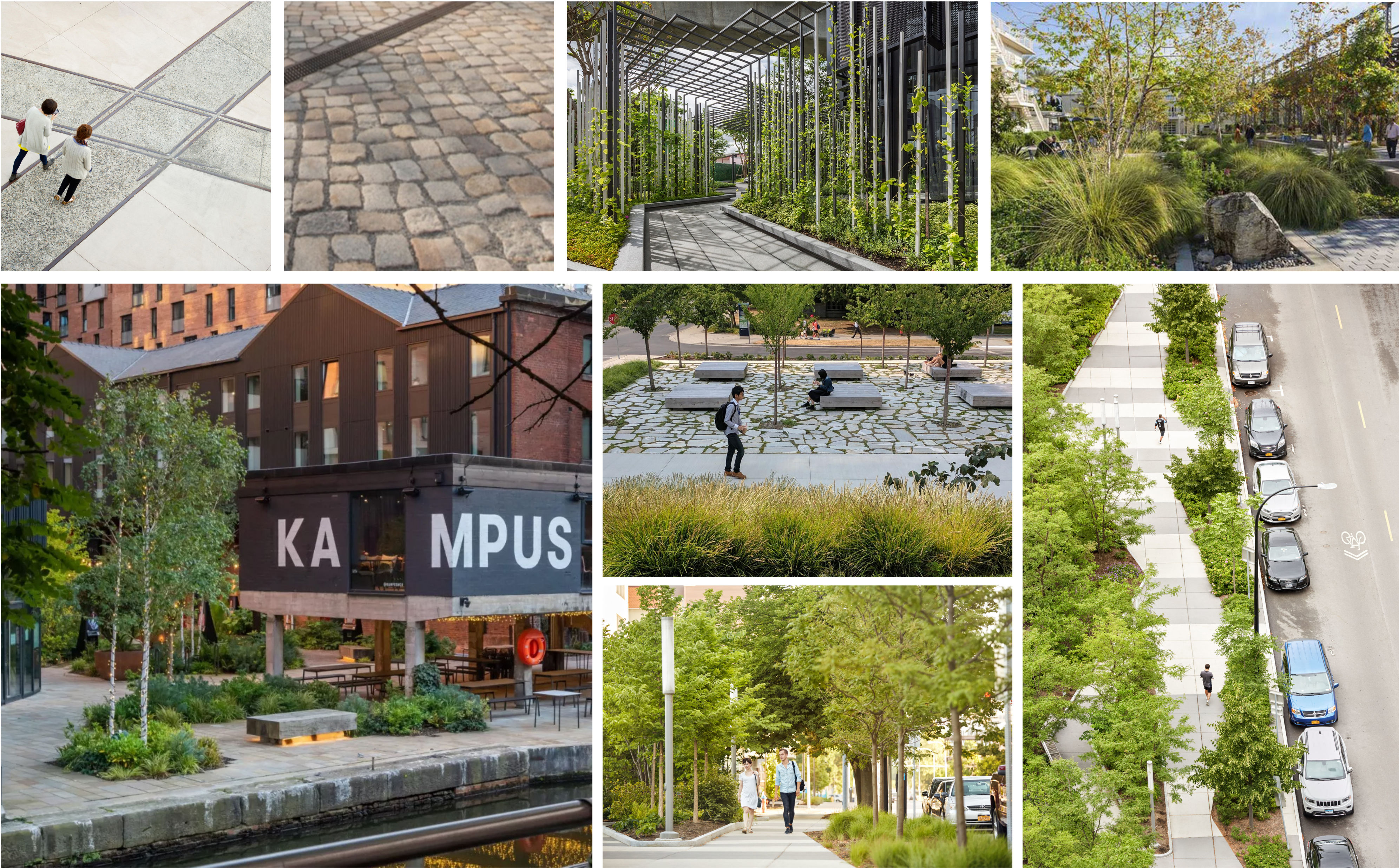


Section A-A'



Section B-B'

Reference Imagery



ARCHITECT
GRIMSHAW

GRIMSHAW ARCHITECTS LLP
T +1 323 471 6700
www.grimshaw.global
432 Colyton Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss or damage.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS
SALT Landscape Architects

PROJECT NAME
130 West College Street

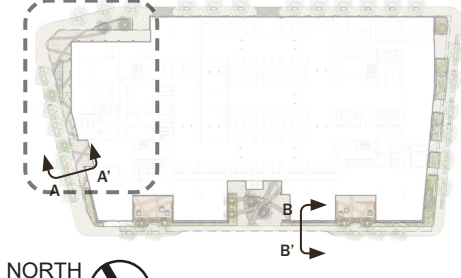
Building Name (Optional)

