



APPLICATIONS:

DEPARTMENT OF CITY PLANNING APPLICATION

THIS BOX FOR CITY PLANNING STAFF USE ONLY

Case Number _____

Env. Case Number _____

Application Type _____

Case Filed With (Print Name) _____ Date Filed _____

Application includes letter requesting:

Waived hearing Concurrent hearing Hearing not be scheduled on a specific date (e.g. vacation hold)

Related Case Number _____

Provide all information requested. Missing, incomplete or inconsistent information will cause delays.
*All terms in this document are applicable to the singular as well as the plural forms of such terms.
 Detailed filing instructions are found on form CP-7810*

1. PROJECT LOCATION

Street Address¹ 1105-1123 S. Olive Street Unit/Space Number _____

Legal Description² (Lot, Block, Tract) see attached

Assessor Parcel Number 5139-020-025, -007, & -006 Total Lot Area ~36,120 sq ft (0.83 Acres)

2. PROJECT DESCRIPTION

Present Use Surface level parking

Proposed Use Mixed Use (Residential and Commercial)

Project Name (if applicable) DTLA South Park Property Site 2

Describe in detail the characteristics, scope and/or operation of the proposed project Construction of a 51-story mixed use building with 536 residential units and approximately 4,178 square feet of ground floor commercial floor area.

Additional information attached YES NO

Complete and check all that apply:

Existing Site Conditions

Site is undeveloped or unimproved (i.e. vacant) Site is located within 500 feet of a freeway or railroad

Site has existing buildings (provide copies of building permits) Site is located within 500 feet of a sensitive use (e.g. school, park)

¹ Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—<http://zimas.lacity.org>)
² Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site)

Site is/was developed with use that could release hazardous materials on soil and/or groundwater (e.g. dry cleaning, gas station, auto repair, industrial)

Site has special designation (e.g. National Historic Register, Survey LA)

Proposed Project Information

(Check all that apply or could apply)

- Demolition of existing buildings/structures
- Relocation of existing buildings/structures
- Interior tenant improvement
- Additions to existing buildings
- Grading
- Removal of any on-site tree
- Removal of any street tree

- New construction: 491,515 square feet
- Accessory use (fence, sign, wireless, carport, etc.)
- Exterior renovation or alteration
- Change of use and/or hours of operation
- Haul Route
- Uses or structures in public right-of-way
- Phased project

Housing Component Information

Number of Residential Units: Existing _____ – Demolish(ed)³ _____ + Adding 536 = Total 536
 Number of Affordable Units⁴ Existing _____ – Demolish(ed) _____ + Adding 0 = Total 0
 Number of Market Rate Units Existing _____ – Demolish(ed) _____ + Adding 536 = Total 536
 Mixed Use Projects, Amount of Non-Residential Floor Area: 4,178 square feet

Public Right-of-Way Information

Have you submitted the Planning Case Referral Form to BOE? (required) YES NO

Is your project required to dedicate land to the public right-of-way? YES NO

If so, what is/are your dedication requirement(s)? up to 2 ft.

If you have dedication requirements on multiple streets, please indicate: 11th Street

3. ACTION(S) REQUESTED

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought; follow with a description of the requested action.

Does the project include Multiple Approval Requests per LAMC 12.36? YES NO

Authorizing Code Section See attached

Code Section from which relief is requested (if any): _____

Action Requested, Narrative: _____

Authorizing Code Section _____

Code Section from which relief is requested (if any): _____

Action Requested, Narrative: _____

Additional Requests Attached YES NO

³ Number of units to be demolished and/or which have been demolished within the last five (5) years.

⁴ As determined by the Housing and Community Investment Department

4. RELATED DEPARTMENT OF CITY PLANNING CASES

Are there previous or pending cases/decisions/environmental clearances on the project site? YES NO

If YES, list all case number(s) VTT-61916 and ZA-2005-1001-ZV-ZAA (See attached descriptions).

If the application/project is directly related to one of the above cases, list the pertinent case numbers below and complete/check all that apply (provide copy).

Case No. _____ Ordinance No.: ORD-164307-SA2915

- | | |
|---|--|
| <input type="checkbox"/> Condition compliance review | <input type="checkbox"/> Clarification of Q (Qualified) classification |
| <input type="checkbox"/> Modification of conditions | <input type="checkbox"/> Clarification of D (Development Limitations) classification |
| <input type="checkbox"/> Revision of approved plans | <input type="checkbox"/> Amendment to T (Tentative) classification |
| <input type="checkbox"/> Renewal of entitlement | |
| <input type="checkbox"/> Plan Approval subsequent to Master Conditional Use | |

For purposes of environmental (CEQA) analysis, is there intent to develop a larger project? YES NO

Have you filed, or is there intent to file, a Subdivision with this project? YES NO

If YES, to either of the above, describe the other parts of the projects or the larger project below, whether or not currently filed with the City: See attached

5. RELATED DOCUMENTS / REFERRALS

To help assigned staff coordinate with other Departments that may have a role in the proposed project, please provide a copy of any applicable form and reference number if known.

- a. Specialized Requirement Form TFAR, Subdivider's Statement, Site Plan Review (CP-2150), & CUB (CP-7773)
- b. Geographic Project Planning Referral N/A
- c. Citywide Urban Design Guidelines Checklist Downtown Design Guide Checklist
- d. Affordable Housing Referral Form N/A
- e. Mello Form N/A
- f. Unpermitted Dwelling Unit (UDU) Inter-Agency Referral Form N/A
- g. HPOZ Authorization Form N/A
- h. Management Team Authorization N/A
- i. Expedite Fee Agreement N/A
- j. Department of Transportation (DOT) Referral Form N/A (Replaced by MOU)
- k. Bureau of Engineering (BOE) Planning Case Referral Form (PCRF) N/A due to subdivision request
- l. Order to Comply N/A
- m. Building Permits and Certificates of Occupancy N/A
- n. Hillside Referral Form N/A
- o. Low Impact Development (LID) Referral Form (Storm water Mitigation) N/A
- p. Proof of Filing with the Housing and Community Investment Department N/A
- q. Are there any recorded Covenants, affidavits or easements on this property? YES (provide copy) NO

PROJECT TEAM INFORMATION (Complete all applicable fields)

Applicant⁵ name Kevin Lindquist

Company/Firm MREG 1105 Olive, LLC

Address: 1150 S. Olive Street Unit/Space Number 2250

City Los Angeles State CA Zip Code: 90015

Telephone (213) 542-4316 E-mail: klindquist@mackregroup.com

Are you in escrow to purchase the subject property? YES NO

Property Owner of Record Same as applicant Different from applicant

Name (if different from applicant) _____

Address _____ Unit/Space Number _____

City _____ State _____ Zip Code: _____

Telephone _____ E-mail: _____

Agent/Representative name Paul Garry

Company/Firm Psomas

Address: 555 S. Flower Street Unit/Space Number 4300

City Los Angeles State CA Zip: 90071

Telephone (213) 223-1451 E-mail: paul.garry@psomas.com

Other (Specify Architect, Engineer, CEQA Consultant etc.) Architect

Name Dana Allen

Company/Firm CallisonRTKL

Address: 333 S. Hope Street Unit/Space Number C200

City Los Angeles State CA Zip Code: 90071

Telephone (213) 633-1376 E-mail: dana.allen@crtkl.com

Primary Contact for Project Information
(select only one)

Owner

Applicant

Agent/Representative

Other

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List, and the Abutting Property Owners List.

⁵ An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing the case on behalf of a client (i.e. usually not the agent/representative).

PROPERTY OWNER

7. **PROPERTY OWNER AFFIDAVIT.** Before the application can be accepted, the owner of each property involved must provide a notarized signature to verify the application is being filed with their knowledge. Staff will confirm ownership based on the records of the City Engineer or County Assessor. In the case of partnerships, corporations, LLCs or trusts the agent for service of process or an officer of the ownership entity so authorized may sign as stipulated below.

- **Ownership Disclosure.** If the property is owned by a partnership, corporation, LLC or trust, a disclosure identifying the agent for service or process or an officer of the ownership entity must be submitted. The disclosure must list the names and addresses of the principal owners (25% interest or greater). The signatory must appear in this list of names. A letter of authorization, as described below, may be submitted provided the signatory of the letter is included in the Ownership Disclosure. Include a copy of the current partnership agreement, corporate articles, or trust document as applicable.
- **Letter of Authorization (LOA).** A LOA from a property owner granting someone else permission to sign the application form may be provided if the property is owned by a partnership, corporation, LLC or trust or in rare circumstances when an individual property owner is unable to sign the application form. To be considered for acceptance, the LOA must indicate the name of the person being authorized the file, their relationship to the owner or project, the site address, a general description of the type of application being filed and must also include the language in items A-D below. In the case of partnerships, corporations, LLCs or trusts the LOA must be signed and notarized by the authorized signatory as shown on the Ownership Disclosure or in the case of private ownership by the property owner. Proof of Ownership for the signatory of the LOA must be submitted with said letter.
- **Grant Deed.** Provide a Copy of the Grant Deed If the ownership of the property does not match City Records and/or if the application is for a Coastal Development Permit. The Deed must correspond exactly with the ownership listed on the application.
- **Multiple Owners.** If the property is owned by more than one individual (e.g. John and Jane Doe or Mary Smith and Mark Jones) notarized signatures are required of all owners.

- a. I hereby certify that I am the owner of record of the herein previously described property located in the City of Los Angeles which is involved in this application or have been empowered to sign as the owner on behalf of a partnership, corporation, LLC or trust as evidenced by the documents attached hereto.
- b. I hereby consent to the filing of this application on my property for processing by the Department of City Planning.
- c. I understand if the application is approved, as a part of the process the City will apply conditions of approval which may be my responsibility to satisfy including, but not limited to, recording the decision and all conditions in the County Deed Records for the property.
- d. By my signature below, I declare under penalty of perjury under the laws of the State of California that the foregoing statements are true and correct.

*Property Owner's signatures must be signed/notarized in the presence of a Notary Public.
The City requires an original signature from the property owner with the "wet" notary stamp.
A Notary Acknowledgement is available for your convenience on following page.*

Signature _____

Date 7-2-20

Print Name Kevin Lindquist
MREG 1105 Olive, LLC

Signature _____

Date _____

Print Name _____

Space Below For Notary's Use

California All-Purpose Acknowledgement

Civil Code ' 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of ~~California~~ Arizona

County of Maricopa

On 7/2/2020 before me, Jeanell Frausto
(Insert Name of Notary Public and Title)

personally appeared Kevin Lindquist, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

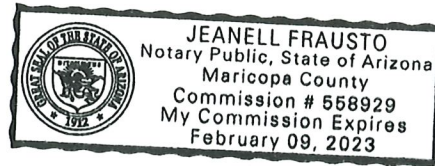
Arizona *JF*

I certify under PENALTY OF PERJURY under the laws of the State of ~~California~~ that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Jeanell Frausto
Signature

(Seal)



APPLICANT

8. **APPLICANT DECLARATION.** A separate signature from the applicant, whether they are the property owner or not, attesting to the following, is required before the application can be accepted.
- a. I hereby certify that the information provided in this application, including plans and other attachments, is accurate and correct to the best of my knowledge. Furthermore, should the stated information be found false or insufficient to fulfill the requirements of the Department of City Planning, I agree to revise the information as appropriate.
 - b. I hereby certify that I have fully informed the City of the nature of the project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger project in violation of CEQA. I understand that should the City determine that the project is part of a larger project for purposes of CEQA, the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.
 - c. I understand that the environmental review associated with this application is preliminary, and that after further evaluation, additional reports, studies, applications and/or fees may be required.
 - d. I understand and agree that any report, study, map or other information submitted to the City in furtherance of this application will be treated by the City as public records which may be reviewed by any person and if requested, that a copy will be provided by the City to any person upon the payment of its direct costs of duplication.
 - e. I understand that the burden of proof to substantiate the request is the responsibility of the applicant. Additionally, I understand that planning staff are not permitted to assist the applicant or opponents of the project in preparing arguments for or against a request.
 - f. I understand that there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully evaluated and that the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.
 - g. I understand that if this application is denied, there is no refund of fees paid.
 - i. I understand and agree to defend, indemnify, and hold harmless, the City, its officers, agents, employees, and volunteers (collectively "City"), from any and all legal actions, claims, or proceedings (including administrative or alternative dispute resolution (collectively "actions"), arising out of any City process or approval prompted by this Action, either in whole or in part. Such actions include but are not limited to: actions to attack, set aside, void, or otherwise modify, an entitlement approval, environmental review, or subsequent permit decision; actions for personal or property damage; actions based on an allegation of an unlawful pattern and practice; inverse condemnation actions; and civil rights or an action based on the protected status of the petitioner or claimant under state or federal law (e.g. ADA or Unruh Act). I understand and agree to reimburse the City for any and all costs incurred in defense of such actions. This includes, but it not limited to, the payment of all court costs and attorneys' fees, all judgments or awards, damages, and settlement costs. The indemnity language in this paragraph is intended to be interpreted to the broadest extent permitted by law and shall be in addition to any other indemnification language agreed to by the applicant.
 - i. By my signature below, I declare under penalty of perjury, under the laws of the State of California, that all statements contained in this application and any accompanying documents are true and correct, with full knowledge that all statements made in this application are subject to investigation and that any false or dishonest answer to any question may be grounds for denial or subsequent revocation of license or permit.

The City requires an original signature from the applicant. The applicant's signature below does not need to be notarized.

Signature: _____

Date: 7-2-20 _____

Print Name: Kevin Lindquist _____

MREG 1105 Olive, LLC

**OPTIONAL
NEIGHBORHOOD CONTACT SHEET**

9. **SIGNATURES** of adjoining or neighboring property owners in support of the request are not required but are helpful, especially for projects in single-family residential areas. Signatures may be provided below (attach additional sheets if necessary).

NAME (PRINT)	SIGNATURE	ADDRESS	KEY # ON MAP

REVIEW of the project by the applicable Neighborhood Council is not required, but is helpful. If applicable, describe, below or separately, any contact you have had with the Neighborhood Council or other community groups, business associations and/or officials in the area surrounding the project site (attach additional sheets if necessary).

DTLA SOUTH PARK PROPERTIES SITE 2
CITY PLANNING APPLICATION FORM

1. PROJECT LOCATION

Street Address: 1105-1123 S. Olive Street

Legal Description (Lot, Block, Tract): FR Lot A of Tract 1304, FR Lot 7 and FR Lot 8 of Block 78 of Ord's Survey

Assessor Parcel Number: 5139-020-025; 5139-020-006; and 5139-020-007

2. PROJECT DESCRIPTION

Construction of a 51-story mixed-use development with 536 residential condominium units and approximately 4,178 square feet of ground floor commercial floor area.

3. ACTION(S) REQUESTED

Authorizing section: 14.5.6 Section from which relief is requested (if any): _____
Request: Transfer of Floor Area Rights (TFAR) from the Los Angeles Convention Center (Donor Site) for the approximate amount of 274,795 square feet to the Project Site (Receiver Site) permitting a maximum 9.13:1 FAR in lieu of the maximum permitted 6:1 FAR. The proposed development provides a total 491,515 square feet floor area.

Authorizing section: 16.05 Section from which relief is requested (if any): _____
Request: Site Plan Review for a project which results in 50 or more residential units.

Authorizing section: 12.21 G.3 Section from which relief is requested (if any): 12.21 G.2(a)(3)
Request: Director's Decision to provide 115 on-site trees in lieu of the required 134 on-site trees (one tree per four dwelling units).

Authorizing section: 12.27 Section from which relief is requested (if any): 12.12 A.5
Request: Zone Variance to allow reduced parking stall width of a minimum of 8.5 feet wide by 16 feet deep in lieu of the otherwise required 9 feet, 4-inch width and 18-foot depth, and reduced drive aisle widths of 25 feet, 1-inch in lieu of the otherwise required 27-foot, 4-inch drive aisle.

Authorizing section: 17.01 et seq. Section from which relief is requested (if any): _____
Request: Vesting Tentative Tract Map No. 82109 for a 19-lot subdivision for merger and re-subdivision with a request for haul route approval, a request to vacate a portion of the airspace above the abutting alley northwesterly of the Project Site, and a request to waive the Advisory Agency Condominium Parking Policy (AA-2000-1) parking requirements for guest parking.

Authorizing section: 12.24. W.1 Section from which relief is requested (if any): _____
Request: Conditional Use Permit for two off-site sale establishments and two on-site sale establishments for alcoholic beverages.

4. RELATED DEPARTMENT OF CITY PLANNING CASES

Are there previous or pending cases/decisions/environmental clearances on the project site? Yes

If YES, list all case number(s)

- VTT-61916: Vesting Tentative Tract approved with conditions for a maximum 105 joint live work condominium units and one, 4,500 square-foot commercial unit. This approval has expired and is not applicable to the proposed project.
- ZA-2005-1001-ZV-ZAA: ZA Action approved with conditions for 105 unit live/work condominium units on 7/28/2005 to allow zone variance to delete the loading dock requirement, zone variance from "D" limitations to allow Floor Area Ratio of 8.2:1 in lieu of the required 6:1, zoning administrator's adjustment to reduce open space requirements, and zoning administrator's adjustment to permit side yards of 0' in lieu of the required 16' and permit rear yard of 0' in lieu of the required 16'. This approval has expired and is not applicable to the proposed project.

If the application/project is directly related to one of the above cases, list the pertinent case numbers below and complete/check all that apply.

ORD-164307-SA2910 (Development Limitation): "The total floor area contained in all buildings on a lot shall not exceed six times the buildable area of lot, except for the following: (a) projects approved under section 418 (Transfer of Floor Area) of the Redevelopment Plan for the Central Business District Redevelopment Project. (e) Projects approved pursuant to any procedure to regulate transfers of floor area as may be adopted by city council."

For the purposes of environmental (CEQA) analysis, is there intent to develop a larger project? Yes

Have you filed, or is there intent to file, a Subdivision with this project? Yes

If YES, to either of the above, describe the other parts of the projects of the larger project below, whether or not currently filed with the City:

The proposed development, South Park Property Site 2, is part of a larger mixed-use development consisting of two separate buildings on lots separated by Olive Street. As previously described, Site 2 will be a 51-story mixed-use development with 536 residential units and approximately 4,178 square feet of ground floor commercial area. Site 3, the other component to the overall project, will be a 60-story mixed use development with 713 residential units and 11,277 square feet of ground floor commercial area. In total, the two developments will provide 1,249 residential units ranging from studios to 1, 2, and 3-bedroom units and approximately 15,455 square feet of commercial floor area. Each site will account for its' own parking and open space requirements. Each project will be processed with separate entitlements, but one environmental review will be prepared for the combined projects (Site 2 and 3).

ATTACHMENT A

Entitlement Request for Vesting Tentative Tract Map, Transfer of Floor Area, Site Plan Review, Zoning Variance for reduced parking stall size and aisle width, Director’s Decision for reduction of required on-site trees, and Conditional Use Permit for alcohol.

Project Name: DTLA South Park Properties Site 2

Site Address: 1105-1123 S. Olive St., Los Angeles 90015

APPLICANT	Kevin Lindquist MREG 1105 Olive, LLC 1150 S. Olive Street, Unit 2250 Los Angeles, CA 90015	REPRESENTATIVE	Paul Garry Psomas 555 S. Flower St. Suite 4300 Los Angeles, CA 90071
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1. PROJECT DESCRIPTION

Project Location

The proposed DTLA South Park Property Site 2 development (“Site 2” or “Project”) is located on an approximately 0.83-acre site located in the South Park neighborhood of Downtown Los Angeles within the Central City Community Plan Area. Site 2 is approximately 0.6 miles east of the Harbor (110) freeway and 0.5 miles north of the Santa Monica (I-10) Freeway. Site 2 is generally located at the southwest corner of Olive street and 11th Street and consists of three parcels (APN 5139-020-025, 5139-020-006, & 5139-020-007) located at 1105-1123 S. Olive Street (“Project Site”). The Project Site is currently undeveloped and used as a surface parking lot with commercial, office, and residential uses to the north, south, east, and west sides of the Site.

The Project Site is located in the South Park neighborhood, which is generally bounded by 8th Street, Main Street, the Santa Monica (I-10) Freeway, and the Harbor (110) freeway. Regional access to the South Park Neighborhood is by vehicle via the Harbor and the Santa Monica Freeways. Major highways serving the Project area include Olympic Boulevard and Grand Avenue. Secondary streets serving the Project area include Flower Street, Hope Street, Olive Street, 11th Street, Hill Street, Broadway and Pico Boulevard.

Land Use and Zoning Designation

The Project Site is located entirely within the Central City Community Plan Area and has a land use designation of Regional Center Commercial. The Site has a corresponding existing zone classification of C2-4D-O. The proposed Project is a permitted use within the C-2 zone. The Project Site is located in Height District No. 4, which permits a maximum floor area ratio (FAR) of 13:1, with no limitation for building height. The “D” limitation restricts the Floor Area Ratio to 6:1, except under circumstances, such as Transfer of Floor Area Rights approval, which is applicable to this Project. Additionally, the Project Site is located within the Civic Center Redevelopment Project area. No changes to the land use designation or zoning classification are proposed.

Previous Project Approvals

There are two previous approved cases on the Project Site that have both expired. These cases are not applicable to the project as the applicant is requesting new entitlements for the proposed development. The cases are listed below:

- VTT-61916: Vesting Tentative Tract approved with conditions for a maximum 105 joint live work condominium units and 4,500 square-feet of commercial space.
- ZA-2005-1001-ZV-ZAA: ZA Action approved with conditions on July 28, 2005 to allow zone variance to delete the loading dock requirement, zone variance from “D” limitations to allow Floor Area Ratio of 8.2:1 in lieu of the required 6:1, Zoning Administrator’s Adjustment to reduce open space requirements, and Zoning Administrator’s Adjustment to permit side yards of 0 feet in lieu of the required 16 feet and permit rear yard of 0 feet in lieu of the required 16 feet.

Surrounding Properties

The Project is immediately surrounded by a mix of residential, retail, and office uses, and a parking structure. Buildings range from low-rise to high-rise buildings which are physically separated from the Project Site by secondary streets, a parking lot, or an alley. Directly to the west of the Project Site, separated by an alley is the seven-story Grand Lofts building featuring retail and residential uses. Just south of the Grand Lofts, to the west of the project site is the recently constructed 38-story mixed-use residential Aven Apartments building featuring a private park open to the public. To the north of the project site, located directly across 11th Street is a vacant single-story commercial building that has recently been approved for redevelopment of a 70-story mixed-use residential building. On the east corner of the 11th Street and Olive Street intersection, located caddy-corner to the Project Site is the two-story YMCA Los Angeles Job Corps building. Across Olive Street to the east of the Project Site is currently a vacant parking lot and the location of a proposed 60-story mixed-use development (Site 3). To the south, directly abutting the Project Site is an existing six-story parking structure. South of the proposed Site 3 and directly across Olive Street from the existing parking structure is the 32-story USC Tower (formerly the AT&T Tower) within the multi-building Transamerica Center.

Proposed Development

The proposed development on Site 2 will include construction of a 51-story mixed-use building with 536 residential units and 4,178 square feet of ground floor commercial uses. A six-level parking garage will be located beneath the commercial ground floor of the building with three additional levels of above-grade parking located above the commercial ground floor. The commercial component of the ground floor consists of active retail or restaurant uses that will occupy 132 feet of the building’s frontage on 11th Street. The ground floor maintains active frontage on Olive Street with approximately 87 feet of retail uses and approximately 73 feet of residential lobby. The 536 residential units are located on levels 5-51 and include 89 studio, 268 1-bedroom, 176 2-bedroom, and three 3-bedroom units. Distributed on levels five and six, the development features residential amenities including an outdoor deck, a swimming pool, outdoor dining areas, outdoor event space, a fitness center, a club/lounge room, a co-working room, and a dog run area. Common open space is distributed throughout the residential tower including indoor lounge areas and terraces on levels twenty-one, forty-one, and fifty-one. These common open spaces in addition to private balcony open spaces contribute to the required open space for the Project. The building will have a total floor area of 491,515 square feet and reach approximately 603 feet in height.

The proposed development, South Park Property Site 2, is related to a proposed mixed-use development (Site 3) located directly east of the Project site, across Olive Street. Site 3 will be a 60-story mixed-use development with 713 residential units and approximately 11,277 square feet of ground floor commercial floor area. In total, the two developments will provide 1,249 residential units ranging from studios to 1, 2, and 3-bedroom units and approximately 15,455 square feet of commercial floor area. Each site will account for its own parking and open space requirements. Each project will be processed with separate entitlements, but one environmental review will be prepared for the combined projects (Site 2 and Site 3) under Planning Case Number ENV-2018-2601-SCEA.

Table 1: Site 2 Project Summary

General Information	Street Address	1105-1123 S. Olive St.
	APN No's.	5139-020-025, 5139-020-007, & 5139-020-006
	Existing Zoning	C2-4D-O
	Proposed Zoning	C2-4D-O
	General Plan Designation	Regional Center Commercial
	Lot Area	36,120 square feet / 0.83 acres
	Buildable Lot Area (LAMC 14.5.3)	58,839 square feet
	Proposed total floor area	491,515 square feet
	Proposed FAR	9.13:1 (Based on Buildable Lot Area)
	Building Height	603 feet (51 Stories)
Project Details	Residential	536 Units
	Commercial	4,178 square feet
	Total Open Space	58,275 square feet (Required & Provided)
	Total Automobile Parking	581 (Required & Provided)
	Total Bicycle Parking*	233 (Required & Provided)

* Bicycle Parking requirements are based on Bicycle Parking Ordinance No. 185,480 adopted on March 27, 2018.