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA 90012
USA

REV BY DATE DESCRIPTION

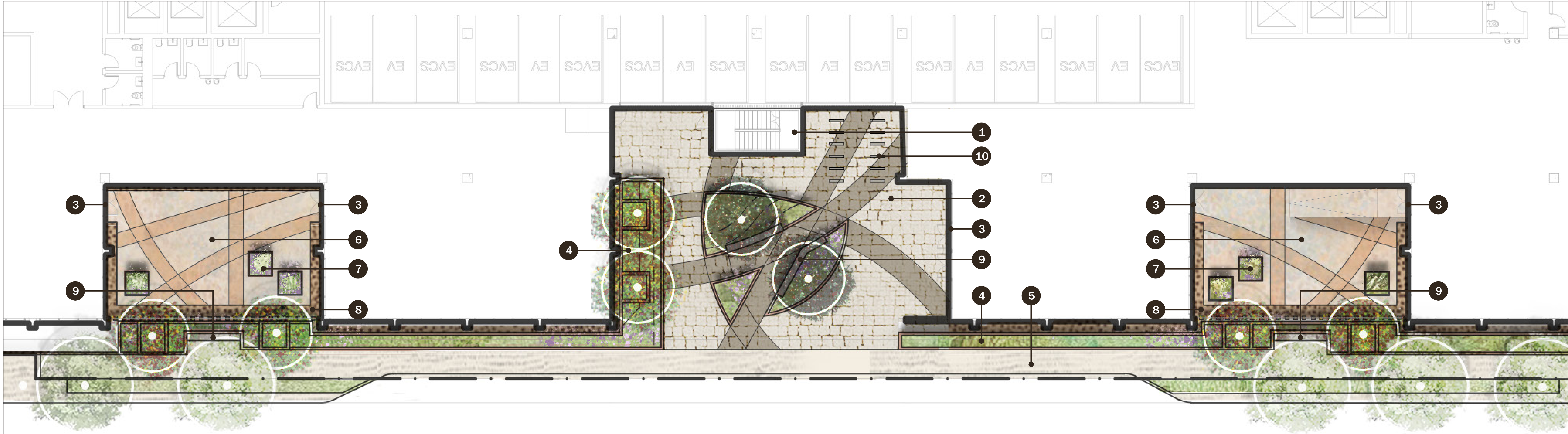
KEY PLAN



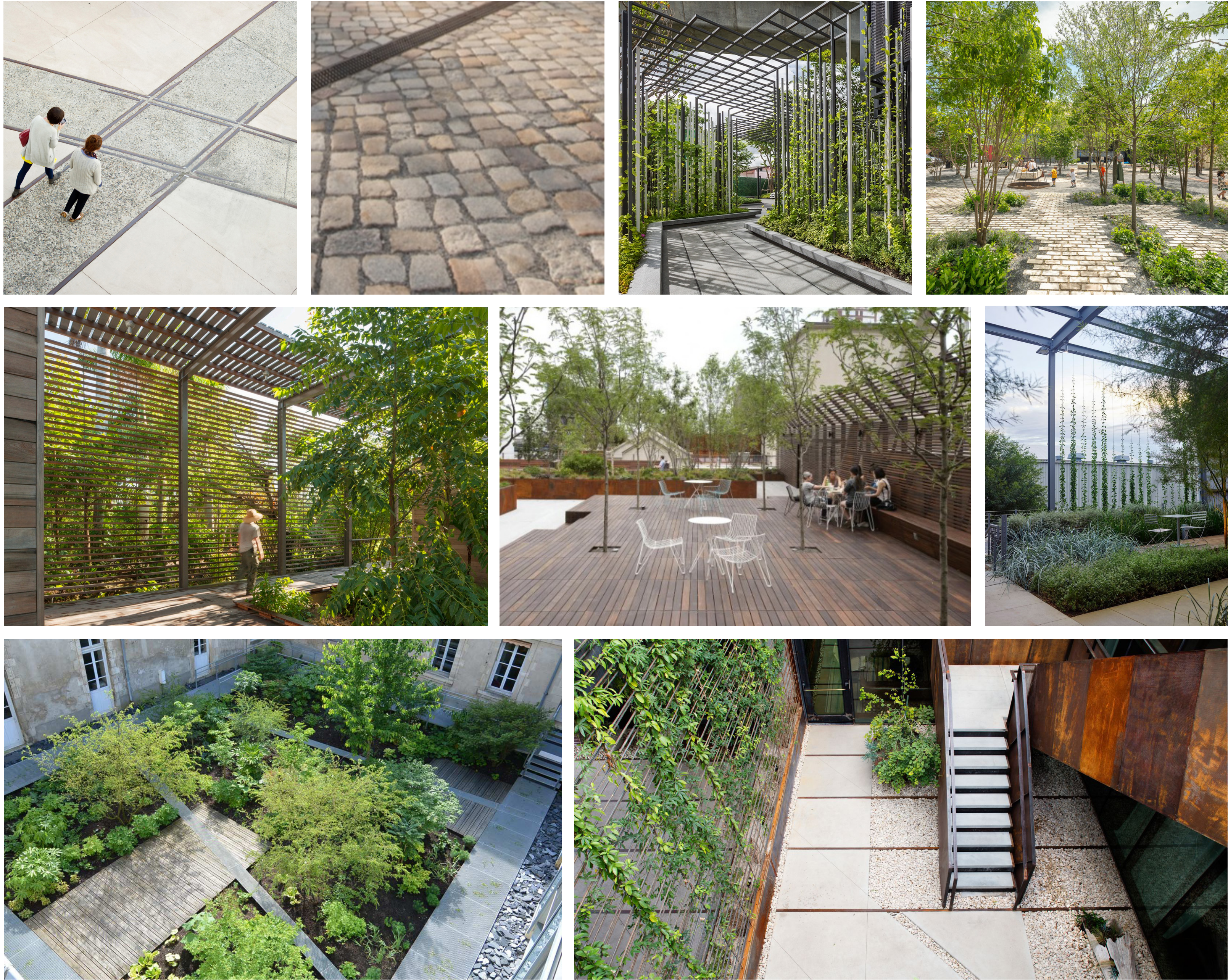
DRAWING TITLE
LEVEL 01 ENLARGED STREET PLAZA AND STREETSCAPE
SCALE
@ARCH E1
STATUS
For Information

DRW CH APPR DRW DATE REV
AutoCheckApprover

DRAWING NO.
L-121



Reference Imagery



Entry Plaza Garden + Employee Amenity Space

- 1. EGRESS STAIRS
- 2. PLAZA
- 3. BUILDING ENTRY
- 4. RAISED PLANTER
- 5. SIDEWALK
- 6. EMPLOYEE AMENITY SPACE
- 7. PLANTER POT
- 8. ARCHITECTURAL SCREEN
- 9. BUILT-IN BENCH
- 10. BIKE RACK



Section A-A'



North Elevation
W COLLEGE ST



West Elevation
N ALAMEDA ST



East Elevation
N MAIN ST



South Elevation
BRUNO ST

EXHIBIT B
PROJECT RENDERINGS
OCTOBER 22, 2026



130 WEST COLLEGE ST.
LOS ANGELES, CA 90012

ENTITLEMENT DRAWING SUBMISSION

ARCHITECT

GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global

432 Colton Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY

© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, copied, or altered. Any unauthorized use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES

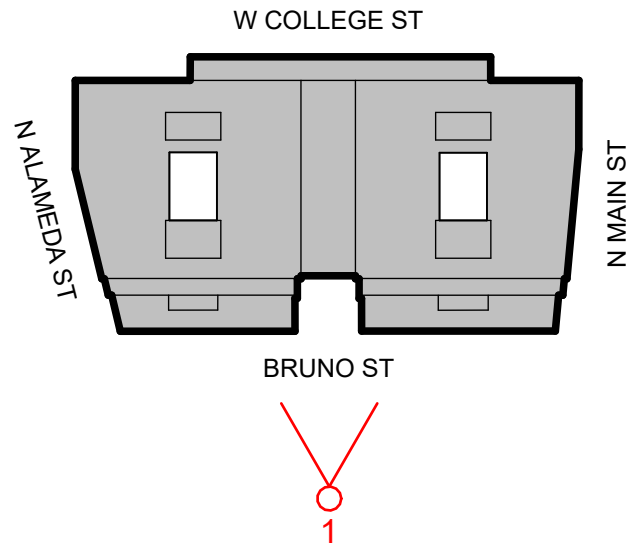
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT		PROJECT NAME		REV		DATE	DESCRIPTION	KEY PLAN		DRAWING TITLE	
S&R Partners, LLC		130 West College Street		1	GA	10.06.2023	100% Entitlement Review 01			COVER SHEET	
				2	GA	01.18.2024	100% Entitlement Review 02			SCALE	
				3	GA	05.21.2024	100% Entitlement Review 03			@ARCH E1	
				4	GA	04.13.2026	100% Entitlement Review 04			STATUS	
				5	GA	10.06.2026	100% Entitlement Review 05			For Information	
CONSULTANTS		PROJECT NO.	ADDRESS	DRW		CH	APPR	DRW DATE		REV	
		20046	130 West College St, Los Angeles, CA 90012, USA	CC		HN	AB	10.06.2026		5	
				DRAWING NO.							
										A-000	



1. AERIAL VIEW FROM SOUTH



ARCHITECT
GRIMSHAW
GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

PROJECT NAME
130 West College Street

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

KEY PLAN

CONSULTANTS

PROJECT NO.
20046
ADDRESS
130 West College St.
Los Angeles, CA 90012
USA

DRAWING TITLE
RENDERING 1 OF 4

SCALE
No Scale @ ARCH

E1

STATUS
For Information

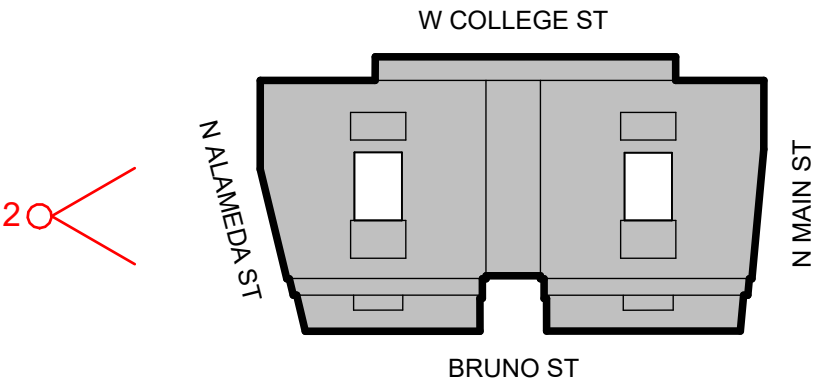
DRW CH APPR
CC HN AB

DRAWING NO.
A-020

REV
04.13.2026 3



2. VIEW FROM ALAMEDA



ARCHITECT
GRIMSHAW
GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

PROJECT NAME
130 West College Street

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

KEY PLAN

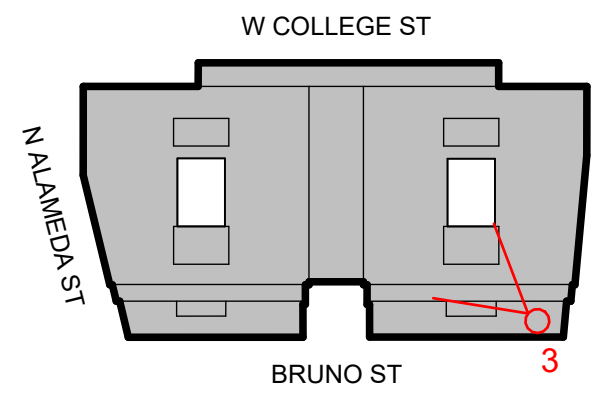
DRAWING TITLE
RENDERING 2 OF 4

SCALE	STATUS
No Scale @ ARCH E1	For Information
DRW CC	CH HN
APPR AB	DRW DATE 04.13.2026
DRAWING NO.	REV 3

A-021



3. VIEW FROM LEVEL 02 TERRACE



ARCHITECT
GRIMSHAW

GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorized use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046
ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

KEY PLAN

DRAWING TITLE
RENDERING 3 OF 4

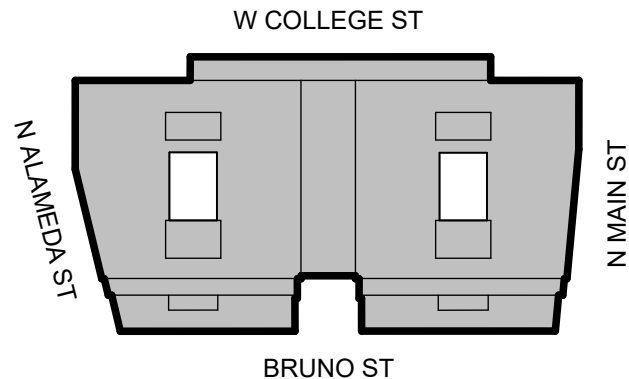
SCALE
No Scale @ ARCH
E1
STATUS
For Information

DRW CH APPR DRW DATE REV
CC HN AB 04.13.2026 3

DRAWING NO.
A-022



4. AERIAL VIEW OF SOUTHWEST CORNER



ARCHITECT
GRIMSHAW
GRIMSHAW, INC.
T +1 323 471 6700
www.grimshaw.global
432 Cuylen Street, Los Angeles, CA 90013, USA

INTELLECTUAL PROPERTY
© Copyright Grimshaw Architects. Unless otherwise agreed in writing, all rights to use this document are subject to payment in full of all Grimshaw charges. This document may only be used for the express purpose and project for which it has been created and delivered, as notified in writing by Grimshaw. This document may not be otherwise used, or copied. Any unauthorised use of this document is at the user's sole risk and without limiting Grimshaw's rights the user releases and indemnifies Grimshaw from and against all loss so arising.

DRAWING NOTICES
Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

PROJECT NAME
130 West College Street

REV	BY	DATE	DESCRIPTION
1	GA	10.06.2023	100% Entitlement Review 01
2	GA	01.18.2024	100% Entitlement Review 02
3	GA	04.13.2026	100% Entitlement Review 04

KEY PLAN

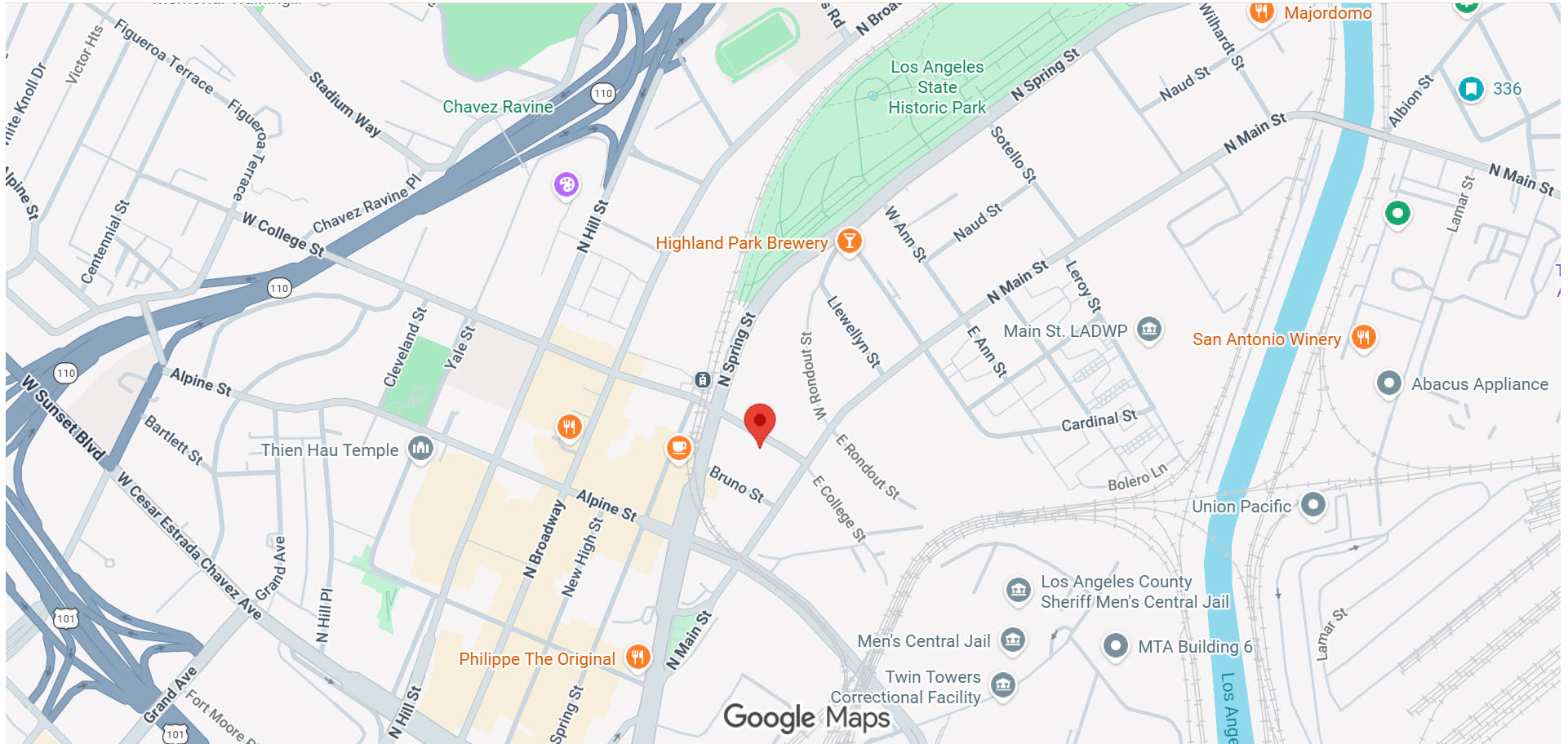
DRAWING TITLE
RENDERING 4 OF 4
SCALE
No Scale @ ARCH E1
STATUS
For Information
DRAWN
CC
CHECKED
HN
APPROVED
AB
DATE
04.13.2026
REV
3

A-023

EXHIBIT C
VICINITY MAP
OCTOBER 22, 2026

130 W College St

Vicinity Map



Map data ©2026 Google 500 ft

EXHIBIT D
MITIGATION MONITORING
PROGRAM
OCTOBER 22, 2026

IV. Mitigation Monitoring Program

IV. Mitigation Monitoring Program

1. Introduction

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

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

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

2. Organization

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

- Enforcement Agency: The agency with the power to enforce the PDF or MM.
- Monitoring Agency: The agency to which reports involving feasibility, compliance, implementation, and development are made.

- **Monitoring Phase:** The phase of the Project during which the PDF or MM shall be monitored.
- **Monitoring Frequency:** The frequency at which the PDF or MM shall be monitored.
- **Action Indicating Compliance:** The action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

3. Administrative Procedures and Enforcement

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

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

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

4. Program Modification

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

unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5. Mitigation Monitoring Program

A. Cultural Resources

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

Mitigation Measure CUL-MM-1: Excavation and shoring plans and calculations for temporary shoring walls shall be prepared by a California Registered Civil Engineer experienced in the design and construction of shoring systems. The shoring systems shall be selected and designed in accordance with all current code requirements, industry best practices, and recommendations of the Project Geotechnical Engineer and a qualified preservation consultant. The final excavation and shoring plans shall include all appropriate details, material specifications, testing, and special inspection requirements and shall be reviewed by the Project Geotechnical Engineer for conformance with the design intent and submitted to the City's Department of Building and Safety (LADBS) for review and approval during the Grading Permit submission.

The general contractor shall hire a California Registered Professional Engineer or California Professional Land Surveyor to prepare a Construction Monitoring Plan, subject to review and approval by LADBS, prior to initiation of any excavation, grading, or shoring activities to ensure the protection of immediately adjacent historic resources from damage due to settlement during construction and excavation.

Prior to the issuance of a Grading Permit, the Applicant shall, through a qualified preservation consultant, submit to the Los Angeles Office of Historic Resources (OHR) for review and approval a Construction Monitoring Plan and excavation and shoring plans and calculations, to finalize the design-level procedures to be implemented during construction to avoid potential impacts to the granite block pavers immediately adjacent to the Project Site. OHR shall determine whether any of the following procedures must be implemented during construction based on a review of the Construction Monitoring Plan and excavation and shoring plans and calculations:

- The Project Geotechnical Engineer shall provide on-site observation during the excavation and shoring work.
- Construction Monitoring Plan shall be carried out by a California Professional Land Surveyor and establish survey monuments and document and record through any necessary means, including video, photography, survey, etc. the initial positions of the adjacent historic resource to form a baseline for determining settlement or deformation. The shored excavation and adjacent historic resource should be visually inspected each day. Survey monuments should be measured at critical stages of dewatering, excavation, shoring, and construction but shall not occur less frequently than once every 30 days. Reports shall be prepared by the California Professional Land Surveyor documenting the movement monitoring results.
- In the event that settlement due to excavation or construction activity causes damage requiring touch-ups or repairs to the finishes of the adjacent historic pavers, that work shall be performed in consultation with a qualified preservation consultant and in accordance with the Secretary of the Interiors' Standards, as appropriate. In the event that excavation, grading, or shoring activities may result in any potential damage to the adjacent historic pavers beyond only requiring touch-ups or repairs to the pavers, then the Project Applicant shall implement the following procedures for the temporary removal and reinstallation of the portion of the granite block pavers immediately adjacent to the Project Site that may be damaged:
 - All granite block pavers to be temporarily removed will be tagged by a qualified preservation consultant and their existing condition and location will be documented.