Access and Parking

Based on the proposed 4,178 square feet of commercial space and the 536 residential units with varying unit types, 581 parking spaces are required for the Project. These calculations do not utilize permitted bicycle parking credits. A total of 581 parking spaces will be provided on-site within six subterranean basement levels, at ground level, and in three above ground levels occupying the second, third, and fourth floors of the building. Advisory Agency Parking Policy AA-2000-1 also requires guest parking spaces be provided at a rate of ¼ space for each dwelling unit in the Central City Area (a non-parking congested area). The applicant is requesting a waiver of the condominium policy as part of the Vesting Tentative Tract Map application. Compliant with the required bicycle parking per LAMC 12.21 A.4, the Project provides 212 long-term and 23 short-term bicycle parking spaces located on the ground level in two street adjacent locations, one located off Olive Street and one located off the abutting alley (Margo Street) northwesterly of the Project site.

Access to on-site parking is provided through a driveway entrance on Olive Street and an entrance on the alley (Margo Street), abutting the northwesterly side of the Site. The applicant will also be requesting that the alley be converted from its current northbound one-way direction to south-bound one-way direction. This will direct vehicles exiting the Site via the alley to travel south towards 12th Street instead of north to 11th Street, which is a narrow, congested Street. Servicing for the commercial and residential uses is provided by an on-site loading dock, accessible from the alley. The vehicle entrance on Olive Street is

located mid-block to prioritize active lobby and retail uses towards the intersection of Olive Street and 11th Street. From this entrance, access to subterranean basement levels and above ground parking levels are provided via two ramps located within the center of the building. Vehicular traffic will be able to access and exit the building from both the alley and Olive Street.

Table 2: Summary of Required and Provided Parking

Proposed Use	Proposed Quantity (Units)	Requirement (Spaces)	Total Required Parking	Parking Provided
Studio (Less than 3 Habitable Rooms)	89	1 per unit	89	89
One-Bedroom (3 Habitable Rooms)	266	1 per unit	266	266
One-Bedroom + Den; Two-Bedroom, & Three-Bedroom (More than 3 Habitable Rooms)	181	1.25 per unit	226	222
Commercial*	4,178 Sq. Ft.	0 < 7,500 SF	0	0
TOTAL	536 Units		581 Spaces	581 Spaces

** Per Downtown Parking District (DPD) Exceptions to Commercial Regulations of the LAMC, no parking is required for commercial space less than 7,500 square feet.*

Transit Access

The project is located approximately 0.26 miles (10-minute walk) from the existing Pico Station on the Metro Blue Line and Expo Line. There are multiple bus routes that serve the project site on Olive Street, Grand Avenue, Hill Street, and other nearby streets.

Street Improvements

The Project Site is located at the southwest corner of S. Olive Street and W. 11th Street. The project is required to dedicate a 20-foot radius return, or 15 feet by 15 feet cut corner at the west corner of Olive Street and 11th Street. For 11th Street, the Mobility Element requires a 64-foot wide right-of-way with a 40-foot roadway and 12-foot sidewalks. Currently, 11th Street has a 60-foot right-of-way with a 40-foot roadway and a 10-foot sidewalk. The Project will require a two-foot dedication to allow for the two-foot widening of the adjacent sidewalk and a three-foot sidewalk easement on 11th Street. The existing conditions of Olive Street currently meet the right-of-way requirements of the Mobility Element with a 90-foot right-of-way with a 56-foot roadway and 17-foot sidewalks. No dedication or widening is required on Olive Street. The standards for alleys in the Mobility Element require a 20-foot roadway. The alley on the northwest of the Project Site is currently a 20-foot wide roadway. Therefore, no dedication is required on the alley.

Open Space

Based on the proposed 536 residential units and mix of unit types, 58,275 square feet of open space is required by LAMC Section 12.21 G.2 for the Site 2 Project. The Project is required to provide approximately 134 on-site trees (one tree for every four dwelling units). Due to the constrained site area, the Applicant will be seeking approval of a Director’s Decision to provide 115 trees on-site in lieu of the 134 required by LAMC Sec. 12.21 G.2. A total 58,275 square feet of open space will be provided in residential amenity

terraces, residential fitness areas, outdoor decks, club/lounge rooms, private balconies, and other open space amenities.

Table No. 3. Required & Provided Open Space

Category	Requirement (LAMC 12.21 G.2)	Total Required (Square Feet)	Total Provided (Square Feet)
Private Open Space	Maximum of 50 sf/DU for 50% of the units	N/A*	17,900
Common Open Space	At least 50% of total open space	N/A*	40,375
Landscaped Open Space	25% of common open space	6,452	6,452 (25%)
TOTAL		58,275	58,275

**Pursuant to LAMC Section 12.22 C.3.d, there shall be no prescribed percentage of the required open space that must be provided as either common open space or private open space for projects located in the Greater Downtown Housing Incentive Area.*

Downtown Design Guidelines

The Project is subject to the provisions of the Downtown Design Guidelines and the Downtown Street Standards, both of which have been adopted by the City Planning Commission.

Overall, the Project is consistent with the Downtown Design Guidelines. The proposed project includes an array of design solutions to address the following Design Guideline standards:

- Varies setback to respond to building function and to create visual interest (3.B.3).
- Designs ground floor space with a linear frontage equal to at least 50% or 75% of street frontage to accommodate retail (4.B.1).
- Integrates parking to the visible façade (5.A.3.2).
- Includes a maximum of three above-grade parking levels (5.A.4).
- Maintains a consistent street wall along buildings’ street frontages (6.A.2).
- Tower sitting and massing maintains key views to important natural and man-made features (6.D.4).
- Provides site landscaping and residential open space as required by section 12.21.G. (7.4).

Requested Entitlements

The Applicant respectfully requests for the following entitlements:

1. Vesting Tentative Tract Map No. 82109 for the creation of a 19-lot subdivision for merger and re-subdivision consisting of 536 residential units and 4,178 square feet of commercial floor area (10 commercial condominium units) with a request for haul route approval, a request to vacate a portion of the airspace above the abutting alley northwesterly of the Project Site, and a request to waive the Advisory Agency Condominium Parking Policy (AA-2000-1) Parking Requirements (Sec. 17.01 et seq.).
2. Transfer of Floor Area Rights (TFAR) from the Los Angeles Convention Center (Donor Site) for the approximate amount of 274,795 square feet to the Project Site (Receiver Site) permitting a maximum 9.13:1 FAR in lieu of the maximum permitted 6:1 FAR. The proposed development provides a total 491,515 square feet of floor area (Section 14.5.7).

3. Site Plan Review, including a request for Downtown Design Guidelines conformance determination (Sec. 16.05).
4. Director's Decision to provide 115 on-site trees in lieu of the required 134 on-site trees (one tree per four dwelling units) (Section 12.21 G).
5. Variance for reduced parking stall size to a minimum 8'-6" x 16' deep in lieu of the required 9'-4" wide x 18' deep, and reduced drive aisle widths of a minimum 25'-1" in lieu of the required 27'-4" width (12.21 A.5).
6. Conditional Use Permit for two off-site and two on-site sales and consumption of alcoholic beverages at four establishments (12.24 W.1).

2. FINDINGS

1. SITE PLAN REVIEW

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

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, Housing, Transportation/Mobility, Noise, and Safety. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project site is not in a specific plan area but it is located entirely within the boundaries of the Central City Community Plan (Community Plan) area. The Project Site (Site 2) is designated for Regional Center Commercial uses. The Project site does not have a specific land use designation in the General Plan Framework Element. As explained more thoroughly below, the proposed Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan, the Central City Community Plan and the Downtown Design Guidelines.

Framework Element

The Framework Element of the General Plan establishes general policies and the vision for the future of the City of Los Angeles based on projected population growth. Land use, housing, urban form and neighborhood design, open space, economic development, transportation, and infrastructure and public services are all addressed in the context of accommodating future City-wide population increases. The Project Site does not have a specific land use designation in the Framework Element but is consistent with many of the Element's goals, objectives, and policies.

Land Use

The Project is consistent with the Land Use goals, objectives, and policies identified in the Framework Element. To wit: "It is the intent of the General Plan Framework Element to encourage new development in proximity to rail and bus transportation corridors and stations."

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

To 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 3.2.2

Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

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.

Objective 3.7

Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

Objective 3.8

Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

Goal 3G

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

Objective 3.11

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

Goal 3K

Transit stations to function as a primary focal point of the City's development.

Objective 3.15

Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible uses.

Policy 3.15.3

Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded.

Policy 3.15.4

Design and Site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Objective 3.16

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

The Project's location approximately 0.26 miles (1,350 feet) from the existing Pico Metro station, on both the Metro Blue and Expo Lines, is consistent with building mixed-use development near transit (Goal 3K; Policy 3.15.3). This reinforces the City's intent that "the highest development intensities are targeted generally within one-quarter mile of the transit stations." The 536 on-site residential units and the 4,178 square feet of retail establishments represents the development encouraged by the City's zoning policies because it places the new commercial and high-density residential uses in a transit-oriented area while preserving the surrounding neighborhoods (Policy 3.2.2; Objective 3.4; Policy 3.4.1). This development would support the existing public transit stations as encouraged by the Framework Element, which states "It is intended that a considerable mix of uses be accommodated to provide population support and enhance activity near the stations. This may encompass a range of retail commercial, offices, personal services, entertainment, restaurants, and housing that serve both transit users and local residents." Future residents and retail-workers will be within 1,500 feet or within a 10-minute walk from the existing Pico Metro station. The convenience of the Project's location near transit will be an incentive for many people to use public transportation. For many decades, public transit was associated with affordable housing, however it has been shown that having public transit nearby is an asset for all economic strata, including personal health and economic benefits. In addition to the Metro Blue/Expo Lines, the Project site is located near three existing bus stops located on Olive Street, Grand Avenue and Hill Street, which would increase transit ridership and contribute to reducing personal automobile trips and miles traveled. The proposed Los Angeles Streetcar would provide an additional public transit option for future residents and visitors of the site, as the streetcar route is planned to service 11th Street in South Park. The Project's mix of land uses, such as housing and employment works to reduce trips (Objective 3.2; Objective 3.8). As a result, the Project will "accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors" (Objective 3.1).

The building of 536 new housing units in this specific location will significantly increase the livability in the South Park neighborhood and accommodate for the anticipated population growth in the City of Los Angeles. Located nearby both residential and office uses, the Project would provide jobs and

housing for professional workers in a growing neighborhood of Downtown Los Angeles, allowing more people to live closer to where they work (Objective 3.1; Objective 3.7; Goal 3G). The commercial component of the Project is designed to attract and increase pedestrian activity by facing the 11th Street and Olive Street frontages (Objective 3.16; Policy 3.15.4; Objective 3.8). Interest at the street level is created by maintaining retail frontage along street walls and building edges. The Project fulfills the General Plan policies specific to population, housing, land use and transportation.

The Project complies with SB 375 and AB 32 by contributing to a reduction in greenhouse gas emissions through integrating land use, housing and transportation planning into all site design elements. The key component of reducing greenhouse gas emissions in total is the reduction of emissions from passenger vehicles, which represents approximately one-third of overall greenhouse gas emissions in the United States. Land use is among the top strategies to reduce such emissions. Compact development, which includes a mix of land uses, access and proximity to transit, and concentration of population and employment, can reduce emissions, reduce traffic congestion, lower infrastructure costs, and reduce household expenses related to transportation and energy, according to a 2010 report published by the Urban Land Institute (*Land Use and Driving: The Role Compact Development Can Play in Reducing Greenhouse Gas Emissions, Evidence from Three Recent Studies*). This report provides that, “The key to successful compact development is a land use pattern that has a high-quality pedestrian network and a variety of land uses within walking distance of each other.” The Project’s location, less than 1,500 feet east of an existing Metro station with several nearby bus stations, and land use components, including housing and employment, give residents and visitors the choice to not drive at all or park only once. In addition, existing uses within walking distance include a Ralphs grocery store, Whole Foods Market, Hill Street Market, the LA Live sports and entertainment complex, the Grammy Museum, Grand Hope Park, fitness gyms, schools, restaurants, coffee shops, a Bank of America, and office buildings. The Project site has a Walk Score of 95, where “most errands can be accomplished by foot,” and a transit score of 100, with “world-class public transportation.” Further development oriented around transit in the South Park neighborhood can knit together many of our human activities: residential, employment, shopping, entertainment, and recreation/open space.

Housing

As stated in the Framework Element, “Currently, the City of Los Angeles has insufficient vacant properties to accommodate the cumulative amount of population growth which has been forecasted. The supply of land zoned for residential development is the most constrained in the context of population growth forecasts. Thus, should growth and new development in the City occur, most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses...” The Project is the redevelopment of an underutilized property, currently a surface level parking lot, with a mix of land uses.

Objective 4.2

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

The Project will build 536 units of multi-family residential units in close proximity to a multitude of public transit options in a dense urban commercial area with existing office and residential towers up to 38-stories. It is the type of high-activity new multifamily-housing desired by the City (Objective 4.2). Currently, the nearest residential uses are located directly across the alley on the west of the Project Site (Grand Lofts), on the same block located across the alley to the southwest of the Site (recently constructed Aven Apartments building), across 11th Street approximately 100 feet northwest of the Project Site (Ten50 Grand), across Grand Avenue approximately 300 feet southwest of the Project Site (Evo Lofts) and across Hill Street approximately 500 feet east of the project site (Axis Apartments). The Project would have minimal conflicts with these developments. Instead, the Project will offer residents who live in the surrounding apartments and condominium buildings new venues for eating, shopping, and socializing within walking distance. The Housing section of the Framework Element states “Improvement of the jobs and housing relationships in sub-areas of the City may be accomplished through the re-use of commercially zoned corridors and development at transit stations which afford the opportunity for the development of a mix of uses, housing, local retail, and creative offices, and can improve localized jobs and housing relationships.” The Project represents this vision, and unites sustainable planning practices by integrating housing with a mix of land uses and transportation nearby.

Urban Form and Neighborhood Design

In terms of Urban Form and Neighborhood Design, the Project’s architectural elements would encourage foot traffic in front of and onto the Site, prioritizing neighborhood engagement. The Site is consistent with the intent of the design objectives and policies.

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....

The Project will maintain the street walls on 11th Street and Olive Street to prioritize active retail uses and active residential lobby street frontage to engage the site with street-life and promote pedestrian activity (Objective 5.9; Policy 5.9.2). As a mixed-use Project with 24-hour residential activity, there will be residents and visitors on the site throughout day and night, acting as natural surveillance (Objective 5.9; Policy 5.9.1; Policy 5.9.2) in addition to security measures such as adequate lighting, clear definition of spaces, and on-site security personnel. These design features will put eyes on the street and the Project Site.

Open Space and Conservation

The Project is consistent with the purpose of the Open Space objectives and policies.

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 6.4.8

Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.

- a. *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*
- b. *Encourage the improvement of open space, both on public and private property, as opportunities arise....*

The Project's open space is provided in the form of extensively landscaped terraces with landscape and hardscape, an amenity deck featuring lounge areas, a swimming pool, dining areas, a fitness center, a plaza on the ground floor of the building, and outdoor decks distributed throughout the tower. On-site recreation areas will make a positive contribution to the residents' access to open space or parks, where there is a current lack of publicly-owned open space in the immediate vicinity (Objective 6.4, Policy 6.4.8). The area is primarily comprised of office, commercial, and residential buildings with surface parking lots. The new residential common spaces will create a healthy and community oriented residential development by providing gathering space for residents and visitors to socialize (Policy 6.4.8). Visual connection to open space is provided throughout the building at every privacy level, from individual units and private balconies to the fifth-floor amenity deck and outdoor decks distributed throughout the tower. The building is designed to provide views, connecting residents to the greater community areas and provide access to natural lighting to balance the density of the development.

Economic Development

The Project is consistent with the purpose of the Economic Development objectives and policies.

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 7.2.6

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

Objective 7.6

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

Policy 7.6.3

Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers.

Objective 7.9

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

The Project will contribute to the economic development of the community and the City while providing a mix of uses – residential and retail – that will sustain economic growth (Objective 7.2). The new transit-oriented development with 536 residential units and 4,178 square feet of commercial uses, would concentrate growth in South Park within 0.26 miles of a Metro station (Policy 7.2.2; Policy 7.2.3; Policy 7.2.6; Objective 7.9). The types of retail proposed at the Project Site would include neighborhood-serving uses, such as restaurants that would cater to both residents and visitors (Objective 7.6; Policy 7.6.3). The Project will not cause commercial encroachment on existing neighborhoods because the commercial uses are replacing the existing surface parking lot on the Site. The commercial components in the building will provide neighborhood serving commercial uses that include shops and potential restaurants on the first floor of the building. The location of the Project near transit will reduce the need for reliance on automobiles for mobility, which will reduce transportation costs. In fact, all economic strata can benefit from having public transit nearby. It is possible that some future residents would be able to live and work in the same neighborhood, with respect to the existing office buildings on the block.

Housing Element

According to the City's recently adopted Housing Element 2013-2021, the City of Los Angeles will need a variety of housing units to accommodate evolving household types and sizes. The City has continuously gained residents since its founding and is expected to have 4,320,600 residents by 2035. Households without children, especially those headed by householders ages 55 and older, are expected to increase in the next decade. More than half (55.3%) of the City's households have only one or two persons, according to the 2010 Census. The City has been pursuing a sustainable strategy for long-term growth, which encourages growth in "higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit." During the new eight-year cycle of the Housing Element, the City "will witness rapid build-out of the region's transit network, much of it concentrated" in Los Angeles.

As stated by the Housing Element, *"It is the overall housing goal of the City of Los Angeles to create for all residents a city of livable and sustainable neighborhoods with a range of housing types, sizes and costs in proximity to jobs, amenities and services. In keeping with decades of federal Housing Acts*

and the Universal Declaration of Human Rights that declared housing as a human right, the City will work towards ensuring that housing is provided for all residents.” The Project will help the City meet its overarching housing goal by constructing 536 new residential units with a range of sizes, from studios to three-bedroom units, near an existing Metro station, jobs, and amenities, contributing to a livable and sustainable neighborhood.

The Project is consistent with the purpose of the Housing Element’s Goals, Objectives and Policies.

Objective 1.1

Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3

Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.

Policy 1.1.4

Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Policy 1.3.5

Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City’s Framework Element of the General Plan.

Goal 2

Facilitate high quality, healthy housing in neighborhoods that mix incomes and improve accessibility to jobs and services by encouraging residential proximity to these compatible land uses.

Objective 2.1

Promote safety and health within neighborhoods.

Objective 2.2

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

Policy 2.2.2

Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework element, as reflected in Map ES.1.

Policy 2.2.3

Promote and facilitate a jobs/housing balance at a citywide level.

Policy 2.2.5

Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.

Objective 2.4

Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.1

Promote preservation of neighborhood character in balance with facilitating new development.

Policy 2.4.2

Develop and implement design standards that promote quality development.

The Project will construct 536 new residential units ranging from studios to three-bedroom units, which will provide a supply of housing for small households comprised of one or two persons as well as families of all sizes (Objective 1.1, Policy 1.1.3). The design and location of the Project encourages pedestrian activity and promotes a healthy and sustainable lifestyle (Objective 2.1; Objective 2.2). As the Baby Boomer population ages in the next decade, some seniors may choose or need to drive less and live closer to transit to maintain an independent lifestyle. In addition, residents of all demographics are beginning to reject conventional lifestyles that require automobiles and choosing to walk and ride bicycles. With a high Walk Score of 95, based on the Project's proximity to amenities, especially within a quarter-mile distance. With access to existing bus lines and the Metro Blue and Expo Lines, this Project will address the particular needs and desires of the City's households (Policy 1.1.3; Policy 1.1.4).

Overall, the project embodies the Housing Element Goal to improve accessibility to jobs and services and encourage residential development with compatible uses (Goal 2). The transit-oriented development Project would accommodate projected growth in a sustainable way as reflected in Housing Element Map ES.1, which shows the route of the Metro Lines in Downtown Los Angeles (Policy 2.2.2). The additional units near jobs will help improve the jobs/housing balance (Policy 2.2.3). The recreational amenities for residents and employees on-site will support the planned population while the retail opportunities will enhance the quality of life for current residents and workers nearby (Policy 2.2.5). The Project will be an aesthetically-pleasing development that will feature complementary styled new housing units with private balconies, amenity decks, and attractive landscaping (Policy 2.4.2). The new development will not interfere with the character of the existing multi-family developments in the area (Policy 2.4.1). Instead, the scale and the design of the Project would complement the high-quality office buildings (including the Transamerica Center complex) and residential towers in the area (including the Grand Avenue Lofts and the Aven Apartments). This Project will also preserve the character of the existing South Park neighborhood with its location near existing offices, transit, and away from the single-family residential areas (Policy 1.1.3, Policy 1.1.4).

The Project will promote a safe, livable and sustainable neighborhood in the South Park neighborhood in the Central City Community Plan area with its 536 new units of housing immediately adjacent to offices, retail, restaurants, and within 1,500 feet of an existing Metro station (Goal 2). The existing vicinity contains a variety of amenities that future residents will be able to access via walking or bicycling, including LA Live, the Grammy Museum, Hill Street Market, Grand Hope Park, a pharmacy, restaurants, coffee shops and theaters. The missing component to the livability of the South Park Neighborhood is sufficient multiple-family housing in the immediate area. With an existing Metro station and multiple bus routes a short walk away, and the proposed Los Angeles Streetcar, future residents can take advantage of the economical and sustainable alternatives to get around Los

Angeles. Due to the mix of land uses proposed for the Project and the connectivity to transit, there will be more pedestrian activity, adding eyes on the street for safety.

The immediate area near the Project has an existing abundance of jobs, but not housing. In building 536 units of new multi-family housing, the Project will help balance the jobs/housing balance in the City (Policy 2.2.3). The multi-family residential units will provide a mix of housing types with quality design for a livable neighborhood (Objective 2.4). The Project has a high-quality visual presence with appealing landscaping and open space areas for an urban setting. The project's location, scale, and character is compatible with the existing commercial development in the area, preserving the existing commercial and multiple-family residential neighborhoods (Objective 2.4; Policy 2.4.1). The nearest single-family residential neighborhoods are 0.75 miles to the west of the Harbor Freeway. As a result, no single-family neighborhood will be affected by the new development (Policy 2.4.1). The Project will be a quality residential development with balconies for some units, recreational amenities, and attractive landscaping (Policy 2.4.2). For the reasons cited above, the Project is consistent with the Housing Element.

Mobility Element

The Project is consistent with the recently adopted Mobility Element 2035, including the 2010 Bicycle Plan, a component of the Mobility Element. The Mobility Element guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods. The Mobility Element 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 Project would advance numerous goals and policies contained in the Mobility Element. Chief among them is a key policy initiative to "Consider the strong link between land use and transportation." To achieve these initiatives, the Mobility Element recommends implementation of numerous specific policies, including the following:

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.

Policy 2.10

Facilitate the provision of adequate on- and off-street loading areas.

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 3.4

Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive services.

Policy 3.8

Provide bicyclists with convenient, secure and well-maintained bicycle facilities.

Policy 4.8

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

The Project advances the above-referenced policies by providing mixed-use development in close proximity to two major transportation corridors (Olympic Boulevard & Olive Street) that provides substantial public transit opportunities and facilities, including Metro Blue Line and Expo Line, Metro Bus lines 14, 70, 71, 76, 78, 79, 96, 378, and 770, which run on Olive Street and other bus lines including Santa Monica Line 10, Commuter Express Lines 341 and 437, and LADOT Dash Line D. The development of the Project with residential, retail and restaurant uses would promote pedestrian activity and circulation, and would create direct pedestrian connections between the new Project and the Metro transit infrastructure, in express conformity with the Mobility Element's policies and objectives.

In 2008, the California State Legislature adopted AB 1358 (The Complete Streets Act), which requires local jurisdictions to "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context." The new Mobility Element complies with the Complete Streets Act. The City's Mobility Element includes six goals: Safety First; World Class Infrastructure; Access for All Angelenos; Informed Choices; Clean Environment and Healthy Communities; and Smart Investments. The Project would help achieve the following proposed policies under the Access for All Angelenos goal:

"Encourage a mix of land uses that serve residents' daily needs in areas near transit and prioritize land uses that generate high levels of transit ridership at major transit stops."

"Evaluate transportation projects and development projects based on the land use context to account for the full benefits and impacts on all modes of transportation, not just automobiles."

"Support land use decisions that result in fewer vehicle trips by providing greater proximity and access to neighborhood services."

"Improve access to major regional destinations and job centers."

The Project will construct 536 new residential units and visitor- and neighborhood-serving retail within a short walking distance of a Metro transit station. Future visitors and residents of this Project could generate substantial ridership at this transit stop, due to the mix of land uses. The proposed Project is the ideal development location, being less than 1,500 feet east of the existing Pico Metro station and close to numerous bus stops and will allow future residents and others another option to access the Site via transit instead of vehicular travel. Overall, downtown Los Angeles in general, and South Park specifically, are job centers with existing large office buildings in the vicinity, and the Project will add a valuable mixed-use development to the mix.

In regard to the 2010 Bicycle Plan, the streets adjacent to the site are not designated as bicycle paths, routes, or lanes, but streets within one block of the site, such as Hope Street and Hill Street, are part of the Neighborhood Bikeway Network. The 825-mile Neighborhood Network, comprised primarily of

bicycle-friendly streets, will enable bicyclists of all levels, including ones with less experience, to access neighborhood facilities.

Goal 1

Increase the number and types of bicyclists who may bicycle in the City.

Policy 1.2.7

Develop and implement citywide bicycling parking standards.

Programs

- a. *Private Property Bicycle Parking Standard for Commercial and Industrial Projects*
- b. *Private Property Bicycle Parking Standard for Residential Projects*

The Project will comply with Ordinance No. 185,480, which amended the Municipal Code to decrease bicycle parking requirements, including both long-term and short-term bicycle parking. The mixed-use Project will provide a total of 212 long-term and 23 short-term bicycle parking spaces. The provision of dedicated safe and secure bicycle parking will encourage bicycle use among the residents, employees, and visitors to the Project Site.

Land Use Element (Community Plan)

The South Park neighborhood is described in the community plan as a mix of residential, medical, commercial, and retail uses. “South Park is recognized to be a mixed-use community with a significant concentration of housing. This thriving residential community includes the proximate siting of auxiliary support services such as retail and commercial developments that provide employment opportunities for area residents. Towards that end, and in the interest of creating a linkage between jobs and housing, the development of substantial, community benefitting commercial projects will be encouraged.”

The Community Plan identifies the following significant land use issues and opportunities:

Residential Issues

“Create a significant increase in housing for all incomes, particularly of middle income households.”

“Lack of sufficient housing investment to achieve a “critical mass” in some underserved areas like South Park.”

“Lack of neighborhood-oriented businesses to support residential areas.”

“Lack of a strong sense of neighborhood identity.”

Residential Opportunities

“Recent construction of new middle income housing towers.”

Commercial Issues

“Lack of design continuity and cohesiveness along commercial frontages.”

“Lack of a positive downtown image.”

“Lack of neighborhood-oriented businesses to support residential areas.”

“Lack of the necessary mix of retail to attract a variety of users to the downtown area in the evenings and on weekends.”

Commercial Opportunities

“Available office and retail space”

The Project substantially conforms with the purpose, intent and provisions of the Central City Community Plan to:

“Create residential neighborhoods; while preserving a variety of housing opportunities with compatible new housing opportunities with compatible new housing.”

“Improve the function, design, and economic vitality of the commercial districts.”

“Maximize the development opportunities of the future rail transit system while minimizing adverse impacts.”

The proposed 536 multi-family units will provide housing opportunities that will be compatible with the design of the buildings in the immediate vicinity. Buildings in the vicinity include the 32-story USC Tower within the Transamerica Center, 25-story Ten-50 apartments, 19-story Luma apartments, 23-story Evo apartments, 7-story Grand Avenue Lofts, and the 38-story Aven Apartments. The high-quality architecture of the proposed mixed-use Project will be desirable, as it will improve the function, design and economic vitality of the neighborhood. The Project will promote pedestrian activity with active street frontage. The location of the Project within 1,500 feet east of an existing Metro station optimizes development opportunities around future transit systems.

The following Goals, Objectives, and Policies in the Central City Community Plan are applicable to the Project:

Objective 1-1

To promote development of residential units in South Park.

Policy 1-1.1

Maintain zoning standards that clearly promote housing and limit ancillary commercial to that which meets the needs of neighborhood residents or is compatible with residential uses.

Objective 1-2

To increase the range of housing choices available to Downtown employees and residents.

Objective 1-3

To foster residential development which can accommodate a full range of incomes.

Policy 1-3.1

Encourage a cluster neighborhood design comprised of housing and services. (This includes designing schools, supermarkets, parks, neighborhood parks).

Objective 2-1

To improve Central City’s competitiveness as a location for offices, business, retail, and industry.

Policy 2-1.2

To maintain a safe, clean, attractive, and lively environment.

Objective 2-2

To retain the existing retail base in Central City.

Policy 2-2.1

Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force, and businesses.

Policy 2-2.3

Support the growth of neighborhoods with small, local retail services.

Objective 2-3

To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.

Policy 2-3.1

Support the development of a hotel and entertainment district surrounding the Convention Center/Staples Arena with linkages to other areas of Central City and the Figueroa Corridor.

Objective 2-4

To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.

Policy 2-4.1

Promote night life activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity.

The Project will add 536 multi-family residential units to the City's housing stock in South Park without displacement of any existing housing (Objective 1-1). The Project will fully comply with zoning standards with approximately 99% of the Site 2 project floor area devoted to residential use and approximately 1% of the floor area devoted to neighborhood-serving commercial uses (Policy 1-1.1). The Project will add new housing choices in the South Park area to meet market demand in the City's housing-impacted Downtown (Objective 1-2) and the Project will include a mix of units that will accommodate a range of incomes (Objective 1-3). The design of the Project's 51-story tower with on-site recreational amenities and ground floor retail meets the intent of Policy 1-3.1 to cluster housing and services. The Project will also improve the Central City's competitiveness as a location for offices, business, retail and industry by providing 536 high quality residential units and in the core of the Downtown (Objective 2-1) while improving the appearance of the site, which is currently a surface parking lot (Policy 2-1.2) The 4,178 square feet of commercial floor area will enhance the existing retail base in the Central City (Policy 2-2.1) and support the growth of neighborhoods by providing local retail services (Policy 2-2.3). As a result, the Project's new retail component and expanded customer base will not only help retain the existing retail base in the Central City but also increase it (Objective 2-2). The addition of 536 new residential units and 4,178 square feet of commercial uses will add day- and night-time population to the South Park area which furthers the goal of creating an

active 24-hour downtown environment (Objective 2-4). Tenants of the proposed commercial space within the building may include restaurants or other specialty activities that promote nightlife activity (Policy 2-4.1).

Downtown Design Guidelines

The Project is in conformance with the standards and guidelines in the Downtown Design Guidelines. The project has incorporated specific design elements to address certain standards as follows:

Objective 1: Consider Neighborhood Context & Linkages in Building and Site Design.

The proposed development will redevelop and revitalize the existing surface parking lot, which is currently an underutilization of the land. The mixed-use Project will combine multi-family residential use with neighborhood serving commercial uses on the ground floor to integrate the site with the neighborhood. The Project's location, situated along a commercial corridor and connected to public transit, promoted the neighborhood context for mixed-use buildings and provides essential linkages to Downtown and the City of Los Angeles. The Site 2 tower will be complimentary to the proposed tower on Site 3, through similar massing and employing the same design approach. The size and scale of the Project is consistent and complementary to the Evo/Luma/Elleven residential complex, the Aven Apartments residential building, and the USC Tower directly south of the Project.

Objective 2: Employ Distinguishable and Attractive Building Design.

The Project's modern/articulated design distinguishes the site as an urban, mixed-use, multi-family development. The building setback at the corner of 11th Street and Olive Street creates visual interest by accentuating the tower while responding to the pedestrian circulation associated with the ground floor commercial. Variations to the architectural façade create provide detail to the modern style. Residential floors are paneled with smaller clear glass windows and the ground floor commercial is paneled with larger clear glass windows to maximize transparency. The commercial forms a strong building base and is differentiated from the residential above by building color and massing. The Project integrates above grade parking levels into the building's façade so parking is virtually unnoticeable.

Objective 3: Provide Pedestrian Connections Within and Around the Project.

The building's ground floor is designed to encourage public interaction with the Project and connect residents and visitors to the neighborhood. The building will provide 88% active street frontage on 11th Street and 78% active street frontage on Olive Street. The residential lobby entrance will be located on Olive Street separated from the commercial uses.

Objective 4: Minimize the Appearance of Driveways and Parking Areas.

The Project will be replacing the existing surface parking lot with active ground floor uses occupying the large majority of the Street wall. The impact of the driveway on Olive Street is minimized by its location towards the south of the Site, separated from commercial uses and the pedestrian oriented intersection at Olive Street and 11th Street. The other driveway entrance on the alley to the east of the site will not impact the pedestrian experience. Parking for the Project will be concealed within the building and attractively screened from view from the public rights-of-way.

Objective 5: Utilize Open Areas and Landscaping Opportunities to their Full Potential.

The Project will enhance the adjacent streetscapes with new and additional California Sycamore street trees on Olive Street and replanting of existing Chinese Flame street trees on 11th Street to create a continuous landscaped right-of-way. The sidewalk on 11th Street will also be widened to provide an enhanced experience. These improvements will provide shade and emphasize the sidewalk activity.

Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter

The proposed development will eliminate an existing surface parking area abutting the public right-of-way. Ground floor commercial spaces will be provided to activate the street frontage. New street furniture and California Sycamore street trees will be provided in addition to the existing Chinese Flame street trees on 11th Street. Curb bulb-outs are proposed at several locations around the property to increase the sidewalk area. These improvements in the public right-of-way will improve the streetscape and pedestrian experience.

- 2. That 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, which is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The proposed Project will construct 536 residential units and 4,178 square feet of retail uses, including restaurants. Approximately 581 parking spaces will be provided across six subterranean parking levels and three above-grade parking levels starting on the second floor of the building. Vehicular access to Site 2 would be provided on Olive Street and the north-south alley on the east side of the Site. The designated loading area for the site is located on the ground floor and will be accessed from the alley on the east side of the Project.

The Project will consist of a 51-story, 603-foot tall mixed-use building. The building is generally consistent with the existing mixed-use buildings in the surrounding area and would be compatible with existing and future development on neighboring properties. The position, bulk and height of the building, will be compatible with the 32-story USC Tower located directly south, on the same block as the Project, and the 38-story Aven Apartments on the same block, directly west of the Project Site.

The Project will include an amenity deck on the sixth floor with recreational facilities for the building's residents. These amenities include a club/lounge room, an outdoor deck with swimming pool and spa, and a fitness center. The fifth floor will include a fitness center, a co-working area and a pet zone featuring an indoor pet lounge and outdoor dog run area.

Many benefits are associated with transit-oriented development, including expanded mobility choices, sustainability, and economic development. Transit-oriented development in the City of Los Angeles can create additional benefits such as increased affordability, more transit ridership, and increase value of existing communities, according to a 2010 report published by The Center for Transit-Oriented Development (CTOD). The report, *Creating Successful Transit-Oriented Districts in Los Angeles: A Citywide Toolkit for Achieving Regional Goals*, was sponsored by Caltrans and Metro. According to this report, successful transit-oriented development in Los Angeles should achieve four broad goals: 1) Reduce the combined costs of housing and transportation; 2) Reduce auto-

dependence, thereby alleviating congestion, reducing greenhouse gases, and encouraging residents to bike and walk; 3) Expand transportation choices for households of all incomes; and 4) Contribute to economic development and job growth. A summary of the four goals follows with a discussion of how the Project contributes to the goals.

Goal #1: The combined cost of housing and transportation in Los Angeles can be challenging. But residents who can take transit to work and have a mix of uses in their neighborhood are less likely to drive and more likely to save on transportation costs.

Some residents will choose to live at the Project due to the Project site's location near the existing Metro light-rail station and extensive bus network. Residents will be able to take a Metro Line to Pasadena, Hollywood, Long Beach or Santa Monica to reach their jobs, school, and entertainment destinations. On-site residents may relinquish their automobiles altogether or may reduce the number of vehicles in their household since they will have reliable public transportation alternatives to serve their daily needs. In addition, residents will be able to walk to amenities on-site, including a fitness center, restaurants, and retail stores. Currently, there is already a mix of uses in the neighborhood to meet residents' needs including the Hill Street Market, food and coffee retail services, fitness retail businesses, LA Live, and Grand Hope Park, which is within one-half mile, walking distance, from the Site. The neighborhood also includes a school (Metro Charter Elementary School) and several trade schools (including Coast Career Institute, Abram Friedman Occupational School, and SIA Tech), and the Fashion Institute of Design and Merchandising (FIDM), all within walking distance.

Goal #2: Reduced reliance on automobiles can be positive for both the residents and the City. Transit riders can expect more stable transportation costs, especially when gas prices increase, and increased health as a result of more physical activity. Thanks to transit-oriented development, the City would be able to enjoy stable or increased ridership revenue and can accommodate growth with less need to expand freeways or other roads.

The Project site is an ideal location for promoting pedestrian and bicycle activity, being in Downtown Los Angeles, within 1,500 feet from a Metro station, and with a Walk Score of 95. The Project could attract many regular transit riders (residents, visitors, and employees), either traveling to or from the Project. The number of transit riders typically increases when the price of gas rises. As a result, people using this alternate transportation mode significantly reduce their reliance on automobiles and vehicle miles traveled and results in a cost savings for residents. Fewer automobile drivers help alleviate traffic congestion, avoid greenhouse gases emissions, and prevent overuse of roadways and intersections during peak hours. Finally, transit riders typically travel on foot or bicycle and incorporate physical activity as part of their daily transportation patterns, improving personal health.

Goal #3: Increasingly, households prefer to live in walkable mixed-use environments and the types of households who want to live near transit, seniors and couples without children, are projected to substantially increase. Promoting equitable access to transit is significant. CTOD found that in 2000, less than six percent of all households in the Los Angeles region lived near transit, but has forecasted that about 22 percent will want to live near transit by 2030.

The Project provides a mix of housing unit types, from studios to three-bedroom penthouses, and will accommodate demographic shifts. Providing 536 units of new housing units within a short walking distance of a light-rail station will aid in accommodating for the stated projected demand. The

Project's transit-rich location offers a reliable transportation alternative to the automobile, thereby reducing transportation costs, and would attract individuals and households of all incomes.

Goal #4: Transit plays an important role in economic development and job growth. Economic growth is typically concentrated near or within existing job centers. Traffic congestion and fluctuating energy costs, however, can impede economic growth. As a result, it is important to ensure that the transit network can serve job centers well. As the transit network becomes better connected to job centers, more workers would be incentivized to take transit and may choose to spend their transportation savings on other goods and services in the local economy.

The Project is in a commercial area with existing office, commercial, and industrial buildings and will connect jobs to transit. The extensive public transit network in the area will connect workers to the growing South Park neighborhood within the urban core of Los Angeles, and the transit network will be able to connect workers to their downtown, Long Beach, Hollywood, Santa Monica or Pasadena jobs. Once people experience the benefits of commuting on the transit network, they may reduce their reliance on automobiles and transit ridership will increase. An increased ridership can have benefits such as reduced traffic congestion, transportation cost savings, and energy conservation and emission reductions. With the money saved from not having to pay for gas but also car insurance, maintenance costs, and parking, people will have more discretionary spending for dining, shopping, and other services. Ultimately, this transportation behavior change can result in more sales tax revenue and economic development for the City of Los Angeles.

3. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The Project will improve habitability for its residents by putting residents in close proximity to recreational facilities and retail amenities on-site that will enhance the residential experience. Residents of the mixed-use Project will be able to enjoy both the public retail amenities and the private residential amenities. The Project will include approximately 480 square feet of residential lobby gathering area and approximately 4,178 square feet of commercial uses, including the shops and restaurants planned for the ground floor and street front of the building. Residents of the mixed-use Project will be able to dine on-site, shop at retail specialty stores, and use the on-site recreational amenities throughout the building. Residents will have exclusive access to an outdoor swimming pool, landscaped courtyard and lounge area, and a combined total of approximately 40,375 square feet of common indoor and outdoor open space located on the fifth, sixth, twenty-first, forty-first, and fifty-first floors of the building. Of the 536 residential units, 358 will have private balconies (total of 17,900 square feet) as an open space amenity. The residential amenities are entirely within the Project Site and are not expected to impact neighboring properties. Conversely, the Project will contribute its fair share to the surrounding neighborhood by complying with Section 12.33 of the Los Angeles Municipal Code, which will require a parks and recreation fee based on the 536 proposed residential units. Such money will provide more opportunities to develop or program neighborhood parks.

2. SUBDIVISION

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 82109, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66410 *et seq.* of the State of California Government Code (the Subdivision Map Act), must make the prescribed findings as follows:

A. The proposed map will be/is consistent with applicable general and specific plans.

The adopted City of Los Angeles General Plan designates the Site as Regional Center Commercial land use corresponding to the CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5 Zones. The Site has a zoning classification of C2-4D-O. A mixed-use development with residential and commercial uses is a permitted use in the C2-4D-O zone. The Project Site is located in Height District No. 4, which permits a maximum floor area ratio (FAR) of 13:1, with no limitation for building height. The “D” limitation restricts the Floor Area Ratio to 6:1, except under circumstances, such as Transfer of Floor Area Rights approval, which is applicable to this Project. The Project is also consistent with the General Plan and the Community Plan as described in the Site Plan review findings in Section 2.1 above. The Project Site is not located in a specific plan area.

B. The design and improvement of the proposed subdivision are consistent with applicable general and specific plans.

The design and improvement of the proposed subdivision are consistent with the South Park Community Plan, the Downtown Design Guide, and the required street standards of the Mobility Element 2035.

The Project Site is located at the southwest corner of S Olive Street and W 11th Street. The Project is required to dedicate a 20-foot radius return, or 15 feet by 15 feet cut corner at the west corner of Olive Street and 11th Street. For 11th Street, the Mobility Element requires a 64-foot wide right-of-way with a 40-foot roadway and 12-foot sidewalks. Currently, 11th Street has a 60-foot right-of-way with a 40-foot roadway and a 10-foot sidewalk. The Project will require a two-foot dedication to allow for the two-foot widening of the adjacent sidewalk and a three-foot sidewalk easement on 11th Street. The existing conditions of Olive Street currently meet the right-of-way requirements of the Mobility Element with a 90-foot right-of-way with a 56-foot roadway and 17-foot sidewalks. No dedication or widening is required on Olive Street. The standards for alleys in the Mobility Element require a 20-foot roadway. The alley on the northwest of the Project Site is currently a 20-foot wide roadway. Therefore, no dedication is required on the alley. The proposed Vesting Tentative Tract Map includes a request to vacate a portion of the airspace above the abutting alley to allow an encroachment on the 6th floor amenity deck of 5 feet by 67.3 feet over the eastern portion of the alley on the northwest side of the Project Site. The lower limit of the encroachment will be 63 feet above the street level of the alley and will not interfere with the operation of the alley. This request for a limited airspace vacation complies with the standards and requirements for alleys within the Mobility Element.

C. The Site is physically suitable for the proposed type of development.

The Site is currently undeveloped with a surface parking lot existing. The parcel is considered an infill development of underutilized parcels in the South Park neighborhood of Downtown Los Angeles. The

Site is not located in any seismic hazard areas or in any liquefaction, landslide, tsunami inundation zone, or BOE Special Grading Area.

The Site is one of the few under-improved properties in the vicinity. The development of this Site is an infill of an otherwise high intensity, high density urban neighborhood in Downtown, with close proximity to entertainment and jobs, a Metro rail transit station, and numerous bus lines. The Site is located within 1,350 feet of the Pico Metro Rail transit station. This proximity allows transit to Downtown, North Hollywood, Hollywood, Pasadena, Santa Monica, and other areas via the Blue Line and Expo Line. Visitors to the Site and Project residents will be within walking distance of nearby restaurants, sports centers, museums, theaters, and retail stores. Therefore, the Site is physically suitable for the proposed type of development.

D. The Site is physically suitable for the proposed density of development.

The general character of the surrounding area includes commercial, office, residential, and entertainment uses with some parcels serving as parking lots. Buildings range from low-rise to high-rise buildings which are physically separated from the Project Site by secondary streets, a parking lot, or an alley. Directly to the west of the Project Site, separated by an alley is the seven-story Grand Lofts building featuring retail and residential uses. Just south of the Grand Lofts, to the west of the Project Site is the recently constructed 38-story mixed-use residential building featuring a private park open to the public (Aven Apartments). To the north of the Project Site, located directly across 11th Street is a vacant single-story commercial building that has recently been proposed for redevelopment of a 70-story mixed-use residential building. On the east corner of the 11th Street and Olive Street intersection, located caddy-corner to the Project Site is the two-story YMCA Los Angeles Job Corps building. Across Olive Street to the east of the Project Site is currently a vacant parking lot and the location of a proposed 60-story mixed-use development (Site 3). To the south, directly abutting the Project Site is an existing six-story parking structure. South of the proposed Site 3 and directly across Olive Street from the existing parking structure is the 32-story USC Tower (formerly the AT&T Tower) within the multi-building Transamerica Center.

The Project includes the development of a maximum of 536 residential units and 4,178 square feet of commercial floor space on a 36,120 square-foot lot, with a buildable lot area of 53,834 square feet. The proposed density is consistent with the high density and commercial land use designations on the Site. The request is consistent with existing and planned development in the community. The proposed tract map is physically suitable for the proposed density of the development.

E. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Prior to approval of this Project, the Applicant will prepare a Sustainable Communities Environmental Assessment (SCEA) to study and mitigate the Projects effects on environmental systems and the surrounding neighborhood. Located in Downtown Los Angeles, the Site and the surrounding area are presently developed with surface parking lots and structures and do not provide a natural habitat for either fish or wildlife. However, the Project will be providing on-site trees, on-site open space, and California Sycamore street trees on Olive Street as well as protecting and replanting the existing Chinese Flame street trees on 11th Street to support urban ecosystems. The Project will include 58,275

square feet of open space and 115 on-site trees. In addition, the following sustainable design attributes are anticipated to be incorporated in the Project:

- Bicycle parking
- Electric vehicle car charging stations and parking
- Fuel-efficient vehicle parking
- Recycling for building components and construction material where possible.
- Low emitting materials: carpets, paints adhesives where possible
- Controllability of systems: light and thermal comfort
- Water efficient planting with drought tolerant planting
- Urban Stormwater Management Systems
- Enhanced Building Commissioning
- Site location and close proximity to several public transit services
- Low-emissivity glazing
- Energy-efficient heating and cooling systems
- Water-efficient plumbing fixtures (toilets, faucets, and showerheads)
- Energy Star Appliances

The Applicant has submitted a Preliminary Solar Access Report which identifies additional sustainable building features which aid in reducing the building's energy consumption to be implemented where possible. Due to the limited usable area on the building's roof and the site orientation, which is offset from the preferred solar easterly/westerly axis, active solar collecting devices are not an effective solution for reducing on-site energy consumption. Furthermore, provisions of the Green Building Code at the time this Project is permitted will be adhered to.

F. The design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

The design of the subdivision and the proposed improvements are not likely to cause serious public health problems as the proposed Project will create an appropriately located mixed-use development. It will provide residential and retail opportunities to satisfy the growing demands of the Downtown community and the City of Los Angeles, as well as promote economic well-being and public convenience.

A Sustainable Communities Environmental Assessment (SCEA) will be prepared for the Project to identify potential adverse impact to the surrounding neighborhood and public health as well as the overall impacts of the Project. The Site is currently developed as an asphalt surfaced parking lot, similar to the surrounding area, which is developed with high-rise structures and urban uses that do not pose any serious public health issues.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet statewide ocean discharge standards. The proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant. The Project is in conformance with the LAMC requirements for residential and commercial uses and will adhere to the conditions of approval as prescribed by the Department of City Planning in the Letter of Determination and Sustainable Communities Environmental Assessment.

G. The design of the subdivision and the proposed improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

There are no public easements on the Project Site that would be impacted by the proposed development or subdivision. There are existing sidewalks, streets and alleys on three sides of the Project side and these public rights-of-way will not be impacted by the design of the subdivision. The Project will enhance these public rights-of-way with improved streetscaping and street widening. The Project will require a two-foot dedication to allow for the two-foot widening of the adjacent sidewalk and a three-foot sidewalk easement on 11th Street. The Project will also require a 15' by 15' cut corner at the Project's corner of the Olive Street and 11th Street intersection.

H. The design of the proposed subdivision will provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. (Ref. Section 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has submitted a Preliminary Solar Access Report. The Applicant will be required to submit a Final Solar Access Report with the information regarding architectural design and other design and improvement requirements prior to the issuance of building permits for the Project.

The entire Site is rectangular shaped with approximately 240 feet of street frontage on Olive Street and approximately 150 feet of street frontage on 11th Street. The topography of the Site has been considered in the maximization of passive or natural heating and cooling opportunities. The Site will be developed with a rooftop amenity deck that will provide access to air and light from the north and south. The Project will allow for sufficient direct open air and natural light to enter all dwelling units. The residential units are configured on the perimeter of the building to maximize natural lighting.

In addition, prior to obtaining a building permit, the Applicant will consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the Site in relation to adjacent development.

3. TRANSFER OF FLOOR AREA RIGHTS

Pursuant to Sections 14.5.6 and 14.5.8 through 14.5.12 of the Los Angeles Municipal Code, the Applicant requests a Transfer of Floor Area Rights ("TFAR") from the Los Angeles Convention Center Site at 1201 S. Figueroa Street, a City-owned property, to the subject property at 1105-1123 S. Olive Street for an amount not to exceed 274,795 square feet ("Transfer"). This Transfer will result in an increase in the maximum floor area ratio, otherwise not permitted, from 6:1 to 9.13:1 (based on buildable lot area).

Table 1: Description of the existing and proposed Floor Area for the Project.