- Granite block pavers shall be removed and reinstalled in a manner that avoids any damage to the individual pavers in accordance with the Secretary of the Interiors' Standards, as appropriate.
- All removed granite block pavers will be safely stored by the Applicant or its designee during Project construction and reinstalled after major construction associated with the Project is completed.
- Documentation of the tagging, removal, storage, and reinstallation of the granite block pavers shall be provided to OHR in a memorandum.
- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check (submittal of Construction Monitoring Plan from Applicant)
- **Action Indicating Compliance:** Submittal of Construction Monitoring Plan from Applicant; issuance of grading permit

Mitigation Measure CUL-MM-2: Prior to issuance of any demolition or grading permits, the Applicant shall retain a Qualified Archeologist. A Qualified Archeologist is defined as one who meets the Secretary of the Interior's Professional Qualifications Standards for Archeology and the Society for California Archaeology's qualifications for a principal investigator. Ground-disturbing activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil, or a similar activity in the Project's area of potential impact (API). The API is defined as the Project Site plus the areas outside the Project Site that may be required for utility trenching.

Prior to the commencement of ground-disturbing repair activities associated with the Project within the API, at the Project kickoff, the Qualified Archeologist shall provide a briefing to construction crews to provide information on regulatory requirements for the protection of archaeological resources. As part of this training, construction crews shall be briefed on proper procedures to follow should unanticipated discoveries of archaeological resources be made during construction. Workers shall be provided contact information and protocols to follow in the event these discoveries are made. Additionally, workers shall be

shown examples of the types of resources that would require notification. The training shall include a summary of the applicable regulations and penalties for non-compliance. A copy of the training materials and a list of attendees shall be provided to the Department of City Planning no more than 10 days after completing the training.

Prior to any demolition or grading permit issuance, an archaeological resources management plan (ARMP) shall be prepared and submitted to the City. The ARMP shall include, but not be limited to, monitoring protocol for ground-disturbing activities, a worker training program, and discovery and processing protocol for inadvertent discoveries of cultural resources. The ARMP shall identify areas with moderate to high sensitivity determined for cultural resources that require monitoring and detail a protocol for determining circumstances in which additional or reduced levels of monitoring (e.g., spot checking) may be appropriate. Specifically, the ARMP shall include a framework for assessing the geoarchaeological setting to determine whether undisturbed sediments capable of preserving archaeological remains are present adjacent to or beneath those sediments disturbed by agricultural and urban development, as well as the depth at which these undisturbed sediments would no longer be capable of containing archaeological material.

Monitoring shall occur during ground disturbance for the Project, including excavation within artificial fill, and shall be directed and supervised by the Qualified Archeologist. The monitor shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially significant archaeological resources, as determined by the qualified archaeologist. The monitor shall complete a daily log documenting construction activities and observations.

In the event that potentially significant archaeological resources are exposed during construction, work in the immediate vicinity of the find (within 25 feet) shall stop until the Qualified Archaeologist can evaluate the significance of the find. Construction activities may continue in other areas in coordination with the Qualified Archeologist. If the discovery is determined by the qualified archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code (PRC) 21083.2(g), and the treatments proposed in the ARMP are found to be infeasible or other alternatives are proposed, the Qualified Archeologist shall coordinate with the Applicant and Department of City Planning to amend the ARMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment if feasible, and if it is determined avoidance is not feasible, treatment may include architectural

documentation and archaeological data recovery (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant.

After archaeological monitoring is completed, the Qualified Archeologist shall prepare a technical report documenting the methods and results of all work completed under the ARMP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the California Register. If archaeological materials are identified and collected for laboratory analysis, once the analysis is complete, any recovered archaeological materials shall be curated at a public, non-profit research institution that will ensure their long-term preservation and allow access to interested scholars. Should no such institutions accept the materials, they shall be donated to an educational institution or historical society. The format and content of the report shall follow the California Office of Historic Preservation's *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format*. Any archaeological resources identified shall be documented on appropriate California Department of Parks and Recreation 523-Series Forms. The report shall be prepared under the supervision of a Qualified Archeologist and submitted to the Department of City Planning. The timing and content of the final report shall consider the quantity of archaeological materials, level of analysis required, and documentation needed to establish the significance of any identified resources. The final draft of the report shall be submitted to the South Central Coastal Information Center.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** To be determined by consultation with the Qualified Archaeologist if resource(s) are discovered
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a Qualified Archaeologist; issuance of building permit(s)

B. Geology and Soils

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

Mitigation Measure GEO-MM-1: The Project shall implement the following measures to protect paleontological resources:

1. **Retain a Qualified Professional Paleontologist:** Prior to issuance of any demolition or grading permit, the applicant shall retain a Qualified Professional Paleontologist (Qualified Paleontologist), who meets or exceeds the Society of Vertebrate Paleontology (SVP) definition, to carry out all regulatory compliance measures and protocols related to paleontological resources. The Qualified Paleontologist shall obtain a curatorial arrangement with a qualified repository (e.g., the Natural History Museum of Los Angeles County [NHMLA]) prior to Project construction in the event of significant paleontological resource discoveries during construction.
2. **Conduct Worker Training:** The Qualified Paleontologist shall develop Worker Environmental Awareness Program training to educate the construction crew on the legal requirements for preserving fossil resources, as well as the procedures to follow in the event of a fossil discovery. This training program should be given to the crew before Project ground-disturbing work commences and should include handouts to be given to new workers as needed.
3. **Monitor for Paleontological Resources:** Full-time paleontological monitoring shall occur during Project ground-disturbing activities at depths greater than or equal to five feet below ground surface that impact previously undisturbed sediments that have high paleontological sensitivity, including late Pleistocene young alluvium, Unit 2 (Qyaz) and/or late Pleistocene old fan deposits, Unit 1 (Qof₁). In the unlikely event that early Pliocene to late Miocene Puente Formation (Tpsl, Tpss) is encountered at depth, these deposits should also be subject to full-time paleontological monitoring. Monitoring should not be required when ground-disturbing activities are less than five feet below ground surface or when impacting only previously disturbed sediments and/or recent artificial fill regardless of depth. Monitoring shall be conducted by a qualified paleontological monitor who meets the standards of the SVP (2010) and who shall be supervised by the Qualified Paleontologist. The Qualified Paleontologist may periodically inspect construction activities to adjust the level of monitoring in response to subsurface conditions. Monitoring efforts can be increased, reduced, or ceased entirely if determined adequate by the Qualified Paleontologist. Paleontological monitoring shall include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert activity in the immediate vicinity away from exposed fossils to evaluate the significance of the find and, should the fossils be