Project Site		Existing		Requested		Transfer
Lot Area (SF)	Buildable Lot Area (SF)	Floor Area Ratio	Floor Area (SF)	Floor Area Ratio	Floor Area (SF)	Maximum Floor Area Rights Transferred (SF)
36,120	53,839*	6:1	216,720	9.13:1	491,515	274,795
<i>*Buildable Lot Area is based upon the definition of Buildable Area for Transit Area Mixed-Use Project in LAMC Section 14.5.3, which represents the existing lot area including the area between the exterior lot lines and the centerlines of the abutting public rights-of-way.</i>						

- 1. The increase in Floor Area generated by the proposed Transfer is appropriate with respect to location and access to public transit and other modes of transportation, compatible with other existing and proposed developments and the City’s supporting infrastructure, or otherwise appropriate for the long-term development of the Central City;**

The proposed Project (Site 2) is a mixed-use development consisting of one 51-story building, comprising 536 residential units and 4,178 square feet of retail and restaurant uses. Approximately 581 parking spaces will be provided in a six-level subterranean parking structure beneath the Site, one level at-grade, and three levels in an above grade podium. The 51-story building will reach 603 feet in height and provide 491,515 square feet of floor area. The proposed Project constitutes an infill development that makes more intensive use of a site which is already well-served by existing infrastructure, including access to robust transportation alternatives. The building is generally consistent with the high-rise buildings in the surrounding area and would be compatible with existing and future development on neighboring properties and with the long-term development of the Central City. The arrangement, bulk and height of the buildings, will be compatible with the 32-story USC Tower, the 23-story Evo residential tower and the 38-story Aven Apartments all located within the neighborhood.

The Project is consistent with the character of existing and planned development in the immediate neighborhood, the South Park District, and the Central City as a whole. The Project will have no detrimental impacts on the community. The proposed Project will substantially improve the immediate neighborhood and livability for residents of South Park by increasing housing choices, providing walkable shops and services, improving streetscaping to promote safe and shared streets, and enriching the civic and urban experience of the neighborhood. The size, bulk and street orientation of the building aim to contribute to the overall neighborhood identity and richness of Downtown’s city blocks.

The Project will not be materially detrimental to the character of development in the immediate neighborhoods. The building provides for its density and the associated 536 housing units through on-site accommodations of sufficient parking and open space. The Project will provide 58,275 square feet of open space which includes private balconies, outdoor decks distributed throughout the tower, and an amenity deck on level six with additional amenities on level five. The Sky-decks and amenity deck will provide residents’ access to facilities that promote active recreation, forming a residential community within the building, and support personal health and wellbeing. These outdoor spaces are not expected to disrupt neighboring properties and will only serve to benefit the neighborhood by promoting a healthy built environment. The community will not be burdened by the additional guests,

visitors, and residents as the Project provides adequate parking, and is within direct access to several Metro Bus lines through nearby stations on Olive Street, Grand Avenue, and Hill Street, and the Metro Rail Blue and Expo Lines.

The City's transportation infrastructure will not be burdened with the additional residents as the Project's residents will have access to public transit through the existing Metro light-rail station, extensive bus network that services the Site, and the proposed Los Angeles Streetcar, planned to service 11th Street in South Park. Residents will be able to take a Metro Line to Pasadena, Hollywood, Long Beach or Santa Monica to reach jobs, school, and entertainment destinations. The Project's density was programmed in response to the accommodations of nearby public transit and nearby amenities as well as the amenities on site. Residents will have immediate access to amenities on-site, including a swimming pool, sport court, fitness center, business lab, and entertainment rooms as well as ground floor restaurants and retail venues. Currently, there is already a mix of retail venues in the neighborhood that support a healthy community including; Ralphs Supermarket, Whole Foods Market, Hill Street Market, Target, Walgreens, fitness centers, the California Hospital Medical Center, and Grand Hope Park. The neighborhood also includes a school (Metro Charter Elementary School) and several trade schools including; Coast Career Institute, Abram Friedman Occupational School, SIA Tech, and Fashion Institute of Design and Merchandising (FIDM) all within walking distance. Located within South Park and the Convention Center Sphere of Influence, the community is an entertainment hub including LA Live, Microsoft Theater, Staples Center, and a supply of world-class restaurants. The increase in floor area generated by the Transfer is appropriate and well-suited with respect to the location and access to public transit and nearby amenities.

The Project's mixed-use program and associated entitlement requests and were developed to benefit the adjacent community, accommodate for projected growth of the South Park neighborhood, and advance the development strategies of the South Park District and the City of Los Angeles. Regarding the commercial component, the Project will provide 4,178 square feet of retail and restaurant venues to complement the existing entertainment venues and attract more visitors to the area. Combining commercial with the 536 additional housing units will improve the urban atmosphere of South Park and bring more residents to the area to support existing commercial venues. The Project is appropriate for long-term development in the Central City because it will contribute to the revitalization and modernization of Downtown Los Angeles, maintaining the image of Downtown as a major employment and residential center of the metropolitan region and serving as a catalyst for other downtown development. The increased residents and visitors will continue to stimulate real estate in the community and encourage enhanced development of South Park that is integral for economic growth of the City. The Project will bring additional economic value for the residents, business owners, and City through additional sales tax revenue and increased property values. The Project will create many permanent local jobs for residents including residential service staff, restaurant staff, security, commercial venue staff, etc. Further, the density of the building, providing 536 units and 491,515 square feet of total floor area, will benefit the community through the Project's compliance with Section 17.12 of the Los Angeles Municipal Code, which will require a parks and recreation fee, and the Transfer of Floor Area Ordinance, which will require a public benefit payment for the transfer of floor area. These payments will contribute to developing community parks and support community programs.

2. The Project is consistent with the purposes and objectives of the Redevelopment Plan.

The Project Site is located within the City Center Redevelopment Plan area, established in May, 2002

by the Community Redevelopment Agency of Los Angeles (CRA/LA), which is now a Designated Local Authority. City Center Redevelopment Plan has the primary objective of eliminating and preventing blight in the Redevelopment Project Area. The Project and requested Transfer are consistent with several Objectives (Section 105) of the City Center Redevelopment Plan as follows:

Objective 1

To eliminate and prevent the spread of blight and deterioration and to rehabilitate and redevelop the Project Area in accordance with this plan.

Objective 2

To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.

Objective 3

To create an environment that will prepare, and allow, the Central City to accept that share of regional growth and development which is appropriate, and which is economically and functionally attracted to it.

Objective 4

To Promote the development and rehabilitation of economic enterprises including retail, commercial, service, sports and entertainment, manufacturing, industrial and hospitality uses that are intended to provide employment and improve the Project Area's tax base.

Objective 5

To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated or underutilized areas.

The requested Transfer allows the Project to further implement the objectives of the City Center Redevelopment Plan by providing additional housing to support the City Center's regional growth and economic development. The proposed development with a floor area ratio of 9.13:1 furthers the development of Downtown as a major center of the Los Angeles metropolitan region by provided high density with a mix of uses (Objective 2). The Project includes the development of 536 dwelling units and 4,178 square feet of commercial floor area on underutilized surface parking lots in South Park, a district envisioned for high density development (Objective 1; Objective 2). Development of new housing in South Park is one of the goals of Section 508.3 of the Redevelopment Plan, and by transforming surface parking lots into modern high-rise residential development, no existing business or residential units will be displaced (Objective 1; Objective 5). The Project's residential program addresses the need for additional housing in the Central City and the region and provides retail with neighborhood serving venues so that the property will be functionally and economically beneficial to the public and the City (Objective 3; Objective 4).

Objective 6

To create a modern, efficient and balanced urban environment for people, including a full range of around-the-clock activities and uses, such as recreation, sports, entertainment, and housing.

Objective 9

To achieve an excellence in design, based on how the Central City is to be used by people, giving emphasis to parks, greenspaces, streetscapes, street trees, and places well designed for walking and sitting, and to develop an open space infrastructure that will aid in the creation of a cohesive social fabric.

Objective 13

To provide high and medium density housing close to employment and available to all ethnic, social and economic groups, and to make an appropriate share of the City's low- and moderate-income housing available to residents of the area.

Objective 15

To establish a cooperation among residents, workers, developers, business, special interest groups and public agencies in the implementation of this Plan.

The Project's mixed-use program and requested entitlements will promote the South Park district as an entertainment hub within the Convention Center sphere of influence by providing an engaged urban environment with around the clock activity (Objective 6). In addition, the Project at the proposed density and floor area will improve the social fabric of South Park through increased street activity, ground floor commercial retail uses, improved streetscaping, preservation of the existing Chinese Flame street trees on 11th Street and planting of additional California Sycamore street trees on Olive Street (Objective 9). The Project will provide needed high-density housing with a range of unit types close to employment areas in the heart of South Park (Objective 13). This Project, which includes a request for residential condominiums, will help provide property ownership opportunities for those who want to own a residence in downtown, which helps resident's gain property assets (Objective 13). Through the entitlement and environmental review process by public agencies as well as public hearings, the Project will continually aim to implement the Objectives of this Plan.

3. The Transfer serves the public interest by complying with the requirements of Section 14.5.9 of this Code.

As set forth in the Transfer of Floor Area application for the proposed Project, and in consideration for the transfer of floor area, the Project shall provide a Public Benefit Payment that satisfies the Public Benefit requirements of the Transfer of Floor Area Ordinance. As part of the Transfer Plan, a Public Benefit Payment is required and must serve a public purpose, such as affordable housing, public open space and recreational facilities, historic preservation, public cultural and community facilities, job training and outreach programs, homeless services programs, or public transportation improvements. The Transfer services the public interest by facilitating a Project that will contribute to the sustained economic vitality of the Central City, and by contributing a total Public Benefit Payment of \$11,462,471.39 (based on the formula that includes the Transfer of 274,795 square feet) and a TFAR Transfer payment of \$1,373,975.00 (based on the Transfer of 274,795 square feet multiplied by \$5.00), in accordance with the Transfer of Floor Area Ordinance (Ord. 181,574). The public benefit payment consists of a 50 percent cash payment of \$5,731,235.70 to the Public Benefit Payment Trust Fund, and a 50 percent cash payment of \$5,731,235.70 to a direct provision of Public Benefits. The Project approval has been conditioned to require compliance with the Transfer of Floor Area Ordinance including the payment of appropriate fees.

Table 2: Public Benefit Payment

50% Public Benefit Cash Payment	\$5,731,235.70
50% Public Benefit Direct Provision	\$5,731,235.70
Total Payment	\$11,462,471.39

The Applicant has proposed to directly provide Public Benefit payments of 50% to the City of Los Angeles Department of Housing and Community Investment Affordable Housing Trust Fund, permitted by Section 14.5.9 of the Transfer of Floor Area Ordinance.

4. The Transfer is in conformance with the Community Plan and any other relevant policy documents previously adopted by the Commission or the City Council.

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, Housing, Mobility, Noise, and Safety. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within these communities. The Project Site (Site 2) is within the boundaries of the Central City Community Plan (Community Plan) area and designated for Regional Center Commercial land uses. The Central City Community Plan describes the Transfer of Floor Area Ratio (TFAR) as follows (page III-19):

“The transfer of floor area between and among sites is an important tool for Downtown to direct growth to areas that can best accommodate increased density and from sites that contain special uses worth preserving or encouraging.”

The Transfer is in conformance with the Community Plan (Land Use Element) in that the Community Plan provides for Transfers of Floor Area up to a 13.0:1 Floor Area Ratio on parcels in Height District 4D and that the proposed Transfer allows for the Project to advance a number of specific Objectives and Policies contained in the City’s relevant policy documents. As explained below, the proposed Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan, the Central City Community Plan, and the Downtown Design Guidelines.

Framework Element

The Framework Element of the General Plan establishes general policies and the vision for the future of the City of Los Angeles based on projected population growth. Land use, housing, urban form and neighborhood design, open space, economic development, transportation, and infrastructure and public services are all addressed in the context of accommodating future City-wide population increases. The Project Site does not have a specific land use designation in the Framework Element but is consistent with many of the Element’s goals, objectives, and policies.

Land Use

The Project is consistent with the Land Use goals, objectives, and policies identified in the Framework Element. To wit: “It is the intent of the General Plan Framework Element to encourage new development in proximity to rail and bus transportation corridors and stations.”

Objective 3.2

To 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 3.2.2

Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

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.

Objective 3.7

Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

Objective 3.8

Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

Goal 3G

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

Objective 3.11

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

Goal 3K

Transit stations to function as a primary focal point of the City's development.

Objective 3.15

Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible uses.

Policy 3.15.3

Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded.

The Project Site is currently developed with a surface level parking lot. By enabling the construction of a mixed-use, high-density housing project in close proximity to major employment centers, neighborhood serviced, entertainment uses and transit, the development and the proposed Transfer are consistent with the above outlined goals and policies of the framework element. The Project's location approximately 0.26 miles (within 1,350 feet) from the existing Pico Metro station on both the Metro Blue and Expo Lines, is ideal for increased density and floor area of development near transit (Goal 3K; Policy 3.15.3). This Project with the requested transfer of floor area reinforces the City's intent that "the highest development intensities are targeted generally within one-quarter mile of the transit stations." The 536 on-site residential units and the 4,178 square feet of commercial retail space facilitates the development encouraged by the City because it places the new commercial and high-density residential uses in a transit-oriented area while preserving lower-intensity residential neighborhoods (Policy 3.2.2; Objective 3.4; Policy 3.4.1). The convenience of the Project's location within walking distance to multiple transit options will provide access across Los. Building 536 housing units in this specific location will significantly increase the livability in the South Park neighborhood and will accommodate anticipated population growth by integrating land use with transportation planning.

The Project fulfills the General Plan policies specific to population, housing, land use and transportation. The requested Transfer would allow for additional jobs and housing for professional workers in a growing portion of Downtown Los Angeles, promoting a live/work community and accommodating a diversity of uses nearby transit that support the City's existing and future residents, businesses, and visitors (Objective 3.7; Goal 3G). The increased floor area and proposed density would improve neighborhood activity and enhance the South Park neighborhood as a social focal point in Downtown Los Angeles (Objective 3.8; Goal 3G). The commercial component of the Project is designed to attract and increase pedestrian activity by facing the 11th Street and Olive Street frontages (Objective 3.8).

Housing

As stated in the Framework Element, "Currently, the City of Los Angeles has insufficient vacant properties to accommodate the cumulative amount of population growth which has been forecasted. The supply of land zoned for residential development is the most constrained in the context of population growth forecasts. Thus, should growth and new development in the City occur, most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses..." The Project is the redevelopment of an underutilized property, currently a surface level parking lot, with a mix of land uses.

Objective 4.2

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

With the proposed density and floor area, the Project will build 536 multi-family residential units within a dense urban commercial area and emerging pedestrian-oriented district in close proximity to public transit. The Project offers the type of new housing desired by the City (Objective 4.2). The Project Site is located near similar dense residential uses located across the alley, approximately 20 feet west of the Project Site (Grand Avenue Lofts), across the alley, approximately 50 feet southwest of the Project Site (Aven Apartments), across Grand Avenue, approximately 300 feet southwest of the Project Site (Evo Lofts), across 11th Street, approximately 100 feet northwest of the Project Site (Ten50 Grand), and across Hill Street approximately 500 feet east of the Project Site (Axis Apartments). The Project would have minimal conflicts with these developments and will offer these surrounding residents new venues for eating, shopping, and socializing. The Housing section of the Framework Element states “Improvement of the jobs and housing relationships in sub-areas of the City may be accomplished through the re-use of commercially zoned corridors and development at transit stations which afford the opportunity for the development of a mix of uses, housing, local retail, and creative offices, and can improve localized jobs and housing relationships.” The Project facilitates an improved jobs and housing balance in Downtown Los Angeles by integrating sustainable planning practices, locating housing nearby a mix of land uses and transportation.

Urban Form and Neighborhood Design

In terms of Urban Form and Neighborhood Design, the Project’s architectural elements would encourage foot traffic in front of and onto the Site, prioritizing neighborhood engagement. The proposed Transfer is consistent with the intent of the design Objectives and Policies.

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....

The Project with the proposed floor area ratio of 9.13:1 and associated density of 536 residential units will increase activity in the neighborhood. As a mixed-use Project with 24-hour residential activity, there will be residents and visitors on the site throughout day and night, acting as natural surveillance

(Objective 5.9; Policy 5.9.1; Policy 5.9.2). The Project design prioritizes active retail uses and active residential lobby street frontage on 11th Street and Olive Street to promote pedestrian activity (Objective 5.9; Policy 5.9.2). The Project design features will put eyes on the street and the Project Site.

Open Space and Conservation

The Project, including the proposed Transfer, is consistent with the purpose of the Open Space Objectives and Policies.

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 6.4.8

Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.

- a. *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*
- b. *Encourage the improvement of open space, both on public and private property, as opportunities arise....*

The Project's open space is provided in the form of extensively landscaped terraces with landscape and hardscape, an amenity deck featuring lounge areas, a swimming pool, dining areas, a fitness center, and three Sky-decks located throughout the tower. On-site recreation areas will make a positive contribution to the residents' access to open space or parks, where there is a current lack of publicly owned open space in the immediate vicinity (Objective 6.4, Policy 6.4.8). The area is primarily comprised of office, commercial, and residential buildings with surface parking lots. The new residential common spaces will create a healthy and community oriented residential development by providing gathering space for residents and visitors to socialize (Policy 6.4.8). Visual connection to open space is provided throughout the building at every privacy level, from individual units and balconies to the fifth-floor amenity deck and rooftop Skydeck. The building is designed to provide views, connecting residents to the greater community areas and provide access to natural lighting to balance the density of the development.

Economic Development

The Project, including the proposed Transfer, is consistent with the purpose of the Economic Development Objectives and Policies.

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 7.6.3

Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers.

Objective 7.9

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

The requested Transfer of floor area to the Project Site will contribute to the economic development of the community and the City by providing a mix of uses – residential and retail – at a higher density that will sustain economic growth (Objective 7.2). The proposed transit-oriented development with 536 residential units and 4,178 square feet of commercial uses, would concentrate growth in South Park within 0.26 miles of a Metro station (Policy 7.2.2; Policy 7.2.3; Objective 7.9). The types of retail proposed at the Project Site would include neighborhood-serving uses, such as restaurants that would cater to both residents and visitors (Policy 7.6.3). The commercial components in the building will provide neighborhood serving commercial uses that include shops and restaurants on the first floor of the building.

Housing Element

According to the City's recently adopted Housing Element 2013-2021, the City of Los Angeles will need a variety of housing units to accommodate evolving household types and sizes. The City has continuously gained residents since its founding and is expected to have 4,320,600 residents by 2035. Households without children, especially those headed by householders ages 55 and older, are expected to increase in the next decade. More than half (55.3%) of the City's households have only one or two persons, according to the 2010 Census. The City has been pursuing a sustainable strategy for long-term growth, which encourages growth in "higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit." During the new eight-year cycle of the Housing Element, the City "will witness rapid build-out of the region's transit network, much of it concentrated" in Los Angeles.

As stated by the Housing Element, *"It is the overall housing goal of the City of Los Angeles to create for all residents a city of livable and sustainable neighborhoods with a range of housing types, sizes and costs in proximity to jobs, amenities and services. In keeping with decades of federal Housing Acts and the Universal Declaration of Human Rights that declared housing as a human right, the City will work towards ensuring that housing is provided for all residents."* The Project will help the City meet its overarching housing goal by constructing 536 new residential units with a range of sizes, from

studios to three-bedroom units, near an existing Metro station, jobs, and amenities, contributing to a livable and sustainable neighborhood. The Project is consistent with the purpose of the Housing Element's Goals, Objectives and Policies.

Objective 1.1

Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3

Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4

Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Policy 1.1.5

Develop financial resources for new construction of affordable housing.

Policy 1.3.5

Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.

Policy 2.2.2

Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework element, as reflected in Map ES.1.

Policy 2.2.3

Promote and facilitate a jobs/housing balance at a citywide level.

Policy 2.2.5

Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.

Objective 2.4

Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.1

Promote preservation of neighborhood character in balance with facilitating new development.

The proposed Transfer allows the Project to provide a greater number of residential units that would otherwise be constrained by a 6:1 limited floor area ratio. The Project at its proposed density and floor area would allow the construction of 536 new residential units ranging from studios to three-bedroom units, which will provide a supply of different housing types to meet housing projection needs (Objective 1.1; Policy 1.1.3; Policy 1.1.4; Policy 1.3.5; Objective 2.4). The proposed Transfer would allow the Project greater flexibility to build additional housing near transit (Policy 2.2.2). The

transit-oriented development Project would accommodate projected growth in a sustainable way as reflected in Housing Element Map ES.1, which shows the route of the Metro Lines in Downtown Los Angeles (Policy 2.2.2). In conjunction with building 536 residential units, the Project will provide 58,275 square feet of on-site open space for Project residents (Policy 2.2.5). The recreational amenities for on-site residents and employees will support the planned population while the retail opportunities will enhance the quality of life for current residents and workers nearby (Policy 2.2.5).

The new development with the proposed 9.13:1 floor area ratio will not interfere with the character of the existing multi-family developments in the area (Policy 2.4.1). Instead, the scale and the design of the Project would complement the high-quality office buildings (including the Transamerica Center complex) and residential towers in the area (Grand Avenue Lofts, Ten50 Grand, and Aven Apartments). This Project will also preserve the character of the existing South Park neighborhood with its location near existing high-rise buildings and away from the single-family residential areas (Policy 1.1.4).

Through provision of the Transfer of Floor Area Ordinance regulations, the Project will participate in the Public Benefit Payment program and will contribute a portion of the required payment to the construction of affordable housing through provision of financial resources to the Affordable Housing Trust Fund (Policy 1.1.5). This Project utilizes the incentives offered by the Transfer of Floor Area Ordinance to build a greater number of housing units on Site as well as provide public benefit funding to affordable housing to meet the City's projection of housing needs. For the reasons cited above, the Project and the proposed Transfer of floor area are consistent with the Housing Element.

Mobility Element

The Project is consistent with the recently adopted Mobility Element 2035, including the 2010 Bicycle Plan, a component of the Mobility Element. The Mobility Element guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods. The Mobility Element 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 proposed Transfer would advance numerous Goals and Policies contained in the Mobility Element including a key policy initiative to "consider the strong link between land use and transportation." To achieve these initiatives, the Mobility Element recommends implementation of numerous specific policies, including the following:

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.

Policy 2.10

Facilitate the provision of adequate on- and off-street loading areas.

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 3.4

Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive services.

Policy 3.8

Provide bicyclists with convenient, secure and well-maintained bicycle facilities.

Policy 4.8

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

The Project advances the above-referenced policies by providing a high-density, mixed-use development in close proximity to two major transportation corridors (Olympic Boulevard & Olive Street) that provides substantial public transit opportunities and facilities, including Metro Blue Line and Expo Line, Metro Bus lines, Commuter Express lines, and LADOT Dash Line “D”. The development of the Project with residential, retail and restaurant uses would promote pedestrian activity and circulation, and would create direct pedestrian connections between the new Project and the Metro transit infrastructure, in express conformity with the Mobility Element’s policies and objectives.

In 2008, the California State Legislature adopted AB 1358 (The Complete Streets Act), which requires local jurisdictions to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context.” The new Mobility Element complies with the Complete Streets Act. The City’s Mobility Element includes six goals: Safety First; World Class Infrastructure; Access for All Angelenos; Informed Choices; Clean Environment and Healthy Communities; and Smart Investments. The Project would help achieve the following proposed policies under the Access for All Angelenos goal:

“Encourage a mix of land uses that serve residents’ daily needs in areas near transit and prioritize land uses that generate high levels of transit ridership at major transit stops.”

“Evaluate transportation projects and development projects based on the land use context to account for the full benefits and impacts on all modes of transportation, not just automobiles.”

“Support land use decisions that result in fewer vehicle trips by providing greater proximity and access to neighborhood services.”

“Improve access to major regional destinations and job centers.”

The Project will construct 536 new residential units and visitor- and neighborhood-serving retail within a short walking distance of a Metro transit station. Future visitors and residents of this Project could generate substantial ridership at this transit stop, due to the mix of land uses. The proposed Project is the ideal development location for the proposed density and floor area ratio of 9.13:1, being less than 1,500 feet east of the existing Pico Metro station and close to numerous bus stops, allowing future residents options to access the Site via transit instead of vehicular travel. Overall, downtown

Los Angeles in general and South Park specifically are job centers with existing large office buildings in the vicinity, and the Project will add a valuable mixed-use development to the mix.

Land Use Element (Community Plan)

The South Park neighborhood is described in the Central City Community Plan as “a mixed-use community with a significant concentration of housing.” The requested Transfer is in conformance with the Central City Community Plan and will advance land use opportunities and address existing land use issues identified by the Community Plan. The Community Plan identifies the following significant land use issues and opportunities:

Residential Issues

“Create a significant increase in housing for all incomes, particularly of middle income households.”

“Lack of sufficient housing investment to achieve a “critical mass” in some underserved areas like South Park.”

“Lack of neighborhood-oriented businesses to support residential areas.”

“Lack of a strong sense of neighborhood identity.”

Residential Opportunities

“Recent construction of new middle income housing towers.”

Commercial Issues

“Lack of design continuity and cohesiveness along commercial frontages.”

“Lack of a positive downtown image.”

“Lack of neighborhood-oriented businesses to support residential areas.”

“Lack of the necessary mix of retail to attract a variety of users to the downtown area in the evenings and on weekends.”