determined significant, professionally and efficiently recover the fossil specimens and collect associated data. The monitor shall record pertinent geologic data and collect appropriate sediment samples from any fossil localities. Recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological repository (e.g., NHMLA).

4. **Prepare a Paleontological Resources Monitoring Report:** Upon conclusion of Project ground-disturbing activities, the Qualified Paleontologist overseeing paleontological monitoring shall prepare a final monitoring report that documents the paleontological monitoring efforts for the Project and describes any paleontological resources discoveries observed and/or recorded during the life of the Project. If paleontological resources are curated, the final monitoring report and any associated data pertinent to the curated specimen(s) shall be submitted to the designated repository (e.g., NHMLA). A copy of the final monitoring report shall be filed with the Los Angeles Department of City Planning.
 - **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
 - **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
 - **Monitoring Phase:** Pre-construction; construction
 - **Monitoring Frequency:** Periodically during grading and excavation; To be determined by consultation with the Qualified Paleontologist if resource(s) are discovered
 - **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a Qualified Paleontologist

C. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature GHG-PDF-1: The Project will prohibit the use of natural gas during Project operations, excluding restaurant cooking equipment and the emergency generator.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction

- **Monitoring Frequency:** Once at Project plan check; once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

D. Hazards and Hazardous Materials

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

Mitigation Measure HAZ-MM-1: Soil Management Plan—The Applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan for Contaminated Soils (SMP) which will be submitted to the City of Los Angeles Department of Building and Safety and Department of City Planning for review and approval prior to the commencement of excavation and grading activities. The SMP shall be implemented during grading, excavation, and installation of piles and tiebacks on the Project Site to ensure that contaminated soils (including those associated with removed or previously unidentified underground storage tanks if encountered) are properly identified, excavated, and disposed of off-site.

Elements of the SMP shall include:

- A qualified environmental consultant shall be present on the Project Site during grading and excavation activities in the known or suspected locations of contaminated soils and shall be on call at other times as necessary, to monitor compliance with the SMP and to actively monitor the soils and excavations for evidence of contamination.
- The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil (Rule 1166). The SMP shall require the timely testing and sampling of soils so that volatile organic compound (VOC)-contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency.

- Soil monitoring during soil excavation including visual observation, representative sampling via a photo ionization detector, and/or VOC monitoring in accordance with SCAQMD Rule 1166.
- During the Project's excavation phase, the Applicant shall remove and properly dispose of impacted materials in accordance with the provisions of the SMP. If soil is stockpiled prior to disposal, it will be managed in accordance with the Project's Storm Water Pollution Prevention Plan (SWPPP), prior to its transfer for treatment and/or disposal. All impacted soils shall be properly treated and disposed of in accordance with SCAQMD Rule 1166, as well as applicable requirements of the California Department of Toxic Substances Control (DTSC), and Los Angeles Regional Water Quality Control Board (LARWQCB).
- During excavation, SCAQMD Rule 1166 requires that soils identified as VOC-contaminated shall be sprayed with water or another approved vapor suppressant or covered with sheeting and securely anchored during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Per SCAQMD Rule 1166, VOC-contaminated soils shall be transported from the Project Site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent VOC-contaminated soils from becoming airborne or otherwise released into the environment.
- Dust suppression shall also be used for any active or inactive stockpile that is known or suspected to contain contaminants including metals above state or federal hazardous waste limits. Active and inactive excavations and stockpiles of soil shall be kept visibly moist by water spray, treated with a vapor suppressant, or covered with a continuous heavy-duty plastic sheeting (4 mm or greater) or other covering. The covering shall be overlapped at the seams and securely anchored.
- Prior to the commencement of grading and excavation, the findings of the Phase II Environmental Site Assessment shall be reported to the County of Los Angeles Fire Department Health and Hazardous Materials Division (HHMD) Site Mitigation Unit (SMU) (323-890-4045), and the Los Angeles Fire Department (LAFD) for review and comment. The recommendations of the HHMD and LAFD shall be incorporated into the SMP.
- **Enforcement Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Prior to issuance of a building permit, Construction

- **Monitoring Frequency:** Plan Check, Once during field inspection
- **Action Indicating Compliance:** Permit Issuance, Field inspection sign-off

Mitigation Measure HAZ-MM-2: Combined Methane/Vapor Intrusion Mitigation System (MMS/VIMS)—The methane mitigation system required pursuant to LAMC Section 91.7402.2 shall be designed as a combined MMS/VIMS capable of mitigating VOC vapors including tetrachloroethylene (PCE) in addition to methane. The MMS/VIMS, shall include, at a minimum the following components:

- A standard de-watering system or a reinforced concrete mat slab designed to accommodate hydrostatic pressure;
- A complete impervious membrane (barrier) system that shall form an integral and permanent bond to poured concrete to prevent water vapor, methane, and PCE and other VOC transmission at the interface of the membrane and structural concrete. The barrier material shall be selected for dual compatibility for both methane, PCE, and chlorinated VOC exposure.
- Perforated horizontal pipes that shall be installed below the membrane within a protective gravel layer that shall collect vapor flowing from the subsurface.
- Vent risers that shall direct collected vapors from the horizontal pipes for dispersion into the atmosphere.
- Conduit seals in all electrical and communication conduits that prevent gas migration through dry utility conduits.
- Utility trench dams installed along the exterior sides of the building that prevent gas migration.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Prior to issuance of building permit, Construction
- **Monitoring Frequency:** Plan Check, Once during field inspection
- **Action Indicating Compliance:** Permit issuance, Field inspection sign-off

Mitigation Measure HAZ-MM-3: Post-Construction Monitoring — Following Project construction, but prior to building occupancy, post-construction monitoring for vapor intrusion shall occur. The monitoring event is to be performed in accordance with DTSC's *Supplemental Guidance: Screening and Evaluating Vapor Intrusion dated February 2023* (DTSC

2023 Guidance). This event would include, at minimum, two indoor air sampling events, with the second event occurring approximately six months after the first.

The monitoring event shall involve the use of a portable gas meter and VOC detector to screen for vapors and steel canisters for the collection of air samples to evaluate the indoor air at each level of the proposed subterranean parking structure and the building's first occupied space (assumed to be the ground floor).

The sampling activities will also include the collection of outdoor (ambient) air samples to provide a background comparison of indoor and ambient air.

If the indoor air samples indicate exceedances to applicable regulatory thresholds under the DTSC 2023 Guidance, engineering controls shall be implemented to reduce the levels of those contaminants. These engineering controls may include one or more of the following actions:

- Increasing ventilation rates in the subterranean parking and ground floor levels.
- Installing inline carbon filters within the building HVAC system.
- Repairing any gaps or cracks around concrete penetrations.
- Converting the passive system to an active mitigation system.

The use of the engineering controls shall be in consultation with a qualified environmental professional. Following implementation of any engineering controls, a new monitoring event of indoor and ambient air shall be conducted to confirm that the contaminants of potential concern have been reduced to an acceptable level per the DTSC 2023 Guidance.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-Construction, prior to Certificate of Occupancy
- **Monitoring Frequency:** Once during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

E. Noise

(1) Project Design Features

Project Design Feature NOI-PDF-1: Outdoor mounted mechanical equipment will be enclosed or screened by the building design (e.g., a roof parapet) from view of off-site noise-sensitive receptors at the street level.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once at Plan Check
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit, Field inspection sign-off

Project Design Feature NOI-PDF-2: All loading docks will be screened from off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once at Project plan check; once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature NOI-PDF-3: Outdoor amplified sound systems, if any, will be designed so as not to exceed the maximum noise level of 70 dBA (L_{eq-1hr}) at a distance of 15 feet from the amplified speaker sound systems at Level 1 and Level 2 common outdoor spaces and 85 dBA (L_{eq-1hr}) at Level 4 common outdoor spaces. A qualified noise consultant will provide written documentation at plan check that the design of the system complies with these maximum noise levels.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction

- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant prior to Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected along the Project's northern property line between the construction areas and the potential future residential uses along the north side of College Street (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 12-dBA noise reduction at the ground level of receptor location R3. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

In the event the proposed residential development at receptor location R3 is not completed and occupied prior to or during Project construction, this mitigation measure shall not be required because impacts on the existing (i.e., non-residential non-sensitive use) would be less than significant without mitigation.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant

F. Transportation

(1) Project Design Features

Project Design Feature TR-PDF-1: A detailed Construction Traffic Management Plan (CTMP), including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval, prior to commencing construction. The CTMP will formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding

community. The CTMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site and will include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Implementation of temporary pedestrian, bicycle, and vehicular traffic controls (e.g., flag people) during all construction activities adjacent to North Alameda Street, West College Street, North Main Street, and Bruno Street to ensure traffic safety on the public right-of-way (ROW).
- Scheduling of construction-related activities to reduce the effect on traffic flow on surrounding arterial streets.
- Containment of construction activity within the Project Site boundaries to the extent feasible.
- Coordination with LADOT to address any transit stop modifications or relocations.
- Coordination with Metro to address any potential temporary effects along Metro ROW due to construction equipment (e.g., cranes, scaffolding, lifts).
- Implementation of safety precautions for pedestrian and bicyclists through such measures as alternate routing and protection barriers.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours as a condition of an approved haul route.
- Prohibition of construction-related vehicles/equipment staging on adjacent streets, unless specifically approved as a condition of an approved haul route.
- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind.
- Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding

construction activities posted at the site readily visible to any interested party during site preparation, grading, and construction.

- Obtainment of the required permits for truck haul routes from the City prior to the issuance of any grading permit for the Project.
- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of any permit (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

Mitigation Measure TR-MM-1: The Project shall implement the following Transportation Demand Management policy:

- Implement a ride-share program by matching interested employees with similar commutes into carpools and vanpools. The Project shall provide designated parking areas and safe and convenient passenger loading areas for employee carpools/vanpools on-site and along Bruno Street.
 - **Enforcement Agency:** City of Los Angeles Department of Transportation
 - **Monitoring Agency:** City of Los Angeles Department of Transportation
 - **Monitoring Phase:** Construction
 - **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy
- Action Indicating Compliance:** Approval of TDM program from LADOT; issuance of Certificate of Occupancy

G. Tribal Cultural Resources

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

Mitigation Measure TCR-MM-1: Monitor Retention. Prior to commencing any Ground Disturbance Activities (as defined below) at the Project Site and affected off-site areas, the Applicant, or its successor, shall retain a qualified tribal monitor from and approved by the Gabrieleño Band of Mission Indians—Kizh Nation (the Tribe) and a qualified archaeological monitor. Ground Disturbance Activities shall include demolition, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, potholing, pavement removal, grubbing, tree removals, boring, or a similar activity at the Project Site and affected off-site areas. A qualified archaeological monitor shall be identified as principal personnel who must meet the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California, and shall ensure that all other personnel associated with and hired for the archaeological monitoring are appropriately trained and qualified. The Applicant, or its successor, the archaeological monitor, and the tribal monitor shall execute a monitoring agreement prior to the earlier of the commencement of any Ground Disturbing Activity, or the issuance of any permit necessary to commence a Ground Disturbing Activity.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historical Resources; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historical Resources
- **Monitoring Phase:** Plan Check
- **Monitoring Frequency:** Once at Project plan check prior to issuance of any permit
- **Action Indicating Compliance:** Monitoring agreement prior to issuance of any permit

Mitigation Measure TCR-MM-2: WEAP. Prior to commencing any Ground Disturbance Activities, the archaeological monitor, in consultation with the tribal monitor, shall provide Worker Environmental Awareness

Program (WEAP) training to construction crews involved in Ground Disturbance Activities that includes information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during Ground Disturbance Activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor(s). The Applicant, or its successor, shall maintain on the Project Site, for potential City inspection, documentation establishing the WEAP training was completed for all members of the construction crew involved in Ground Disturbance Activities.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historical Resources; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historical Resources
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance)
- **Action Indicating Compliance:** Completion of compliance documentation prior to issuance of grading permit