Commercial Opportunities

“Available office and retail space”

The Project substantially conforms with the purpose, intent and provisions of the Central City Community Plan to:

“Create residential neighborhoods; while preserving a variety of housing opportunities with compatible new housing opportunities with compatible new housing.”

“Improve the function, design, and economic vitality of the commercial districts.”

“Maximize the development opportunities of the future rail transit system while minimizing adverse impacts.”

The proposed 51-story building, which involves 536 multi-family units will provide a sufficient increase of housing opportunities in a form that will be compatible with the design of the buildings in the immediate vicinity. Buildings in the vicinity include the 32-story USC Tower within the Transamerica Center, 25-story Ten-50 apartments, 19-story Luma Lofts, 23-story Evo apartments, 7-story Grand Avenue Lofts, 38-story Aven Apartments, and the 32-story Luxe Apartments. The architectural design of the proposed Project will be desirable for the neighborhood as it will improve the function, form and economic vitality of the Project Site and surrounding properties. The Transfer of floor area to the

Project Site, located within 1,500 feet of an existing Metro station optimizes development opportunities around future transit systems.

The following Objectives and Policies in the Central City Community Plan are applicable to the Project:

Objective 1-1

To promote development of residential units in South Park.

Objective 1-2

To increase the range of housing choices available to Downtown employees and residents.

Objective 1-3

To foster residential development which can accommodate a full range of incomes.

Objective 2-1

To improve Central City's competitiveness as a location for offices, business, retail, and industry.

Objective 2-2

To retain the existing retail base in Central City.

Policy 2-2.1

Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force, and businesses.

Policy 2-2.3

Support the growth of neighborhoods with small, local retail services.

Objective 2-4

To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.

Policy 2-4.1

Promote night life activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity.

The proposed Transfer allows the Project to add 536 multi-family residential units to the City's housing stock in South Park without displacement of any existing housing (Objective 1-1). The Project will fully comply with zoning standards with approximately 99% of the Site 2 Project floor area devoted to residential use and approximately 1% of the floor area devoted to neighborhood-serving commercial uses (Policy 1-1.1). The Project will add new housing choices in the South Park area to meet market demand in the City's housing-impacted Downtown (Objective 1-2) and the Project will include a mix of unit types to accommodate a range of incomes (Objective 1-3). The design of the Project's 51-story tower with on-site recreational amenities and ground floor retail meets the intent of Policy 1-3.1 to cluster housing and services. The Project will also improve the Central City's competitiveness as a location for offices, business, retail and industry by providing 536 high quality residential units and in

the core of the Downtown (Objective 2-1) while improving the appearance of the site, which is currently surface parking. The proposed 4,178 square feet of commercial floor area will enhance the existing retail base in the Central City (Policy 2-2.1) and support the growth of neighborhoods by providing local retail services (Policy 2-2.3). As a result, the Project's new retail component and expanded customer base will not only help retain the existing retail base in the Central City but also increase it (Objective 2-2). The addition of 536 new residential units and 4,178 square feet of commercial uses will add day- and night-time population to the South Park area which furthers the goal of creating an active 24-hour downtown environment (Objective 2-4). Tenants of the proposed commercial space within the building may include restaurants or other specialty activities that promote night life activity (Policy 2-4.1).

Additional findings related to the Project's conformance with the General Plan are included in the Site Plan Review Findings.

4. DIRECTOR'S DECISION TO PROVIDE LESS THAN REQUIRED ON-SITE TREES

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.21 G.3, the Applicant requests approval of a Director's Decision from LAMC Section 12.21 G.2(a)(3) to allow for a reduction in the number of required trees planted on-site.

LAMC Section 12.21 G.2(a)(3) requires one on-site tree be provided for every four dwelling units. Thus, 134 trees are required to be planted on-site for the provision of 536 dwelling units. The Code section also allows street trees to be counted as part of the on-site required trees. Approximately 8 street trees can be planted in front of the Site based on the spacing standard provided in the Downtown Design Guidelines, which requires an average spacing of one tree every 25-feet on center and the constructed streetscape improvements on 11th Street established by the My Figueroa Project. The Site has 205 linear feet of street frontage on Olive Street and 150 linear feet of street frontage on 11th Street, not including sections where street trees cannot be planted due to the proposed driveway entry. Specifically, 6 street trees can be planted on Olive Street and the 2 existing Chinese Flame (*Koelrueteria Bipinnata*) street trees planted on 11th Street will be temporarily removed to prevent damage during construction, then replanted on 11th Street. As a result, if 8 trees are planted in the public right-of-way adjacent to the site, then an additional 126 trees would be required to be planted on-site. LAMC Section 12.21 G.3(a)(3) permits the Director to grant up to a ten percent (10%) reduction in the required trees in common open space. The Applicant proposes planting 115 trees on-site, including 6 California Sycamore street trees on Olive Street and 2 Chinese Flame street trees on 11th Street, in lieu of the 134 required on-site trees associated with 536 residential units. Pursuant to Ordinance No. 185,573, the Applicant proposes to pay in lieu fees for the 19 required trees that cannot be planted on-site.

1. The open space provided conforms with the objectives of this subsection.

The City requires usable open space be provided in residential projects to fulfill the following objectives: afford occupants of multiple residential dwelling units opportunities for outdoor living and recreation; provide safer play areas for children as an alternative to the surrounding streets, parking

areas, and alleys; improve the aesthetic quality of multiple residential dwelling units by providing relief to the massing of buildings through the use of landscape materials and reduced lot coverage; and provide a more desirable living environment for occupants of multiple residential dwelling units by increasing natural light and ventilation, improving pedestrian circulation and providing access to on-site recreation facilities (LAMC Section 12.21 G.3).

The proposed Project meets these objectives by providing 58,275 square feet of on-site open space including recreational amenities throughout the tower. LAMC Section 12.21 G.2 requires that residential developments in excess of six units provide 100 square feet of open space for each residential unit having less than three habitable rooms, and 125 square feet of open space for each residential unit having three habitable rooms, and 175 square feet of open space for each residential unit having more than three habitable rooms. The Project is a 51-story mixed used development including 536 residential dwelling units on levels 5 through 51. Based on the proposed mix of residential unit types, a total of 58,275 square feet of on-site open space is required for the Project. The Project is proposing common open space areas on levels five and six, which will include an outdoor deck, swimming pool, spa, lounge area, dining terrace, outdoor event space, a fitness center with indoor and outdoor space, a club and lounge rooms, a business center, and a dog run/lounge area. The Project will include common open space areas on the 21st, 41st, and 51st floors of the tower which will include outdoor decks (included in the open space calculations as indoor open space) and indoor lounge and recreation space. Green areas will be well designed and attractively landscaped with trees, suited to fit an urban lifestyle.

The Project is a 51-story high-rise with a total floor area of 491,515 square feet consisting of 536 residential units and 4,178 square feet of ground floor commercial area. The Project will provide 581 parking spaces in six subterranean levels, at grade level and in three above grade levels. As density is being encouraged downtown, regulations such as the tree requirement, which is tied to the number of units, becomes impractical especially for a project such as Site 2, which involves a 51-story building. The Project is located within the Greater Downtown Housing Incentive Ordinance Area (Ord. No. 179,076), which encourages residential development within the Downtown area through the use of modified LAMC Section requirements for density, yards, buildable area and open space, and provides a floor area bonus system for projects that voluntarily provide a prescribed percentage of dwelling units for affordable housing. These modified standards are suitable for dense urban areas, like the Central City Community Plan area, to provide incentive to build new housing in Downtown. However, the required tree-to-unit ratio has not been addressed and can be prohibitive and unrealistic for a high-rise mixed-use project with a high percentage of lot coverage.

The limitations of providing the Code-requirements for on-site trees in a dense urban environment is recognized by Ordinance No. 185,573, which allows in-lieu fees to be paid for trees that are not planted on-site. One of the main benefits to having trees is the shade they provide. However, in an urban environment surrounded by high-rises that cast shade onto the building, the creation of additional shaded areas does not guarantee a responsive space for the users' needs; in this case, it prevents it. Providing the Code-required number of trees will result in excess shading for the common open areas which is not appropriate for the proposed amenities. Many of the Project's amenities aim to create active recreation spaces to promote healthy behaviors for residents. Excess tree canopy and planting would reduce space available for those areas and hinder the residential experience of the active open areas. Providing a reduced number of on-site trees is in the best interest of the Project's

residents, aiming to create a balanced proportion of natural light and shaded open space areas. Additionally, providing the Code-required number of trees would lead to over-planting in the Project's landscaped areas, causing a high number of the trees to be continually replaced, therefore, creating a less sustainable building system.

LAMC Section 12.21 G.2(a)(3) requires that a minimum of 25 percent of the common open space area shall be planted with groundcover, shrubs, or trees. As designed, the Project will satisfy this requirement by providing 6,452 square feet of landscaped open space, approximately 25% of the total proposed 25,808 square feet of outdoor common open space area.

Providing the Code-required number of trees for high-rise mixed-use projects in the Downtown area is often infeasible and the City has approved a reduction to the number of Code required trees for other projects. The 1211 S. Olive Street Project (ZA-2014-0535-ZC-SPR) received approval to provide 80 trees in lieu of the required 91 trees. The 888 Olive project at 9th Street and Olive Street (ZA-2013-1013-MCUP-ZV-SPR) received approval to allow 29 trees in lieu of the required 76 trees. The nearby Elleven project at 11th Street and Grand Avenue (ZA-2003-9146) received approval to allow 25 trees for each phase in lieu of 49 trees in Phase 1 and 56 trees in Phase 2. The project at 9th and Figueroa (ZA-2005-1673-ZV-ZAA-SPR) received approval to allow 20 trees in lieu of the required 157 trees. The project at 710-798 South Grand Avenue (ZA 2005-7403(CU-ZV-SPR) received approval to allow 89 trees in lieu of the required 218 trees. Finally, the project at 401-433 West 5th Street (ZA 2008-1049-ZV) received approval to permit 88 trees in lieu of the required 198 trees. These projects have demonstrated that the open space objectives can be accomplished with fewer on-site trees. Similar to previous Downtown projects, meeting the Code's requirement for on-site trees would be unattainable for the Site 2 Project.

The request for a Director's Decision to plant 115 trees in lieu of the required 134 trees is consistent with tree reductions granted for other mixed-use projects in the Downtown area. In total, 115 trees will be provided on the Project Site in combination with approximately 58,275 square feet of open space for residential use. The Project will be a marked improvement over the surface parking lot that currently occupies the Site and will fulfill the City's demand for a contemporary pedestrian project with density to link downtown to its historic core. Consistent with the intent of the zoning ordinance, the Project will provide a variety of on-site open space for residents, improving access to open space and recreational amenities. The on-site open space distributed throughout the tower will help create visual links to a variety of public open spaces in Downtown, including Grand Hope Park. The Project will generate new residents to the South Park neighborhood and will encourage the use of Grand Hope Park, which is only a few blocks to the north. The Project's mix of residential and retail uses will activate South Park's pedestrian environment and improve the safety and livability for the area's residents, workers, and visitors. At 51-stories with 536 housing units, the Site 2 development will not only be a benchmark in the South Park District of Downtown Los Angeles but will also provide appropriate density that the City's zoning contemplates.

2. The proposed project complies with the total usable open space requirements.

The Project will provide the Code-required 58,275 total square feet of usable open space, with a majority dedicated to common open space and a portion dedicated to private balconies. A summary of the required and provided open space for the proposed 536 dwelling units is as follows:

Residential Unit Breakdown	Required Open Space (Square Feet)
Less than three habitable rooms (355 Units)	35,500
Three habitable rooms (178 Units)	22,250
More than three habitable rooms (3 Units)	525
Total (Code-required)	58,275

Provided Open Space	Provided Open Space (Square Feet)
Level Five	8,095
Level Six	22,345
Level Twenty-one	1,934
Level Forty-one	1,768
Level Fifty-one	6,233
Private Open Space (Balconies)	17,900
Total	58,275

The Project will provide common open space at level five in an outdoor dog run area of 1,308 square feet and indoor recreation rooms of 6,787 square feet including a fitness center, coworking area, and a dog lounge, and at level six in an outdoor amenity deck of 19,228 square feet including a pool and lounge area and indoor recreation rooms of 3,057 square feet including a fitness center. There is no required open space in the portion of the level six amenity deck that is proposed to cantilever over the alley on the west side of the building. On levels twenty-one and forty-one, the Project will provide common open space in outdoor terraces of 1,934 square feet (level twenty-one) and 1,768 square feet (level forty-one), which is accounted for toward the indoor common open space. On level fifty-one, the Project will provide an indoor recreation room of 1,021 square feet and an outdoor terrace of 5,212 square feet of open space. The Project will provide private open space in balconies for 358 of the 536 total dwelling units, which accounts for 17,900 square feet of private open space. By providing both common and private open space amenities throughout the tower, the Project provides its residents with opportunities for outdoor living and on-site recreational amenities.

The provisions of the zoning ordinance would require the applicant to plant 134 trees in accordance with 12.21 G.2(a)(3), causing a practical difficulty inconsistent with the general purpose of the zoning regulation. In order to comply with this Code requirement, the vast majority of on-site outdoor open space would need to be dedicated to tree planting, causing over-planting and excess shade over the Project's amenity areas, primarily on the sixth floor. While trees have many aesthetic and environmental benefits, access to natural lighting and sun-exposure have many public health benefits including increased Vitamin D levels, lower blood pressure, protection from heart disease, mental health, and reduced stress. The unique circumstances of the Project's scale and location hinder placement of the 134 trees on-site. In effort to maximize the potential of the provided common open space areas, the applicant is proposing to provide 115 trees on-site in lieu of the Code required 134 trees.

A summary of required and provided tree count is as follows:

Distribution of On-Site Trees	Required	Provided
Trees within on-site open space	128	107
Street trees	8	8
Total	134	115

5. ZONE VARIANCE FOR PARKING STALL AND DRIVE AISLE DIMENSIONS

The Applicant requests approval of a Zone Variance from Los Angeles Municipal Code (LAMC) Section 12.21 A.5(a)(1)(ii), 12.21 A.5(a)(2), and 12.21 A.5(b) to allow for reduced parking stall widths for standard stalls and for parking stalls located adjacent to structural columns in the mixed-use development. The Project is required by Code to provide 9'-4" by 18'-0" parking stalls when providing 24'-0" wide double-loaded, two-way drive aisles. Additionally, the LAMC requires 9'-4" parking stall widths with an additional 10" width on the side of an obstruction. The Applicant requests to reduce the parking stall size to 8'-6" by 16'-0" as the standard parking stall. The Project is also required to provide 27'-4" drive aisles for 8'-6" wide stalls at a 90-degree angle with both single and double loaded aisles with two-way traffic. The Applicant requests to reduce the drive aisles to 25'-1" (in lieu of the Code-required 27'-4") for all drive aisles in the parking structure of the Project.

1. The strict application of the provisions of the zoning ordinance would result in the practical difficulties or unnecessary hardships inconsistent with the general purpose of the zoning regulations:

The strict application of the provisions of the Zoning Ordinance would not permit the Project to be developed with its proposed density, number of units, or amount of commercial floor area as is proposed in its current configuration, which provides a total of 536 units and 4,178 square feet of commercial floor area. The LAMC requires the size of parking stalls to have a 9'-4" width by 18' depth with a corresponding 24'-0" wide drive aisles for double-loaded, two-way parking configurations. The Applicant proposes to provide 8'-6" by 16" parking stalls throughout the parking structures. The Project will include approximately one to four smaller compact spaces on levels two through four of the parking structure with a minimum dimension of 7'-6" width by 16'-0" depth, compliant with the Code required, 7'-6" width by 16'-0" depth, for compact spaces. Further, the Applicant proposes a reduction in drive aisles widths to a minimum 25'-1" in lieu of the required 27'-4" drive aisle width. The parking area for the proposed Project typically positions three parking spaces between two structural columns ranging from 27'-2" to 32'-0" apart so that approximately 75 percent of the parking spaces on Site 2 would have an obstruction on only one side. The proposed parking bay width of 57'-1" for double loaded aisles will include 16'-0" long parking spaces and a minimum of 25'-1" wide back-up space. For the six below-grade and three above-grade podium levels of parking within the building, only one aisle on each level will require the minimum of 25'-1" drive aisle width.

The proposed position and spacing of the structural columns is necessary to provide for an efficient and adequate structural system for the 51-story building. The column bays are designed to have widths ranging from 27'-9" to 31'-6" between column centerlines to support the tower. The building's

structural grid extends through the podium garage and the subterranean garage and cannot accommodate the required 9'-4" wide parking stalls that would otherwise be required due to the structural column obstructions.

If the building was designed with column bays to accommodate 9'-4" wide parking stalls adjacent to obstructions and 25'-4" wide drive aisles, then the building would need to be supported with fewer columns, in which columns would need to be larger and lateral beams would need to be deeper to support the long-span column bay. Larger structural columns occupy a larger area both in the parking structure and on each level throughout the tower, which would limit the number and size of dwelling units that could be provided in the Project. Deeper lateral beams would negatively impact vertical clearances and the functionality of certain spaces.

With larger columns, less parking would be provided at each level and an additional above-grade or subterranean parking levels would be needed, which would unnecessarily add bulk and mass to the structure and negatively affect the aesthetics and proportions of the building's podium and street wall. The building is designed to provide three above grade parking levels and adding any additional above grade levels would contradict Standard Number 5.4 of the Downtown Design Guidelines, which permits a maximum of three parking levels fronting on a public street above the ground floor. Adding additional subterranean parking levels would create unnecessary geotechnical issues during site grading due to complications with excavating seven levels, or over 70-feet deep of the building footprint. Associated with large excavation projects are tiebacks, which is a structural element that is installed into the soil-wall abutting the excavation area to anchor or reinforce the soil from destabilization. The larger and deeper of the excavation area requires larger and deeper tiebacks to be drilled into the soil-wall. For a large excavation project in a dense-urban area, the tiebacks are drilled underneath abutting public rights-of-way. For the Site 2 Project Site, with an abutting alley only 20-feet in width, any larger tiebacks than what is already needed may result in drilling tiebacks underneath the utilities within the public rights-of-way or underneath the adjacent owners' property. Under these circumstances, when tiebacks become too large to efficiently secure the soil-wall, projects will need raker piles to support the wall from the interior of the excavation site. Raker piles create an unnecessary hardship during excavation in that they are more difficult for the grading machinery to maneuver around and lengthens the grading and excavation time-period of construction, which may interfere with the permitted grading seasons. Thus, reduced parking stall width is necessary.

The intent of the Zoning Code is to provide adequate space for cars to park and maneuver within a parking area and for people to enter and exit safely from their vehicles. As discussed above, the proposed design of the parking spaces will provide adequate room for residents and guests to access and maneuver their vehicles.

Meeting the strict interpretation of the Code's requirement would be impractical and would make the Project infeasible. Therefore, the strict application of the provisions of the Zoning Ordinance would result in practical difficulties and create an unnecessary hardship that is inconsistent with the purpose of the zoning regulations.

2. There are special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply generally to other property in the same zone vicinity:

The Project Site is currently undeveloped with the property used as a surface parking lots. The proposed mixed-use Project includes parking spaces which are located on six basement levels, at grade level, and three above grade levels within a podium.

In order to conceal the on-site parking on the ground floor of the building from street view, as required by the Downtown Design Guidelines, the ground floor parking level contains commercial uses on the north side of the building, facing 11th Street and a portion of Olive Street, and the residential lobby on the west side of the building, facing Olive Street. Architectural treatments on the west, south, and east side of the building will conceal parking levels 2, 3, and 4 from view. Aesthetically, the exterior facades of the building will improve the area as an upscale residential neighborhood that employs screening techniques to make the three levels of above grade parking and the at-grade parking level virtually unnoticeable. In locating active uses on the ground floor, the development is able to build a sense of place and increase the level of safety for pedestrians in an area through active streets.

The size of the Site in a dense-urban area constitutes a special circumstance for which the parking area design deviations are appropriate. The width of the Site on 11th Street, approximately 150 feet, invokes challenges to provide an efficient circulation system within the parking garage if the code-required parking stall and drive aisle dimensions were enforced. In order to provide single-loaded aisles on the easterly and westerly sides of the parking garage, reduced length of parking spaces is necessary.

3. Such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question:

The applicant is requesting parking space and drive aisle reductions very similar to those approved for the DTLA South Park Properties Site 1 case (ZA-2014-0562-ZV-SPR-TDR), which allowed reduced parking stall to a minimum 8 feet wide by 16 feet long and reduced drive aisle width to a minimum 22 feet in width. The Luma residential development case (ZA-2003-9146-ZV-SPR) was approved for reduced parking stall widths adjacent to obstructions of 8'-2" and reduced drive aisle widths of 21'-8" for some drive aisles and 22'-6" for other drive aisles. The City also approved reduced drive aisle widths for an adaptive reuse project in the vicinity at 1855 E. Industrial Street (ZA-2002-4041-ZAD-ZV-YV). By comparison, the Applicant is requesting 8'-6" wide parking stalls and 25'-1" wide drive aisles for all drive aisles. These other approvals acknowledge the special circumstances of urban mid-rise and high-rise infill construction in downtown.

The parking design for the Luma Project has been in operation for over 10 years and has functioned as efficiently as other projects with larger parking spaces and wider drive aisles. The parking design for the Aven Apartments project has been in operation for approximately one-year and is functioning efficiently with the reduced parking stall and drive aisle dimensions. Thus, the Applicant's requested variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other properties in the same zone and vicinity; however, because of special

circumstances, practical difficulties or unnecessary hardships, the property in question is denied this right.

4. The granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located:

As documented in the application, the reduced stall width and reduced drive aisles are functional and used successfully in Portland, Oregon; Seattle, Washington; Vancouver, British Columbia; and here in Los Angeles, even for large sport utility vehicles. The use of these drive aisles and parking stall dimensions would not be used as often in developments if they were not successful. In addition, the parking garage is intended to primarily be used by residents and guests that will be familiar with the parking layout and circulation in contrast to high turnover parking structures that typically have a majority of infrequent visitors.

The parking garage is designed to function with a variety of vehicle types and sizes. The structural columns adjacent to certain parking spaces are located toward the back or the front of the parking stall to prevent interferences with the operation of the driver or passenger doors, whether the vehicle is parked forward or reversed into the parking space. Thus, the reduced width parking stalls will not result in practical difficulties in the use of the parking spaces by residents and visitors of the building. As a result, granting the variance to allow for reduced parking stall width and reduced drive aisle width will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.

5. The granting of the variance will not adversely affect any element of the general plan:

The proposed Project furthers many of the goals of the Central City Community Plan with its provision of high-quality transit- and pedestrian-oriented, mixed-use multi-family residential development that includes adequate parking for its residents.

The proposed development is consistent with the following Central City Community Plan (Land Use Element) Objectives and Policies:

Objective 1-1

To promote development of residential units in South Park.

Policy 1-1.1

Implement new housing ordinances and policies as appropriate that encourage multiple family residential development and promote transit-oriented, mixed-income and mixed-use neighborhoods downtown.

The granting of this variance is appropriate for the Project Site and the proposed mixed-use project and will allow for the development of additional units in the South Park neighborhood (Objective 1-1; Policy 1-1.1).

The Project is consistent with the following Objectives and Policies of the Housing Element:

Objective 1.1

Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.4

Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 2.4

Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

The granting of this variance is compatible with the objectives and policies of the Housing Element. By authorizing reduced drive aisle widths and parking stall dimensions adjacent to structural columns, the proposed building design is able to achieve a more effective floor plan and reduce unnecessary mass within the podium, consistent with Objective 2.4, which intends to promote quality design and scale of developments. The requested variance is in conformance with Housing Program Number 18 of the Housing Element, which intends to “encourage the utilization of alternatives to current parking standards that lower the cost of housing production.” The granting of this variance will expand the Site’s opportunities for residential development by enabling the production of 713 residential units, which would otherwise be limited due to parking restraints (Objective 1.1; Policy 1.1.4).

Additional findings related to the Project’s conformance with the General Plan are included in the Site Plan Review Findings.

6. CONDITIONAL USE APPLICATION FOR SALE AND SERVICE OF ALCOHOLIC BEVERAGES

The applicant is requesting a Conditional Use Permit (CUB) to allow the sale and dispensing of a full-line of alcoholic beverages at proposed restaurant and retail uses within the commercial portion of the proposed mixed-use development. The CUB’s are proposed for a total of four establishments: two establishments would be permitted to have on-site sales and consumption only and three establishments would be permitted to have off-site sales only. All areas serving alcohol will be located within the 4,178 square feet of commercial floor area located on the ground floor of the building.

The Project would operate 24 hours a day, with alcohol service from 8:00 am to 2:00 am, daily. Some establishments with on-site sales may have both indoor and outdoor/patio areas where on-site consumption is requested. Because precise floor plans and operational plans are not yet known, subsequent to approval of the Master CUB, Plan Approvals will be required for each alcohol-serving establishment.