Mitigation Measure TCR-MM-3: On-Site Monitoring. The archaeological and tribal monitors shall observe all Ground Disturbance Activities on the Project Site and affected off-site areas at all times any Ground Disturbance Activities are taking place. If Ground Disturbance Activities are simultaneously occurring at multiple locations on the project site, an archaeological monitor and a tribal monitor(s) shall be assigned to each location where the Ground Disturbance Activities are occurring. The tribal monitor will complete daily monitoring logs that will provide descriptions and locations of the relevant Ground Disturbing Activities, the type of construction activities performed, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered “tribal cultural resources” as defined in California Public Resources Code (PRC) Section 21074, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Applicant and/or the City upon request to the Tribe. If any Project scheduled activities require the tribal monitor to leave the Project Site or affected off-site areas for a period of time and return, confirmation shall be submitted to the Tribe by the Applicant, or its successor, in writing, upon completion of each set of scheduled activities

and five (5) days' notice (if possible) shall be submitted to the Tribe by the Applicant, or its successor, in writing, prior to the start of each set of scheduled activities. The on-site monitoring shall end when either 1) confirmation is received from the Applicant, or its successor, in writing, that all scheduled activities pertaining to tribal monitoring and all Ground Disturbing Activities are completed; or 2) the Tribe provides a determination, in writing, that no future planned construction activity and/or development/construction phase at the Project Site or affected off-site areas possesses the potential to impact any tribal cultural resources.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historical Resources; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historical Resources
- **Monitoring Phase:** Construction (during all ground disturbance activities)
- **Monitoring Frequency:** Periodically during ground disturbance activities
- **Action Indicating Compliance:** Completion of compliance documentation

Mitigation Measure TCR-MM-4: Discovery of Resources. In the event that any objects or artifacts that may be tribal cultural resources are encountered during the course of any Ground Disturbance Activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be 60 feet or otherwise determined by the archaeological monitor in consultation with the tribal monitor(s), until the potential "tribal cultural resources" are properly assessed and addressed by the archaeological monitor and the tribal monitor(s) pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all Ground Disturbance Activities in the immediate vicinity of the find (i.e. 60 feet or otherwise determined by the archaeological monitor) until the find can be assessed by the archaeological monitor and tribal monitor(s).
2. If the archaeological monitor and tribal monitor determine the resources are Native American in origin, the Tribe will recommend steps for treatment of all discovered tribal cultural resources in the form and/or manner the Tribe deems appropriate, in the Tribe's reasonable discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

3. The Applicant, or its successor, shall implement the Tribe's recommendations if the archaeological monitor, in consultation with the tribal monitor, conclude that the Tribe's recommendations are reasonable and feasible.
 4. In addition to any recommendations from the Tribe, the archaeological monitor shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
 5. The Applicant, or its successor, may recommence Ground Disturbance Activities outside of the specified radius of the discovery site, so long as this radius has been reviewed by both the archaeological monitor and tribal monitor and determined to be reasonable and appropriate, and so long as the Applicant, or its successor, has complied with all of the recommendations developed and approved pursuant to the process set forth in Paragraphs 2 through 4 above.
 6. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
 7. Notwithstanding Paragraph 6 above, any information that Los Angeles Department of City Planning, in consultation with the Los Angeles City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California PRC, Section 6254(r), and handled in compliance with the City's Assembly Bill 52 Confidentiality Protocols.
 8. Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.
- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historical Resources; City of Los Angeles Department of City Planning
 - **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historical Resources

- **Monitoring Phase:** Construction (during all ground disturbance activities)
- **Monitoring Frequency:** Periodically during ground disturbance activities; to be determined by consultation with the Qualified Archaeologist if resource(s) are discovered
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a Qualified Archaeologist, issuance of building permit(s)

EXHIBIT E
DRAFT ZONE CHANGE
ORDINANCE
OCTOBER 22, 2026

ORDINANCE NO. _____

An ordinance to approve a Vesting Zone Change and Height District Change to facilitate vesting rights for the 130 College Project (Proposed Project).

WHEREAS, the Proposed Project at 130 West College Street (110–130 West College Street, 117–119 West Bruno Street, and 943–973 North Main Street) (Subject Property) requested a Vesting Zone Change and Height District Change under Case No. CPC-2023-2306-GPA-VZC-HD-MCUP-PR on April 4, 2023, and is therefore vested under the zoning regulations in effect at that time;

WHEREAS, Ordinance No. 188,474 (Downtown Community Plan, effective February 6, 2025) changed the zone designation on the Subject Property to [DM2-G1-5][CX2-FA][CPIO], in line with the designations of Chapter 1A of the LAMC;

WHEREAS, pursuant to the Proposed Project's vesting rights under Section 13B.1.4.I of Chapter 1A of the LAMC and successional rights under Section 1.4.4 of Chapter 1A of the LAMC, the City Council desires to approve the Proposed Project with the associated Vesting Zone Change and Height District Change requests and zone designations under Chapter 1 of the LAMC;

WHEREAS, the Proposed Project's requested zone designations of Chapter 1 of the LAMC are not expressly listed within the Downtown Community Plan and Chapter 1A of the LAMC but are nonetheless substantially consistent with the intent and purposes of the Downtown Community Plan; as such, the City Council does not desire to amend the City Zoning Map in Section 12.04 of Chapter 1 of the LAMC or Section 1.5.2 of Chapter 1A of the LAMC with the Proposed Project's requested zone designations; and, therefore, the Ordinance proposes to grant the Proposed Project the requested zone designations under Case No. CPC-2023-2306-GPA-VZC-HD-MCUP-PR for the limited purpose of developing the Proposed Project (subject to modifications allowed pursuant to Section 1.4.4.A of Chapter 1A of the LAMC) but will not amend the City Zoning Map; and

WHEREAS, if the Proposed Project is not effectuated and/or utilized pursuant to Section 13A.2.7 of Chapter 1A of the LAMC, the zone designations on the Subject Property will revert to that designated for the Subject Property under Ordinance No. 188,474 (Downtown Community Plan);

NOW, THEREFORE, THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. In the event the entitlement grants for the Proposed Project are not effectuated and/or utilized pursuant to Section 13A.2.7 of Chapter 1A of the LAMC, the zone designations on the Subject Property shall revert to that designated by the Downtown Community Plan.

Section 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by positing for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 558 of the City Charter, the City Planning Commission on **October 22, 2026** recommends this ordinance **BE ADOPTED** by the City Council.

By _____

File No. _____

CITY CLERK

MAYOR

Ordinance Passed _____

Approved _____