GENERAL CONDITIONAL USE FINDINGS:

- i. That 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 is located within the South Park community of Downtown Los Angeles, a highly-urbanized setting with a mix of residential and commercial uses, primarily office and retail. South Park, a thriving mixed-use community, is in close proximity to transit and adjacent to the Los Angeles Sports and Entertainment District. Surrounded by office, commercial and residential uses, the Project Site and surrounding neighborhood are a destination for local workers, residents, visitors, and businesses, providing a 24-hour, seven days-a-week regional center of dining, entertainment, and activity. The Project Site is located approximately 0.26 miles from the existing Pico Station on the Metro Blue Line and Expo Line, reducing the reliance on automobiles for residents and visitors to the project. The proposed project is a 51-story mixed-use development with 536 residential units and approximately 4,178 square feet of ground floor commercial area. Retail uses are expected to include, but not be limited to restaurants and neighborhood-serving stores, such as a local market, drug store, or specialty store. South Park increases its livability from continued development of housing and retail, which will provide current and future residents amenities that allow them to live, work, and play within the same community.

Development of the Project site, which currently consists of surface parking lots, will assist in South Park's ongoing evolution as a state-of-the-art mixed-use community with commercial and residential development. The Project's new restaurants and retail uses will benefit future and existing residents in the community, who can dine and socialize at the new venues. The immediate vicinity currently has few restaurants to serve the numerous employees of existing office and industrial buildings nearby, such as the Transamerica Center, and the addition of restaurants will perform an essential and beneficial service to the community. The service of alcoholic beverages in such a setting has come to be accepted as a normal and desirable complement to food service in quality restaurants and an expected component of specialty retail establishments. Restaurants and retail stores in a mixed-use project promote pedestrian activity throughout all hours of the day. Restaurants and retail stores serving alcohol further promote night life activity, which is desired in South Park and the Central City area. Since the option for alcoholic beverages is a normal and expected amenity with meal service for many Project patrons, approval of the CUBs for the Project would be desirable to the public convenience and welfare. Therefore, the Project is performing an essential and desirable service by providing alcohol sales within a carefully controlled, high-quality mixed-use development, with appropriate security measures. With the ability to purchase alcohol on the Project site in South Park, local employees and residents will be less inclined to travel outside the neighborhood for shopping and dining, thus aiding in the relief of traffic congestion issues. In addition, the Project will generate employment opportunities and sales tax revenue for the community and City.

The Project will enhance the built environment in the surrounding neighborhood and will provide services that are beneficial to the community and greater region. The re-imagining of the Site with a mixed-use development provides the property with a use that is more in-line with the needs and projected growth of the South Park neighborhood and Downtown Los Angeles. In adding 536 new housing units, the Project will contribute to the DTLA 2040 Plan to add approximately 70,000 housing units to Downtown. Further the project will be contributing to Los

Angeles Mayor Eric Garcetti's goal of permitting 100,000 new housing units by 2021 to help meet the growing, dire housing demand in the City. The close proximity of the Site to the Pico Metro station accommodates sustainable and walkable housing options for residents of Los Angeles. There are limited housing options within the South Park neighborhood and the City of Los Angeles, and the proposed Project will help address this need in the community, city, and region.

- ii. **That 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 mixed-use Project will be compatible in size, height, and operations of other similar buildings in the neighborhood, which are largely residential and commercial. The Project site is immediately surrounded by a mix of residential, office, retail, industrial uses and surface parking lots. Buildings range from low-rise to high-rise buildings, which are physically separated from the Project site by major highways, secondary streets, and an alley. Directly to the west of the Project Site, separated by an alley is the seven-story Grand Lofts building featuring retail and residential uses. Just south of the Grand Lofts, to the west of the Project Site is the recently constructed 38-story mixed-use residential Aven Apartments building. Further southwest are the high-rise Evo/Luma/Elleven residential towers, with the tallest (Evo) at approximately 23 stories and 263 feet in height on Grand Avenue. To the north of the project site, located directly across 11th Street is the 25-story Ten50 residential tower with ground floor retail and a vacant single-story commercial building that has recently been proposed for redevelopment of a 70-story mixed-use residential building. On the east corner of the 11th Street and Olive Street intersection, located caddy-corner to the Project Site is the two-story YMCA Los Angeles Job Corps building. Across Olive Street, to the east of the Project Site is currently a vacant parking lot and the location of a proposed 60-story mixed-use development (Site 3). To the south, directly abutting the Project Site is an existing six-story parking structure. South of the proposed Site 3 and directly across Olive Street from the existing parking structure is the 32-story USC Tower (formerly the AT&T Tower) within the multi-building Transamerica Center. There are no single-family residential areas within 0.75 miles of the Project Site.

There will be no adverse effect on the general welfare of the City, the surrounding community or the future residents of the property because the sale of alcohol, as well as the Project density and scope, as designed is appropriate for the Site and the surrounding properties. The general welfare is served by the redevelopment of underutilized properties into a mixed-use development with 536 residential units and 4,178 square feet of street front commercial uses with the sale of alcohol beverages that will promote foot traffic and a positive street life. The Project does not remove any existing housing stock, and the proposal will serve the general welfare of the City by contributing 536 new residential dwelling units to the City's housing stock.

The redevelopment of the subject Site will improve the safety, welfare, and aesthetic of the neighborhood. The Project's amenities of retail and restaurant services with the option for alcohol will bring life to this underutilized intersection of 11th Street and Olive Street. The Project activates the block with new commercial tenants, dining, and a residential lobby supporting the pedestrian environment of the area and improving the welfare and safety of the surrounding neighborhood by providing a 24-hour natural security, bringing more eyes on the street. The requested entitlement for the sale of alcoholic beverages is compatible with the surrounding uses, as many of the surrounding buildings are office and residential uses that will support additional retail and

restaurant establishments. The Project will strengthen this area as a community hub of the South Park neighborhood and complement the adjacent uses.

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

The Project is not in a specific plan area but substantially conforms with the purpose, intent and provisions of the General Plan and the Central City Community Plan. The mixed-use Project will meet goals important to the City:

- a. The Framework Element of the General Plan states “Improvement of the jobs and housing relationships in sub-areas of the City may be accomplished through the re-use of commercially zoned corridors and development at transit stations which afford the opportunity for the development of a mix of uses, housing, local retail, and offices, and can improve localized jobs and housing relationships.”
- b. The Framework Element’s land use chapter Goal 3G maintains the “Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.” Objective 3.11 is to “provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.”
- c. “Currently, the City of Los Angeles has insufficient vacant properties to accommodate the cumulative amount of population growth which has been forecasted. The supply of land zoned for residential development is the most constrained in the context of population growth forecasts. Thus, should growth and new development in the City occur, most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses...”
- d. The land use chapter of the Framework Element also encourages development “...in proximity to rail and bus transportation corridors and stations.” Additionally, “it is intended that a considerable mix of uses be accommodated to provide population support and enhance activity near the stations. This may encompass a range of retail commercial, offices, personal services, entertainment, restaurants, and housing that serve both transit users and local residents.” The highest development intensities are targeted generally “within one quarter mile of the transit stations.” Framework Element Transit Station Goal 3K calls for “transit stations to function as a primary focal point of the City’s development.”

The proposed Project would meet all four of the goals stated above. The 536 residential units and 4,178 square feet of ground floor commercial venues within the mixed-use Project would provide additional housing and employment opportunities near existing Metro stations, thus improving the jobs/housing balance and accommodating population growth. The Project’s location in Downtown and close proximity to the Los Angeles Sports and Entertainment District is visitor-serving for business, entertainment, and cultural purposes. The subject site is identified as being within the Convention Center’s sphere of influence (Figure 3, Central City Community Plan). The intensity of the Project’s uses and floor area is appropriate for Downtown. The Project’s new residential building will expand housing and represent the distinguishable character of

Downtown. The Project will meet the Framework goal of focusing development near transit stations, as it would be located within one-half mile of the Pico Metro Station.

The purpose of the Community Plan's goals and objectives is to promote a vision of the Central City area as a community that:

- "Creates residential neighborhoods; while providing a variety of housing opportunities with compatible new housing."
- "Improves the function, design and economic vitality of the commercial districts."
- "Preserves and enhances the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance."
- "Maximizes the development opportunities of the future rail transit system while minimizing adverse impacts."
- "Plans the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the Central City Community."

The Project will contribute to the residential character of South Park with its 536 new residential dwelling units and will be compatible with the existing residential area. The commercial component of the Project will also improve the economic vitality of the neighborhood by catering to existing residents and workers of the area and will create new jobs that contribute to the economic development of the Central City. The high-quality design of this Project will improve the aesthetics of the Project site. The Project site, which consists of only a surface parking lot, will not result in the loss of any existing uses. The Project's design will be compatible with existing residential and commercial towers and is designed to minimize adverse impacts.

The Project will help meet the ultimate goal of the Central City Community Plan, which is "to create an environment conducive to conducting business and actively promote Downtown Los Angeles as the economic center for the region and the State of California. The plan also seeks to encourage the investment in Central City of all types of businesses, including commercial office, retail, manufacturing, and tourism, which in turn expands job opportunities for all of the city's residents." The new Project is a significant investment in the Central City with its new mixed-use tower and retail space, which will provide new job opportunities. The Project will also help foster one of Central City's primary goals, which is "the establishment of an active 24-hour downtown." Due to the mix of uses, the Project will have a stable population of residents living and using amenities on-site but its location will also attract visitors and tourists.

In permitting the sale of alcohol at the Project Site, the Project will be consistent with the various elements, objectives, and policies of the General Plan and the Central City Community Plan.

Objective 2-1

To improve Central City's competitiveness as a location for offices, business, retail, and industry.

Objective 2-3

To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.

Objective 2-4

To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.

Policy 2-2.3

Support the growth of neighborhoods with small, local retail services.

Policy 2-4.1

Promote night life activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity.

The Project's new restaurants and retail establishments seeking CUBs will support the growth of the South Park neighborhood and contribute to positive night life and street life in Downtown Los Angeles. The new retail will include neighborhood-serving uses. Alcoholic beverage service is an expected amenity with meal service for many patrons, and restaurants serving alcoholic beverages will help create an environment that is attractive to tourists, local professionals, and residents. In turn, the new retail establishments of the Project may help attract other businesses and retail to the area. Growing the South Park community with more retail and restaurant establishments will create an intriguing surrounding neighborhood for visitors and tourists of the Los Angeles Convention Center.

ADDITIONAL FINDINGS

i. Explain how the proposed use will not adversely affect the welfare of the pertinent community.

The sale of alcoholic beverages on the Project site will not adversely affect the welfare of the pertinent community, which is predominantly commercial and residential. The Project is part of an area of commercial and residential uses in the Central City Community Plan. The sale of alcoholic beverages would contribute to the economic welfare of the community, and to the overall success of the Project. Located in the heart of the South Park neighborhood, the surrounding uses are already focused on creating a vibrant mix of day-time office uses and night-time dining and entertainment destinations for the local community. The Project will provide additional amenities to support the existing entertainment venues and improve the urban atmosphere of this area, providing a larger variety of dining options as well as bringing more residents to the area to support existing venues. The increased venues and visitors will continue to stimulate and encourage enhanced development in this area of South Park that is integral for economic growth of the City. The Project will bring additional economic value for the residents, business owners, and City through additional sales tax revenue and increased property values. The Project will create many permanent local jobs for residents including residential service staff, restaurant staff, security, commercial venue staff, etc.

The community will not be burdened by the additional guests, visitors, and residents as the Project provides adequate parking, and is within direct access to several Metro Bus lines through nearby stations on Olive Street, Grand Avenue, and Hill Street, and the Metro Rail Blue and Expo Lines.

The new streetscaping, active street frontage, and new additional residents provided by the Project will improve pedestrian activity and increase safety as there will be more active streets during extended hours of the day and night. The Project will also improve the aesthetic of this block at Olive Street and 11th Street, increasing its physical appeal, as well as improving the safety of the area.

To additionally protect the welfare and concerns of the surrounding community, conditions of approval will be set forth by the City, the Los Angeles Police Department, and the State Department of Alcoholic Beverage Control to ensure no ill effects result from the granting of these entitlements. As tenants are identified for the retail and restaurant spaces, each individual establishment will be required to be approved through the Plan Approval process. Security plans, floor plans, seating limitations, and other recommended conditions, as well as the mode and character of the operation, would be addressed and assured through the imposition of establishment-specific conditions. In addition, on-site alcohol consumption will be entirely contained within a carefully controlled high-quality, mixed-use development with appropriate security protections. These conditions would ensure that each Project establishment complies with the condition of the CUBs and that the use would not adversely affect the welfare of the community. The requested entitlements are to improve the building, amenities, and community, and the applicant welcomes all opportunities to protect the welfare of the neighborhood through these entitlements.

ii. Explain how the approval of the application will not result in or contribute to an undue concentration of such establishments.

The Project is located within a Regional Center where a variety of uses is permitted and encouraged and concentration of licenses is anticipated. There are numerous restaurants that serve alcohol for on-site consumption in the area.

As of April 22, 2018, according to the Department of Alcoholic Beverage Control, in Census Tract No. 2079.00 within which the Project is located, the maximum number of on-site licenses permitted is 2, with 29 existing, and the maximum number of off-site licenses permitted is 2, with 7 existing. Of the 29 establishments with on-site licenses, 11 have Type 41 License for on-site sales and consumption of beer and wine, 15 have a Type 47 License for on-site general sales and consumption as bona-fide public eating places, two have Type 48 for on-site general sales for public premises, and one has Type 57 for special on-site general sales. Of the seven establishments with off-site licenses, five establishments have a Type 20 license for off-site beer and wine sales, and two establishments have a Type 21 License for general off-site sales. There are 5 establishments within 600 feet of the Property that serve alcohol. In addition, there are 12 restaurants, bars, and markets within 600 and 1,000 feet that serve alcohol.

Within the development, the Applicant is proposing to add two Type 47 licenses to cover the on-site restaurant uses within the ground floor commercial area, and two Type 21 licenses for off-site sales at the retail establishments within the ground floor commercial area.

Over-concentration can be undue when the addition of a license will negatively impact a neighborhood. Over-concentration is not undue when approval of a license does not negatively impact an area, but rather such license benefits the public welfare and convenience. Although the

census tract is numerically over-concentrated for on-site licenses, the Project will not adversely affect the community welfare because the proposed development is a desirable use and a needed use in an area designated for commercial and residential uses. The census tract is also located in an active commercial area where there is a demand for on-site licenses beyond the allocated number and where an over-concentration of licenses is acknowledged. State license allocations are based on population, which was reported 4,163 residents in the most recent Census Tract population update. Therefore, the proposed CUBs would contribute to an undue concentration of alcohol establishments in the area because the number of licenses in Project site's census tract already exceeds the permitted number of on- and off-site licenses. The area has had an increase in restaurants with alcohol permits to serve both the expanding residential population of the area, nearby office workers, and tourists. Despite this over-concentration, the City may allow additional on- and off-site licenses if it finds that the public convenience and necessity would be served by the issuance of such additional licenses. Additionally, of the existing establishments within the Project's census tract, there are 5 establishments with on-site alcohol licenses within 600 feet of the Project Site. These are Seven Eleven at 504 W. Olympic Boulevard; Prank at 1100 S. Hope Street, Unit 107; Barcito at 403 W. 12th Street; The Mayan at 1038 S. Hill Street; and Belasco Nightclub at 1050 S. Hill Street.

It is not uncommon to have concentrations of this nature in a dense, urban area that is a regional and internationally known center and destination. Although the current local residential population is relatively small, with 3,450 existing residential units and over 6,000 residents, the area is growing to a regional residential center with a total 12,367 residential units existing or currently under construction according to 2018 Downtown Los Angeles Development Data published by the South Park Business Improvement District. The South Park neighborhood is a significant employment center with approximately 17,800 employees, according to the 2016 California Employment Development Department data. With the Project located within the Convention Center sphere of influence, visitors, residents, and the working population of South Park would serve to support the concentration of on-site and off-site licenses in the area. The addition of the requested entitlements for these same uses will not adversely contribute to an undue concentration within the surrounding community.

The requested entitlements are also necessary for the economic and conceptual success of the Project as residents and visiting patrons expect such amenities in fine-dining establishments. The Project's mixed-use program with requested conditional use for the on-site and off-site sales of alcohol, will create and support the live/work community of South Park. Granting the requested entitlements will allow the other positive benefits of the Project to be successful, including improved security and physical presence.

As part of the application process, the Applicant's representative will meet with the Los Angeles Police Department, and review security, training, and other proposed conditions for the Project. The Project will include any conditions necessary to limit any adverse impacts caused by the service of alcohol within the multiple venues of the Project.

Issuances of licenses to serve alcohol on-site or off-site would not tend to create a law enforcement problem. Crime statistics by reporting division are no longer offered from the Department of Alcoholic Beverages and were unable to be collected from the Los Angeles Police Department. Within a one-mile radius of the Project Site, there have been 373 crimes within the past month, as identified by the Los Angeles Police Department's Crime Mapping service. Of those

crimes, zero (0) crimes were related to alcohol/ drug violations or Driving Under the Influence (DUI). Within the past six months, there have been zero (0) crimes related to alcohol /drug violation or Driving Under the Influence within one-mile of the Project Site.

According to the Los Angeles Police Department's COMPSTAT statistics, in the Central Area, there were 133 violent crimes during the period of March 18, 2018 to April 18, 2018, and 503 violent crimes to during the 2018 year to date. During this same period, the City as a whole has experienced 2,080 violent crimes during the March to April period, and 7,599 violent crimes in the 2018 year to date. As described in the above findings, the Project area already includes restaurants and bars that feature the sale and service of alcoholic beverages. As exemplified by the existing lack of crimes related to alcohol, the issuance of additional licenses to serve alcohol on-site or off-site will not create a law enforcement problem. Additionally, private security will be provided for the Project Site that will work in conjunction with law enforcement to continue creating a safe urban environment and not add burden to existing law enforcement branches.

iii. Explain how the approval of the application will not detrimentally affect nearby residential zones or uses.

The Project will not detrimentally affect nearby residentially zoned uses. The Project is located within a mixed-use commercial corridor, so diversity among its uses is not uncommon. The requested entitlement for service of alcohol does not represent the introduction of these uses to the area that does not already have numerous alcohol-serving establishments. Numerous restaurants, bars, and large entertainment venues serving alcohol are located in the immediate vicinity. The nearby residential uses are multi-family apartments and several newer condominiums in mixed-use buildings with commercial, restaurant, and bar spaces. There are no single-family homes, churches, hospitals or parks within 600 feet of the Project site. However, there are two schools within 600 feet of the Project Site, including Faye Washington Youth Employment Center at 1020 S. Olive Street and SIA Tech School at 221 W. 11th Street. There are no sensitive uses within a 600-1000-foot radius of the Project site.

The Project will include 536 new residential units, and it is in the best interest of the residents to make certain that establishments offering alcohol are operated in a responsible manner. The Project's retail and restaurant services are within a contained and controlled environment, where monitoring is facilitated and the property owner retains responsibility for strict oversight and compliance with all regulations and conditions. For the restaurants and specialty markets that would sell alcoholic beverages, the sale would generally be incidental to their primary operations. Therefore, this use would not result in detrimental impacts to nearby residentially-zoned properties. The sale of alcoholic beverages is of importance to operators of restaurants and specialty markets to attract and cater to their clientele. The establishments would be part of a high-quality, mixed-use development and all alcohol services would be within a carefully controlled environment served by responsible operators. Security measures would provide safeguards against alcohol-related nuisances. As stated previously, the specific details of each establishment would be reviewed pursuant to the Plan Approval process by the Planning Department with input from the Police Department. Specific conditions for each establishment would ensure that no adverse impacts would result due to the Project's on-sale and off-sale licenses.

QUESTIONS REGARDING THE PHYSICAL DEVELOPMENT OF THE SITE

- a. *What is the total square footage of the building or center the establishment is located in?*

The Project proposes the construction of a mixed-use development with 491,515 square feet of floor area including 536 residential units and 4,178 square feet of ground floor commercial floor area.

- b. *What is the total square footage of the space the establishment will occupy?*

The total floor area of the two on-site restaurant establishments and two off site retail establishments will occupy up to 4,178 square feet of commercial designated area on the ground floor of the development.

- c. *What is the total occupancy load of the space as determined by the Fire Department?*

This information is unknown at this time. However, the commercial establishments would not exceed the maximum occupancy loads as determined by the Department of Building and Safety and the Fire Department.

- d. *What is the total number of seats that will be provided indoors/outdoors?*

To be determined for individual commercial venues. For the commercial-venue fronting Olive Street with an approximate area of 1,723 square feet, the Applicant proposes 17-indoor seats.

- e. *If there is an outdoor area, will there be an option to consume alcohol outdoors?*

Yes.

- f. *If there is an outdoor area, is it on private property or the public right-of-way, or both?*

Private Property.

- i. *If an outdoor area is on the public right-of-way, has a revocable permit been obtained?*

Not Applicable.

- g. *Are you adding floor area?*

Yes. The entire building is new construction.

- i. *If yes, how much is enclosed? Outdoors?*

Unknown at this time.

h. *Parking*

- i. *How many parking spaces are available on the Site?*

A total of 581 parking spaces will be maintained on-site for the entire Project.

- ii. *Are they shared or designated for the subject use?*

The on-site parking will be designated for either residential uses or commercial uses. There will be 581 parking spaces reserved for residents.

- iii. *If you are adding floor area, what is the parking requirement as determined by the Department of Building & Safety?*

A total of 581 spaces are required for residential uses and a total of 0 parking spaces are required for the 4,178 square feet of retail and restaurant uses.

- iv. *Have any arrangements been made to provide parking off-site?*

No, all required parking for the proposed uses will be provided on-site.

1. *If yes, is the parking secured via a private lease or a covenant/affidavit approved by the Department of Building & Safety?*

Not applicable.

2. *Please provide a map showing the location of the off-site parking and the distance, in feet, for pedestrian travel between the parking area the use it is to serve.*

Not Applicable, there is no off-site parking.

3. *Will valet service be available? Will the service be for a charge?*

Unknown at this time.

- i. *Is the Site within 1,000 feet of any schools (public, private or nursery schools), churches or parks?*
Yes.

Within 600 feet:

- Faye Washington Youth Employment Center
1020 S. Olive Street
- SIA Tech School
221 W. 11th Street

Within 1000 feet: None

- j. *For massage parlors and sexual encounter establishments, is the Site within 1,000 feet of any other Adult Entertainment Businesses as defined by LAMC 12.70 B17?*

Not Applicable.

QUESTIONS REGARDING THE OPERATION OF THE ESTABLISHMENT

- a. *What are the proposed hours of operation and which days of the week will the establishment be open?*

Hours of Operation: 24 hours, 7 days a week

Hours of Alcohol Sales: 8 am – 2 am, 7 days a week

- b. *Will there be entertainment such as a piano bar, dancing, live entertainment, movies, karaoke, video game machines, etc...? Please specify:*

No.

- c. *Will there be minimum age requirements for entry? If yes, what is the minimum age requirement and how will it be enforced?*

Operations of such establishments will be in accordance with the rules and regulations of the California Department of Alcoholic Beverage Control. Operators of establishments which impose age restrictions will be required to verify the age and the identity of patrons and would be enforced by private security.

- d. *Will there be any accessory retail uses on the Site? What will be sold?*

The Project includes a retail component within the designated commercial floor area. The exact nature of the accessory retail uses is still under development at this time, and specific tenant is still being identified.

- e. *Security*

- i. *How many employees will you have on the Site at any given time?*

The total number of employees is not yet known at this time but will be disclosed as part of the Plan Approval Process.

- ii. *Will security guards be provided on-site? If Yes, how many and when?*

Yes, it is anticipated that security will be provided as part of the larger development; however, the number is not known at this time. If at the time of the Plan Approval, it is determined that additional security guards are necessary for a proposed tenant, then the responsibility to provide the security shall fall to the operator.

- iii. *Has LAPD issued any citations or violations?*

No.

f. *Alcohol*

- i. *Will there be beer & wine only, or a full-line of alcoholic beverages available?*

The applicant is requesting a full-line of alcoholic beverages.

- ii. *Will “fortified” wine (greater than 16% alcohol) be sold?*

It is possible that a tenant may wish to serve “fortified wine;” however, since specific tenants have not been identified, this information is not yet known, and will be determined at the time of the Plan Approval process

- iii. *Will alcohol be consumed on any adjacent property under the control of the applicant?*

No

- iv. *Will there be signs visible from the exterior that advertise the availability of alcohol?*

No.

g. *Food*

- i. *Will there be a kitchen on the Site?*

The on-site sales will be within two bona-fide restaurants, featuring a full kitchen for each establishment. The retail establishments may feature prepared food items as well, but alcohol will only be sold for off-site consumption.

- ii. *Will alcohol be sold without a food order?*

Yes.

- iii. *Will the sale of alcohol exceed the sale of food items on a quarterly basis?*

The sale of alcohol will not exceed the sale of food items at the restaurant venues. It is not known at this time if alcohol sales will exceed other retail items at the off-site sales retail establishments.

- iv. *Provide a copy of the menu if food is to be served.*

Menus are not yet available as specific tenants have not been identified at this time.

h. *On-Site*

- i. *Will a bar or cocktail lounge be maintained incidental to a restaurant?*

As tenants have not been identified, this information will be determined during the Plan Approval process for individual venues.

- a. *If yes, the floor plans must show the details of the cocktail lounge and the separation between the dining and lounge facilities.*

To be determined.

- ii. *Will off-site sales of alcohol be provided accessory to on-site sales (“Take Out”)?*

The restaurants will not offer off-site sales as an accessory service. Only the retail establishment will offer off-site sales of alcohol.

- a. *If yes, a request for off-site sales of alcohol is required as well.*

Not Applicable.

- iii. *Will discounted alcoholic drinks (“Happy Hour”) be offered at any time?*

It is anticipated that the restaurants will have a “Happy Hour” or offer other promotional pricing on alcoholic beverages.

- i. *Off-Site*

- i. *Will cups, glasses or other containers be sold which might be used for the consumption of alcohol on the premises?*

It is possible that the retail establishments may sell cups, glasses, or other containers; however, the consumption of alcoholic beverages in such containers would be restricted to designated eating areas.

- ii. *Will beer or wine coolers be sold in single cans, or will wine be sold in containers less than 1 liter (750 ml)?*

Because the specific operating procedures of the retail establishments are unknown at this time, detailed information regarding the type of alcohol sales will be provided during the Plan Approval process.

CALDERA BILL (CA Business and Professions Code Section 23958 and 23958.4)

- a. *Is this application a request for on-site or off-site sales of alcoholic beverages?*

Both on-site and off-site sales of alcoholic beverages are requested.

- i. *If yes, is the establishment a bona-fide eating place (restaurant) or hotel/motel?*

The Applicant is proposing three restaurants with the service of a full-line of alcoholic beverages on the ground floor of the building.

ii. *If no, contact the CA Department of Alcoholic Beverage Control (ABC) to determine whether the proposed Site is located in an area whereby:*

i. *Issuance of a license to serve alcohol on-site or off-site would tend to create a law enforcement problem, or*

Issuances of licenses to serve alcohol on-site or off-site would not tend to create a law enforcement problem. Crime statistics by reporting division are no longer offered from the Department of Alcoholic Beverages, and were unable to be collected from the Los Angeles Police Department. Within a one-mile radius of the Project Site, there have been 398 crimes within the past month, as identified by the Los Angeles Police Department's Crime Mapping service. Of those crimes, zero (0) crimes were related to alcohol/ drug violations or Driving Under the Influence (DUI). Within the past six months, there have been zero (0) crimes related to alcohol /drug violation or Driving Under the Influence (DUI) within one-mile of the Project Site.

According to the Los Angeles Police Department's COMPSTAT statistics, in the Central Area, there were 133 violent crimes during the period of March 18, 2018 to April 18, 2018, and 503 violent crimes to during the 2018 year to date. During this same period, the City as a whole has experienced 2,080 violent crimes during the March to April period, and 7,599 violent crimes in the 2018 year to date.

As described in the above findings, the Project's surrounding area already features restaurants, bars, and markets, that offer the sale and service of full-line alcoholic beverages. As exemplified by the existing lack of crimes related to alcohol, the issuance of additional licenses to serve alcohol on-site or off-site will not create a law enforcement problem. Additionally, private security will be provided for the Project Site that will work in conjunction with law enforcement to continue creating a safe urban environment and not add burden to existing law enforcement branches.

ii. *If issuance would result in, or add to an undue concentration of licenses.*

As of April 22, 2018, according to the Department of Alcoholic Beverage Control, in Census Tract No. 2079.00 within which the Project is located, the maximum number of on-site licenses permitted is 2, with 29 existing, and the maximum number of off-site licenses permitted is 2, with 7 existing. Of the 29 establishments with on-site licenses, 11 have Type 41 License for on-site sales and consumption of beer and wine, 15 have a Type 47 License for on-site general sales and consumption as bona-fide public eating places, two have Type 48 for on-site general sales for public premises, and one has Type 57 for special on-site general sales. Of the seven establishments with off-site licenses, five establishments have a Type 20 license for off-site beer and wine sales, and two establishments have a Type 21 License for general off-site sales. There are 5 establishments within 600 feet of the Property that serve alcohol. In addition, there are 12 restaurants, bars, and markets within 600 and 1,000 feet that serve alcohol.

It is not uncommon to have concentrations of this nature in a dense, urban area that is a regional and internationally known center and destination. Although the current

local residential population is relatively small, with 3,450 existing residential units and over 6,000 residents, the area is growing to a regional residential center with a total 12,367 residential units existing or currently under construction according to 2018 Downtown Los Angeles Development Data published by the South Park Business Improvement District. The South Park neighborhood is a significant employment center with approximately 17,800 employees, according to the 2016 California Employment Development Department data. With the Project located within the Convention Center sphere of influence, visitors, residents, and working population of South Park would serve to support the concentration of on-site and off-site licenses in the area. The addition of the requested entitlements for these same uses will not adversely contribute to an undue concentration within the surrounding community.

- b. *If ABC has determined that an eligible use is in an area of high crime or undue concentration of licenses, the City Council will need to make the finding that the issuance of the license is required for public convenience or necessity.*

The Applicant is seeking a Conditional Use Permit for alcohol-serving establishments to provide the ability to serve alcoholic beverages for on-site sales and consumption at three restaurant venues and off-site sales at three retail venues. The proposed restaurant and retail uses will “encourage pedestrian-oriented design by improving street edges and providing active uses” (South Park Design Guidelines Page 72) and will “reestablish the legibility of the urban fabric,” (South Park Design Guidelines Page 67). The serving of alcoholic beverages is a normal and expected amenity with meal services for many Project patrons and the approval of the CUB for the Project would be desirable to the public convenience.

The Project aims to provide convenient access to a quality restaurant and retail attractions, creating a vibrant area for street life within a safe and secure environment. Therefore, an essential and desirable service will be performed by providing alcohol sales within a carefully controlled, high-quality mixed-use development, with appropriate security measures in place. With the ability to purchase alcohol at retail and restaurant venues, local employees, guests, and residents would have much less need to travel outside the neighborhood to accomplish their shopping and dining needs. The issuance of a Conditional Use Permit for the Project Site is required for public convenience.

The objective of the Project is to create an inviting, pedestrian-friendly commercial and residential development, consistent with the goals of the Community Plan. Dining with the availability of alcoholic beverages is an essential part of a quality dining experience. The success of the restaurant and retail establishments depends on the ability to provide this service to their patrons. Such activities are a natural, vital extension of restaurant and certain retail establishments, and a function of the pedestrian-friendly environment. The issuance of the CUP is for the public convenience and necessity.

ADDITIONAL REQUIREMENTS FOR MASTER CUBs/CUXs

At this time, the square footage of each particular restaurant and retail venue is unknown, as is the specific address or suite/unit number corresponding to each CUB request. The tenant-operator of each alcohol establishment is also unknown. As stated previously in the responses of this document,

more information will be available once tenants have been selected and a separate Plan Approval will be required from the Los Angeles Planning Department for each future tenant.

Type	Restaurant	Retail	Total
On-site	2	0	2
Off-site	0	2	2

SITE TWO PHOTO EXHIBIT
1105-1123 S. Olive Street

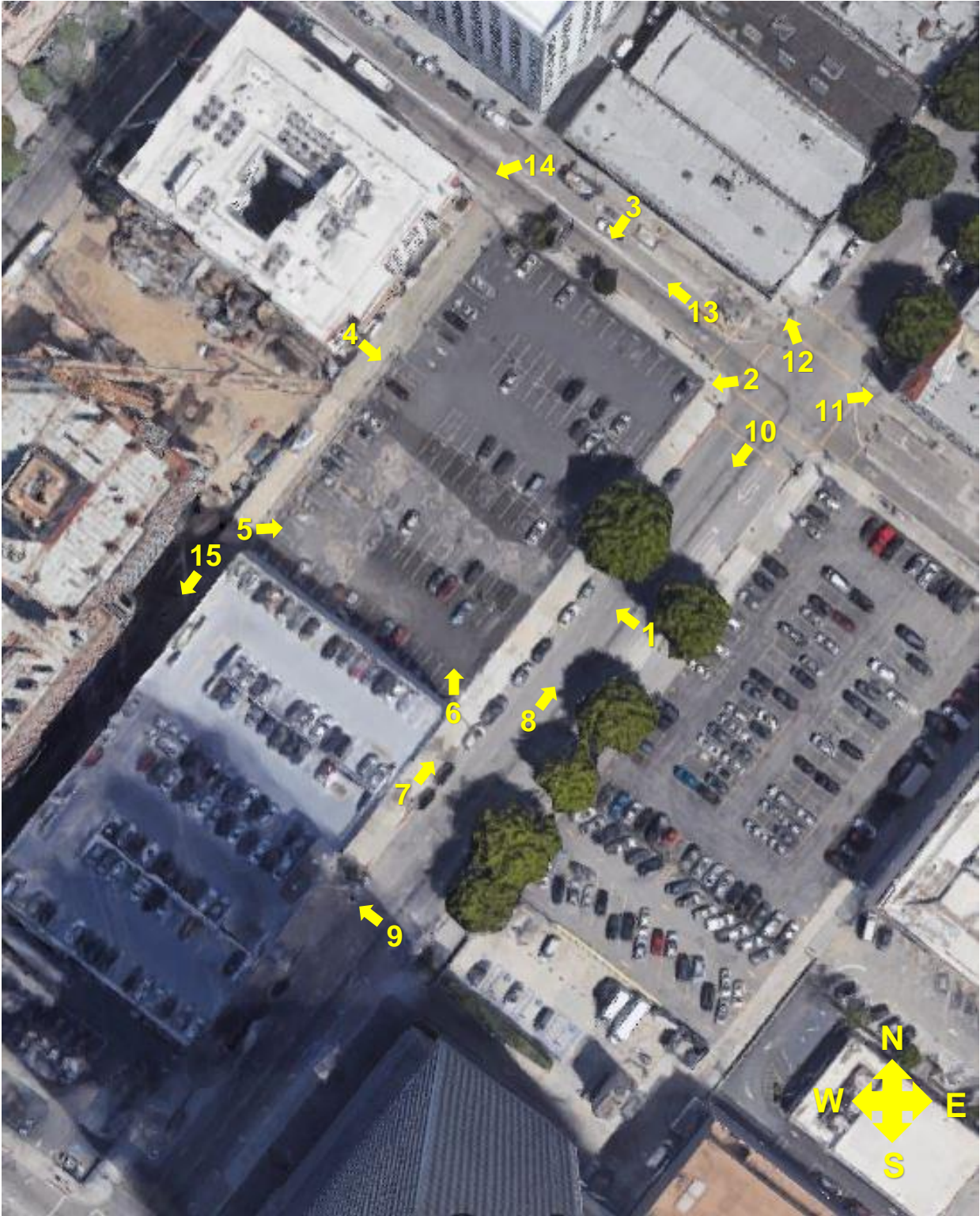


Photo Index Map



Photo 1. View of the project site from Olive Street (Facing northwest).



Photo 2. View of the Site from the east corner at the intersection of Olive and 11th St. (Facing west).



Photo 3. View of the project site from 11th Street (Facing southwest)



Photo 4: View of the project site from the adjacent alley positioned on the northwest side of the site (Facing southeast).



Photo 5: View of the project site taken from the West Corner (Facing East).



Photo 6: View of the project site from the South Corner (Facing north on Olive St.).



Photo 7. View of adjacent sidewalk on Olive Street (Facing northeast).

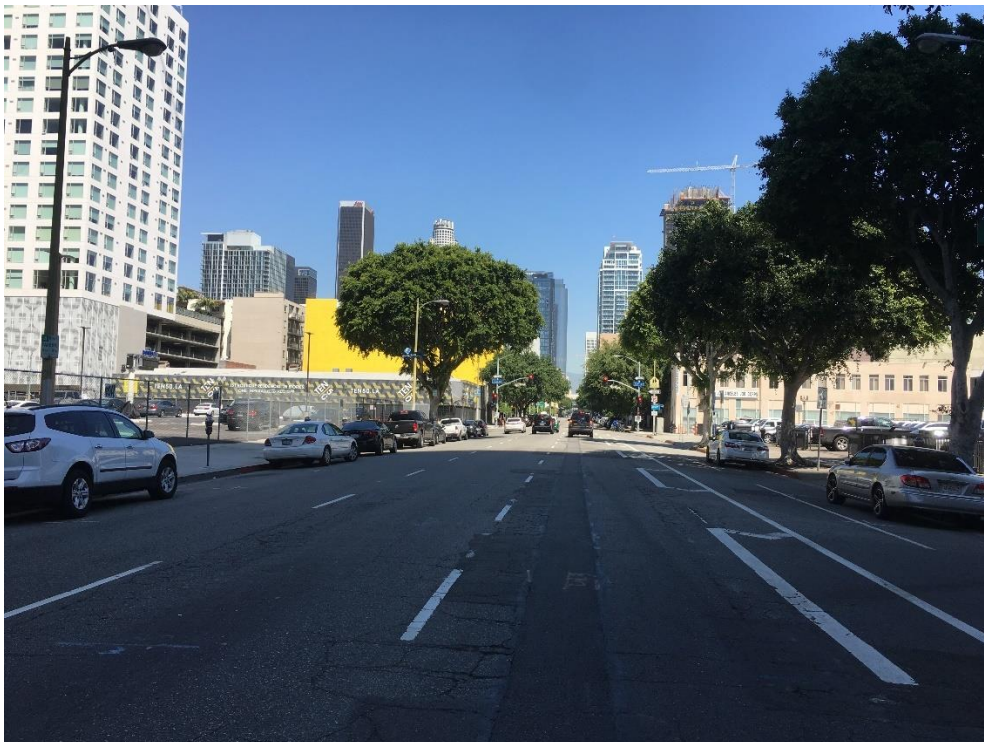


Photo 8. View of Olive Street looking towards the intersection of Olive and 11th Street (Facing North-East).



Photo 9. View of the adjacent property, a parking structure directly southeast of the project site. (Taken from Olive St. facing northwest).



Photo 10. View of Olive Street taken from the intersection of Olive and 11th (Facing southwest).



Photo 11. View of adjacent property located at the intersection of Olive and 11th Street, caddy-corner to the project site. (Facing East)



Photo 12. View of adjacent property located at the intersection of Olive and 11th St., directly across 11th Street from the project site. (Facing north).



Photo 13. View of 11th Street and adjacent signage to the project site. (Facing North West).



Photo 14. View of adjacent property to the northwest of the project site and the adjacent alley that separates the two properties. Photo taken from across 11th Street, facing Southwest.



Photo 15. View of adjacent alley taken from the southern end of the site (Facing southwest).

**DTLA South Park
Properties Site 2**

Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

SHEET INDEX

01-GENERAL

G0.00 COVER SHEET

G0.01a PROJECT SUMMARY

G0.01b PLOT PLAN

G0.02 DTLA DESIGN GUIDE DIAGRAM

G0.03 DDG CHECKLIST JUSTIFICATION

G0.04 DDG CHECKLIST JUSTIFICATION

G0.05 RETAIL FRONTAGE DIAGRAM

G0.06 OPEN SPACE DIAGRAMS

02-ARCHITECTURE

A1.01 FLOOR PLAN - B6

A1.02 FLOOR PLAN - B2-B5

A1.03 FLOOR PLAN - B1

A1.04 FLOOR PLAN - LEVEL 1

A1.05 FLOOR PLAN - LEVEL 2

A1.06 FLOOR PLAN - LEVEL 3

A1.07 FLOOR PLAN - LEVEL 4

A1.08 FLOOR PLAN - LEVEL 5

A1.09 FLOOR PLAN - LEVEL 6

A1.10 FLOOR PLAN - LEVEL 7

A1.11 FLOOR PLAN - LEVEL 21

A1.12 FLOOR PLAN - LEVEL 22

A1.13 FLOOR PLAN - LEVEL 32

A1.14 FLOOR PLAN - LEVEL 41

A1.15 FLOOR PLAN - LEVEL 42

A1.16 FLOOR PLAN - LEVEL 51

A1.17 FLOOR PLAN - ROOF LEVEL

A2.01 BUILDING ELEVATIONS

A2.02 BUILDING ELEVATIONS

A2.03 CONTEXT ELEVATIONS

A2.04 CONTEXT ELEVATIONS

A2.05 RENDERING

A2.06 RENDERING

A2.07 RENDERING

A2.08 RENDERING

A3.01 BUILDING SECTIONS

A4.01 ENLARGED BIKE PARKING PLANS

A4.02 TYPICAL PARKING FACADE DIAGRAMS - OLIVE STREET

A4.03 TYPICAL PARKING FACADE DIAGRAMS - MARGO STREET

A4.04 CUB EXHIBIT & RETAIL ELEVATIONS

A5.01 LIGHTING STRATEGY

03-LANDSCAPE

L0.01 LANDSCAPE - SITE CONTEXT

L0.02 LANDSCAPE - SITE CONCEPT

L0.03 LANDSCAPE - SITE CONTEXT & IMAGERY

L1.01A LANDSCAPE - LEVEL 1

L1.01B LANDSCAPE - LEVEL 1 PLANTING AND OPEN SPACE PLAN

L1.02A LANDSCAPE - LEVEL 6

L1.02B LANDSCAPE - LEVEL 6 PLANTING AND OPEN SPACE PLAN

L1.03A LANDSCAPE - LEVEL 21

L1.03B LANDSCAPE - LEVEL 21 PLANTING AND OPEN SPACE PLAN

L1.04A LANDSCAPE - LEVEL 41

L1.04B LANDSCAPE - LEVEL 41 PLANTING AND OPEN SPACE PLAN

L1.05A LANDSCAPE - LEVEL 51

L1.05B LANDSCAPE - LEVEL 51 PLANTING AND OPEN SPACE PLAN

L1.06 LANDSCAPE - GROUND LEVEL PLANTING IMAGERY

L1.07 LANDSCAPE - AMENITY DECK IMAGERY

04-CIVIL (BY OTHERS, FOR REFERENCE)

C0.1 DEMOLITION PLAN

C0.2 GRADING PLAN

C0.3 UTILITY PLAN

05-SIGNAGE (BY OTHERS, FOR REFERENCE)

SG0.0 SIGNAGE COVER SHEET

SG1.0 SIGN MENU

SG2.0 EAST ELEVATION SIGN LOCATIONS

SG3.0 CORNER RENDERING

SG4.0 CORNER RENDERING

SG5.0 EAST ELEVATION RENDERING

SG6.0 EAST ELEVATION RENDERING

SG7.0 CORNER RENDERING

SG8.0 CORNER RENDERING

SG9.0 NORTH ELEVATION SIGN LOCATIONS

SG10.0 WEST ELEVATION SIGN LOCATIONS

SG11.0 SOUTH ELEVATION SIGN LOCATIONS



DTLA SOUTH PARK PROPERTIES SITE 2

CASE FILING

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

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Seal

Sheet Identification

**DTLA DESIGN
GUIDE DIAGRAM**

G0.02

DESIGN PRINCIPLES

- 1 SIDEWALKS AND SETBACKS**
-BUILDING STEPS BACK AT CORNER TO ACCENTUATE TOWER.
- SIDEWALK DIMENSIONS COMPLY WITH DOWNTOWN STREET STANDARDS
- 2**
OLIVE ST: 17'
11TH ST: 15'
- 3 GROUND FLOOR TREATMENT**
-11TH ST. IS A RETAIL ST, REQUIRING A MIN. OF 75% ACTIVE FRONTAGE AND A MIN OF 25' RETAIL DEPTH
PROJECT PROVIDES IN EXCESS OF 75% FRONTAGE AND 25' DEPTH
- 4 PARKING AND ACCESS**
- PARKING ACCESS OCCURS ON OLIVE STREET, MID-BLOCK
PRIORITIZING ACTIVE LOBBY AND RETAIL USE TOWARDS THE BUILDING'S CORNER
- 3 LEVELS OF ABOVE GRADE PARKING ARE SCREENED WITH ARCHITECTURAL PANELS IN A RHYTHM AND SCALE SEEN THROUGHOUT THE BUILDING'S PODIUM
- 5**
- 6 MASSING AND STREET WALL**
45' MIN STREET WALL REQ'D /65' 6" PROVIDED
80% STREET WALL REQ'D ON 11TH ST / 80% PROVIDED
75% STREETWALL REQ'D ON OLIVE ST. / 75% PROVIDED
- TOWER MASSING IS VISUALLY CONNECTED TO THE GROUND AT
- 7** THE CORNER OF 11TH AND OLIVE AND INTEGRATED WITH BUILDING'S PODIUM
- 8 OPEN SPACE AND LANDSCAPE**
OPEN SPACE IS PROVIDED AT THE ROOF OF THE PODIUM, 2 MID TOWER 'SKY GARDENS' AND TOWER ROOF. ADDITIONALLY, A PORTION OF THE RESIDENTIAL UNITS HAVE BALCONIES
- 9 STREETScape IMPROVEMENTS**
STREETScape IMPROVEMENTS INCLUDE WIDER SIDEWALKS PER CITY STANDARDS, NEW STREET TREES, ACTIVE USES AND PEDESTRIAN LIGHTING.
- 10 ARCHITECTURAL DETAIL**
ARCHITECTURAL DETAIL AND MATERIALITY IDENTIFIES A DISTINCT BASE, TOWER, AND TOP ON ALL FOUR SIDES OF THE BUILDING. MATERIALS TO INCLUDE GLAZING SYSTEM, METAL PANEL, LOUVER AND MASONRY. EXTERIOR LIGHTING AT FACADE SHIELDED FOR GLARE.
- 11 ARCHITECTURAL SIGNAGE**
BUILDING SIGNAGE LIMITED TO PODIUM IDENTIFYING LOBBY AND RETAIL. WAYFINDING SIGNAGE AT PARKING ENTRANCE AND SERVICE AT ALLEY
- 12 ENERGY CONSERVATION**
SOLAR VOLTAICS OFFSET RESIDENTIAL AMENITY ENERGY CONSUMPTION, WHILST ENERGY EFFICIENT GLAZING AND ARCHITECTURAL DETAILS MINIMISE RESIDENTIAL ENERGY LOADS



NOTE: ALL HEIGHTS AND DIMENSIONS ARE APPROXIMATE

NOT FOR CONSTRUCTION

DTLA South Park
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Seal

Sheet Identification

DDG CHECKLIST
JUSTIFICATION

G0.04

- 5. Yes [A2.01 & A2.02, A2.05]
- 5a. Yes [A2.01 & A2.02, A2.05]
- 5b. Yes [A2.01 & A2.02, A2.05]

B. Vertical Variation

- 1. Yes [A2.01 & A2.02, A2.05, A2.06]
- 2. Yes [A2.01 & A2.02, A2.05, A2.06]
- 3. Yes [A2.01 & A2.02, A2.05, A2.06]
- 4. N/A: There are no existing historic datums or historic structures.
- 5. Yes [A2.01 & A2.02, A2.05, A2.06]

C. Materials

- 1. Yes [A2.01 & A2.02, A2.05, A2.06]
- 2. Yes [A2.01 & A2.02, A2.05, A2.06]
- 3. Yes [A2.01 & A2.02, A2.05, A2.06]
- 4. Yes [A2.01 & A2.02, Aa.05, A2.06]
- 5. Yes [A2.01 & A2.02, A2.05, A2.06]
- 6. Yes [A2.01 & A2.02, A2.05, A2.06]
- 7. Yes [A2.01 & A2.02, A2.05, A2.06]
- 8. Yes [A2.01 & A2.02, A2.05, A2.06]
- 9. Yes [A2.01 & A2.02, A2.05, A2.06]
- 10. Yes [A2.01 & A2.02, A2.05, A2.06]

D. Windows and Doors

- 1. Yes [A2.01 & A2.02, A2.05, A2.06]
- 2. Yes [A2.01 & A2.02, A2.05, A2.06]
- 3. Yes [A2.01 & A2.02, A2.05, A2.06]

E. Glazing

- 1. Yes [A2.01 & A2.02, A2.05, A2.06]
- 2. Yes [A2.01 & A2.02, A2.05, A2.06]
- 3. Yes [A2.01 & A2.02, A2.05, A2.06]

F. Lighting

- 1. Yes [A2.01 & A2.02, A2.05, A5.01]
- 2. Yes [A2.01 & A2.02, A2.05, A5.01]
- 3. Yes [A2.01 & A2.02, A2.05, A5.01]
- 4. Yes [A2.01 & A2.02, A2.05, A5.01]
- 5. Yes [A2.01 & A2.02, A2.05, A5.01]
- 6. Yes [A2.01 & A2.02, A2.05, A5.01]
- 6a. Yes [A2.01 & A2.02, A2.05, A5.01]
- 7. Yes [A2.01 & A2.02, A2.05, A5.01]

G. Security Grills and Roll-Down Doors and Windows

- 1. Yes, the project does not include exterior roll-down doors or security grilles, except as allowable per the next item; subject to approval of the Reviewing Agency.
- 2. Yes, interior roll-down security grilles for after-business hours are proposed at the residential parking entries & exits. [A1.04]

- 3. N/A: The project is not in the City Markets.

H. Minimizing Impacts on Neighbors

- 1. Yes [A2.01 & A2.02, A2.05]
- 2. Yes [A2.01 & A2.02, A2.05]
- 3. Yes [A2.01 & A2.02, A2.05]
- 4. Yes [A2.01 & A2.02, A2.05]
- 5. Yes [A2.01 & A2.02, A2.05, A5.01]
- 6. Yes [A2.01 & A2.02, A2.05]
- 7. Yes [A2.01 & A2.02, A2.05]

9. Streetscape Improvements

A. Responsibilities of the City and Other Public Agencies

- 1. Yes [L1.01]
- 2. Yes [L1.01]
- 3. N/A: This project is not an improvement project undertaken by a public agency.
- 4. N/A: This project is not an improvement project undertaken by a public agency.

B. Responsibilities of Developer or Lead Public Agency

- 1. Yes [L1.01]
- 2. Yes [L1.01]
- 3. Yes, the developer will execute the required agreements.
- 4. Yes, the developer will install required street lighting and participate in any required lighting assessment district.

C. Sidewalk Improvement Where Future Roadway Widening May Occur

- 1. N/A: The project does not include a Temporary Sidewalk Zone.
- 2. N/A: The project does not include a Temporary Sidewalk Zone.
- 3. N/A: The project does not include a Temporary Sidewalk Zone.
- 4. N/A: The project does not include a Temporary Sidewalk Zone.
- 5. N/A: The project does not include a Temporary Sidewalk Zone.

D. Curb Extensions and Crosswalks

- 1. NA: Although the block is greater than 400', the building frontage is less than 300' and a mid-block crossing was not advised by LADOT due to proximity to the street intersection.
- 2. Yes [C1.30, L1.01]

E. Paving Patterns

- 1. N/A: Not within the LASED streetscape plan area.
- 2. N/A: Not on Hope Street.
- 3. Yes [C1.30]

F. Street Trees

- 1. Yes [L1.01]

- 2. Yes, the street trees are spaced an average of approximately 25 feet, including six street trees on Olive Street across a distance of approximately 123 feet. Any variation in spacing is required to provide Department of Public Works' required spacing from existing features (i.e., street lights, driveways, utility meters, hydrants, etc.). [L1.01]
- 3. Yes, the street trees are spaced an average of 25' with additional spacing between certain trees only provided to provide Department of Public Works' required spacing from existing features (i.e., street lights, driveways, utility meters, hydrants, etc.). [L1.01]
- 4. Yes [L1.01]
- 5. Yes [L1.01]
- 6. Yes [L1.01]

Planting Standards

- 7. Yes [L1.01]
- 8. N/A: The project provides large tree wells as continuous parkways are interrupted by means of access for curbside parking along Olive Street & several existing streetscape elements along 11th. [L1.01]
- 9. Yes [L1.01]
- 10. N/A: Gap-graded soil is not required as specified under Section 3.
- 11. Yes, trees will be irrigated.
- 12. Yes, the trees will be maintained and pruned as specified by the Urban Forestry Division.

G. Street Lights

- 1. Yes, the project will continue the predominant street light pattern.
- 1.a. N/A: There is no roadway widening.
- 2. Yes, the project provides pedestrian street lights as specified by the reviewing Agency and approved by the Bureau of Street Lights.
- 3. Yes, the project provides pedestrian street lights as required.

H. Streetscape Project Approval and Permits

- 1. N/A: The project will not include an A-Permit.
- 2. Yes, the project will include a Revocable Permit.
- 3. Yes, the project will include a B-Permit. Refer to B-Permit Composite.

10. Signage

A. Master Sign Plan

- 1. Yes, refer to Signage Plans. [SG1.0-5.0]

B. Signage Guidelines by Type

Corporate Campus Signs

- 1-4. N/A: The project does not contain a corporate campus.

Residential Project Signs

- 5-10. Yes [SG1.0-5.0]

Retail Signs

- 11. Yes [SG2.0 & SG3.0]

- 12. Yes [SG2.0 & SG3.0]
- 13. Yes, if the Project has multiple retail tenants, each tenant signage will be of the same type. However, each tenant sign may vary in material and expression to contribute to a dynamic street level experience and to accommodate corporate identification. [SG2.0 & SG3.0]
- 14. N/A: The project does not include a historical building.

Tall Building Signs

- 15.a. N/A: The project does not have a flat top.
- 15.b. Yes [SG2.0 & SG3.0]
- 15.c. Yes [SG2.0 & SG3.0]
- 16. Yes [SG2.0 & SG3.0]
- 17. Yes [SG2.0 & SG3.0]
- 18.a. Yes [SG2.0 & SG3.0]
- 18.b. Yes [SG2.0 & SG3.0]
- 19. Yes [SG2.0 & SG3.0]
- 20. Yes [SG2.0 & SG3.0]
- 21. Yes, see items below.
- 21.a. Yes, the design of tall building signage will be determined once the project identity has been established. [SG2.0 & SG3.0]
- 21.b. Yes, the design of tall building signage will be determined once the project identity has been established. [SG2.0 & SG3.0]
- 21.c. Yes, the design of tall building signage will be determined once the project identity has been established. [SG2.0 & SG3.0]

C. Signage Guidelines for All Sign Types

Signs in Context

- 1. Yes [SG1.0-5.0]
- 2. Yes [SG1.0-5.0]
- 3. Yes [SG1.0-5.0]

Sign Location in Relation to Street Trees

- 4. Yes, Signage location will be coordinated with architecture & landscape design to avoid conflict with street trees.
- 5. Yes
- 6. Yes

Sign Illumination and Animation

- 7. Yes
- 8. Yes
- 9. Yes

Prohibited Signs

- 10.a-e Yes, the Project does not include signs listed. [SG1.0-5.0]
- 10.f. Yes, the Project sign system currently includes two sign types that could be considered a monument sign, S01-Site Pylon ID and S02-Site Monument ID. These signs are meant to activate the street scape and identify the project at the pedestrian level. They work in

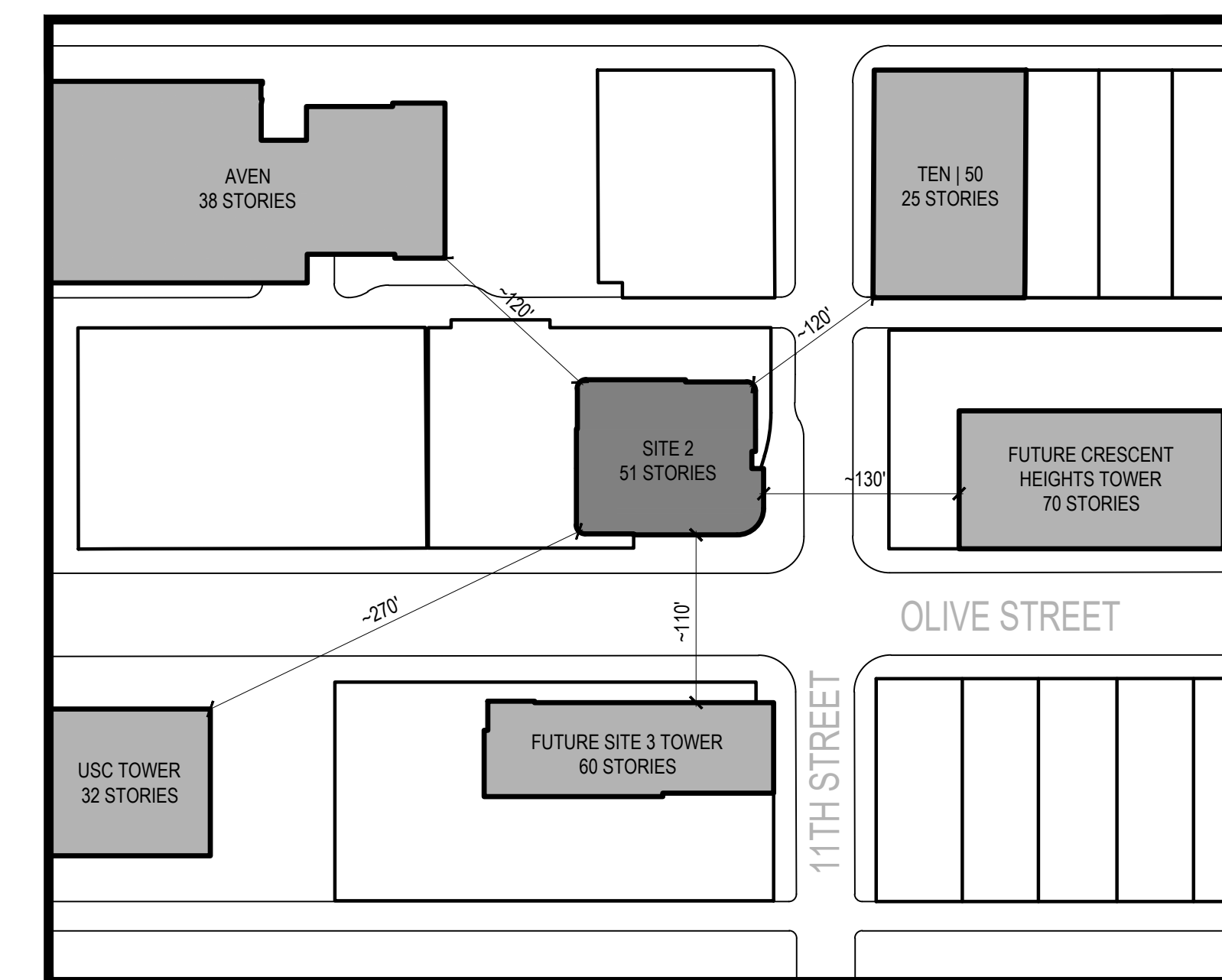
conjunction with the larger roof top and podium top signs that provide vehicular and long-range identification. [SG10-SG3.0]

11. Public Art

- 1-5. Yes, the Project proposes public art on vertical wall surfaces of the building at the west elevation, east elevation, and north elevation.

12. Civic and Cultural Life

- 1a-b. Yes, the Project reinforces the civic & cultural fabric of the Downtown by substantially conforming with the purposes, intent and provisions of the Los Angeles General Plan, while also continuing to expand upon the South Park new housing, restaurants & nightlife identified in the Guide.



TOWER SPACING DIAGRAM

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

05/04/18	SITE PLAN REVIEW
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Seal

Sheet Identification

**RETAIL
FRONTAGE
DIAGRAM**

G0.05

RETAIL & GUEST



DOWN POSITION, NON BUSINESS HOURS
EXAMPLE SHOWN @ 939 S. HILL STREET SOUTH PARK BY WINDSOR



UP POSITION, DURING BUSINESS HOURS
EXAMPLE SHOWN @ 8TH & GRAND

ROLLER DOORS TYPE 1 NOTES

- THESE SHALL BE INTERIOR ROLL-DOWN DOORS AND SHALL COMPLY WITH SECTION G-1 POINT 1 DOWNTOWN DESIGN GUIDELINES
- THEY SHALL BE RETRACTABLE AND DESIGNED TO BE FULLY SCREENED FROM VIEW DURING BUSINESS HOUR
- THEY SHALL BE AT LEAST 75% TRANSPARENT (OPEN)

1 ROLL-DOWN DOOR TYPE 1

12" = 1'-0"

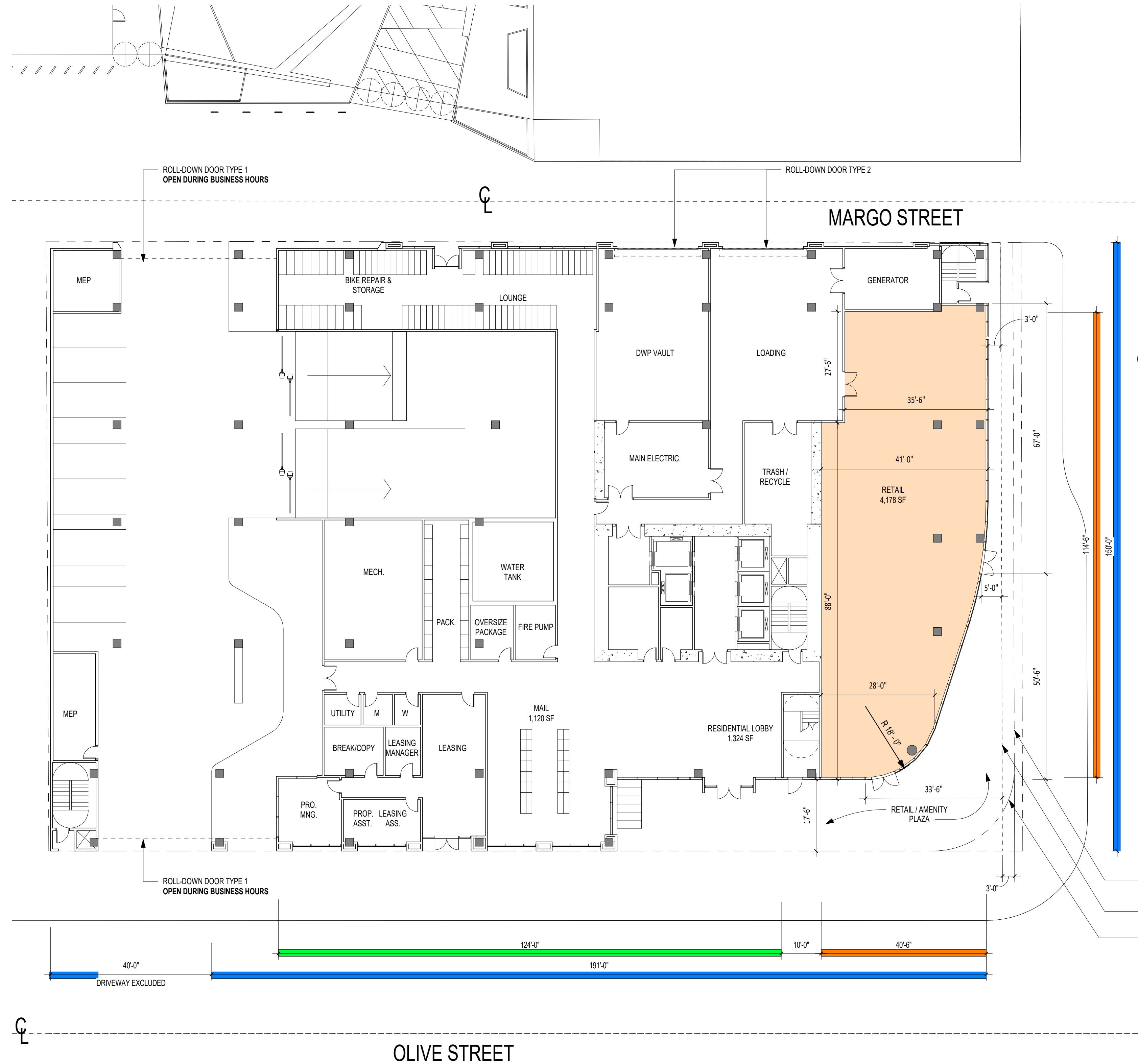


ROLLER DOORS TYPE 2 NOTES

- THESE SHALL BE EXTERIOR ROLL DOWN GATES CONCEALING BACK OF HOUSE OR UTILITY FUNCTIONS ONLY
- 100% OPAQUE

2 ROLL-DOWN DOOR TYPE 2

12" = 1'-0"



COMMERCIAL SETBACK NARRATIVE

- 57% OF THE RETAIL FRONTAGE ON 11TH STREET IS WITHIN THE REQUIRED MAX 3'-0" SETBACK (PER SOUTH PARK REGION IN DOWNTOWN DESIGN GUIDELINES).
- THE SETBACK ALLOWS FOR ENLARGED PUBLIC PLAZA, WHICH CONNECTED TO COMMERCIAL USE PROVIDES A PLACE FOR PEOPLE TO SOCIALIZE AND CREATES A PROGRAMMABLE SPACE FOR SMALL EVENTS AND GATHERINGS.
- THE PLAZA ALLOWS FOR INCREASED LANDSCAPE ELEMENTS IMPROVING THE PEDESTRIAN EXPERIENCE.
- THE CURVED SETBACK PROVIDES GREATER SIGHT-LINE VISIBILITY FOR VEHICLES TRAVELING NORTH ON THE ONE-WAY 11TH STREET AND THEREFORE IMPROVED SAFE SHARED STREETS.
- FURTHERMORE PER THE DOWNTOWN DESIGN GUIDELINE'S CONCEPT OF THE BIG IDEA, THE TOWER'S CURVED FORM CONTINUES DOWN TO THE GROUND AT THE CORNER OF 11TH AND OLIVE, EXPRESSING THE UNDERLYING DESIGN PHILOSOPHY AND CONNECTING TOWER TO SIDEWALK.

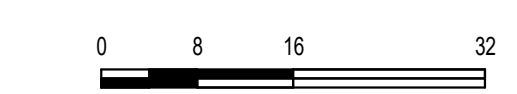
11TH ST ACTIVE FRONTAGE

TOTAL FRONTAGE	150' 0"
ACTIVE FRONTAGE REQUIRED:	112' 6" (75%)
RETAIL FRONTAGE PROVIDED	114' 6"
TOTAL ACTIVE FRONTAGE PROVIDED:	114' 6" (76%)

OLIVE ST ACTIVE FRONTAGE

TOTAL FRONTAGE	203' 0"
ACTIVE FRONTAGE REQUIRED:	152' 3" (75%)
RETAIL FRONTAGE PROVIDED	40' 6"
RES. LOBBY FRONTAGE PROVIDED	124' 0"
TOTAL ACTIVE FRONTAGE PROVIDED:	164' 6" (81%)

- STREET DEDICATION (2 FEET)
- SIDEWALK EASEMENT (3 FEET)
- PROPOSED PROPERTY LINE



NOT FOR CONSTRUCTION



**DTLA South Park
Properties Site 2**

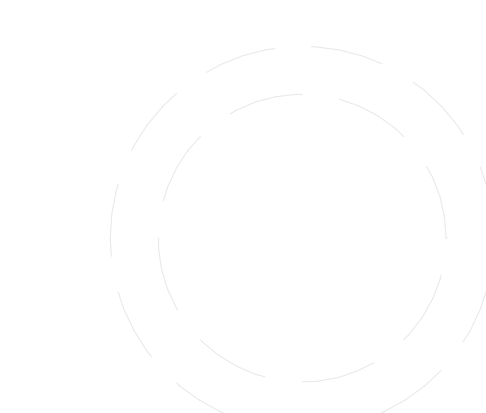
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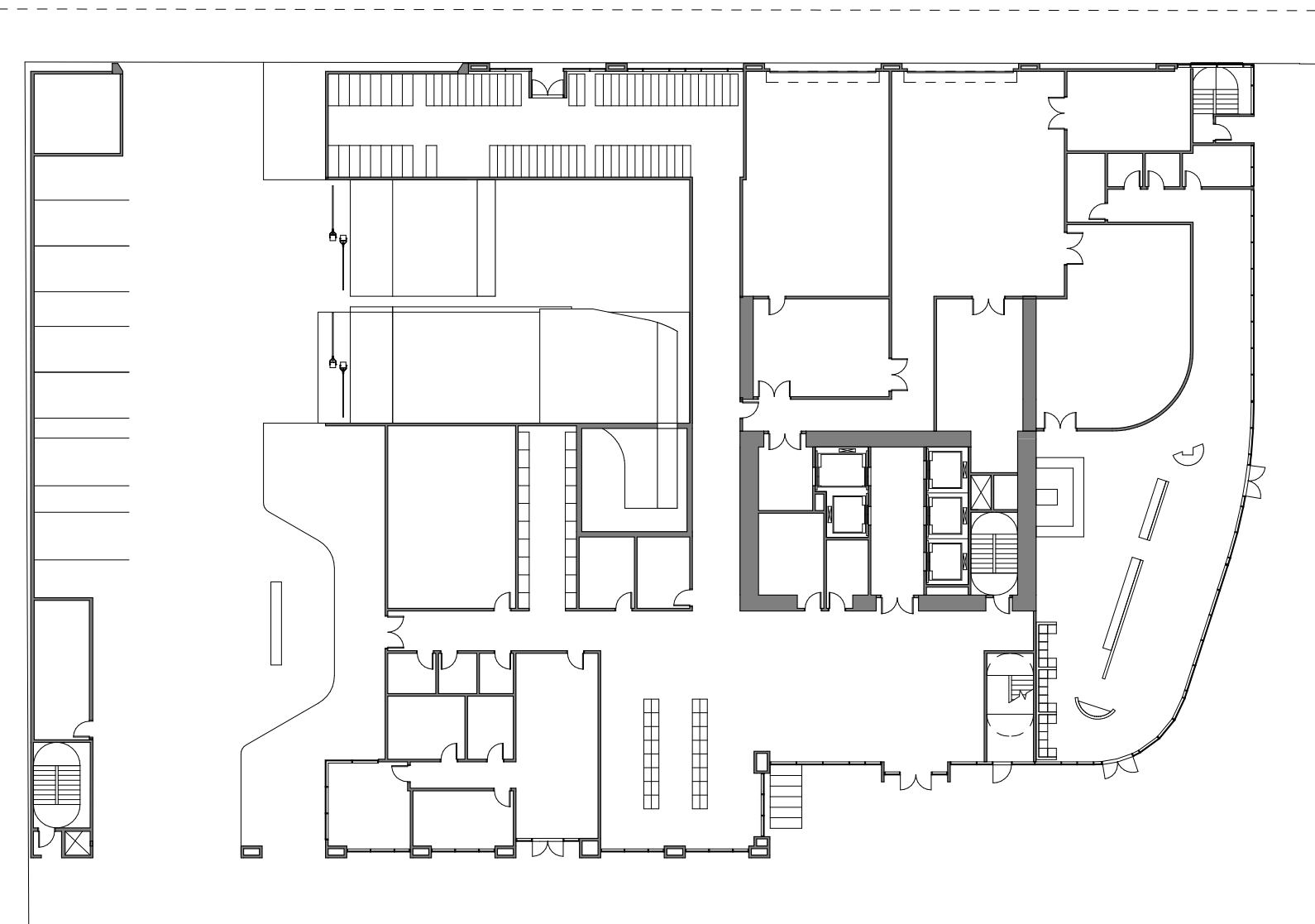
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Seal

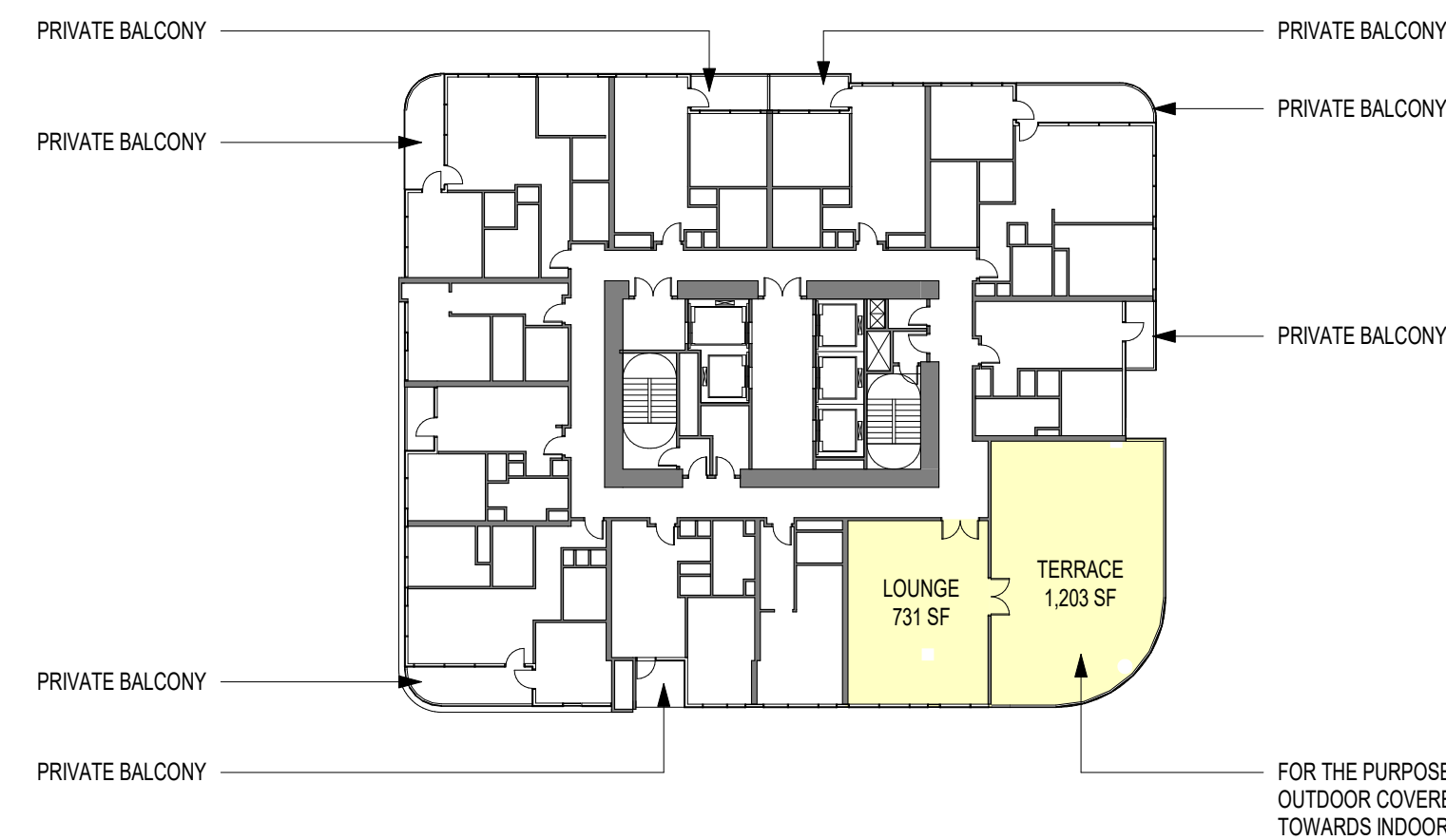


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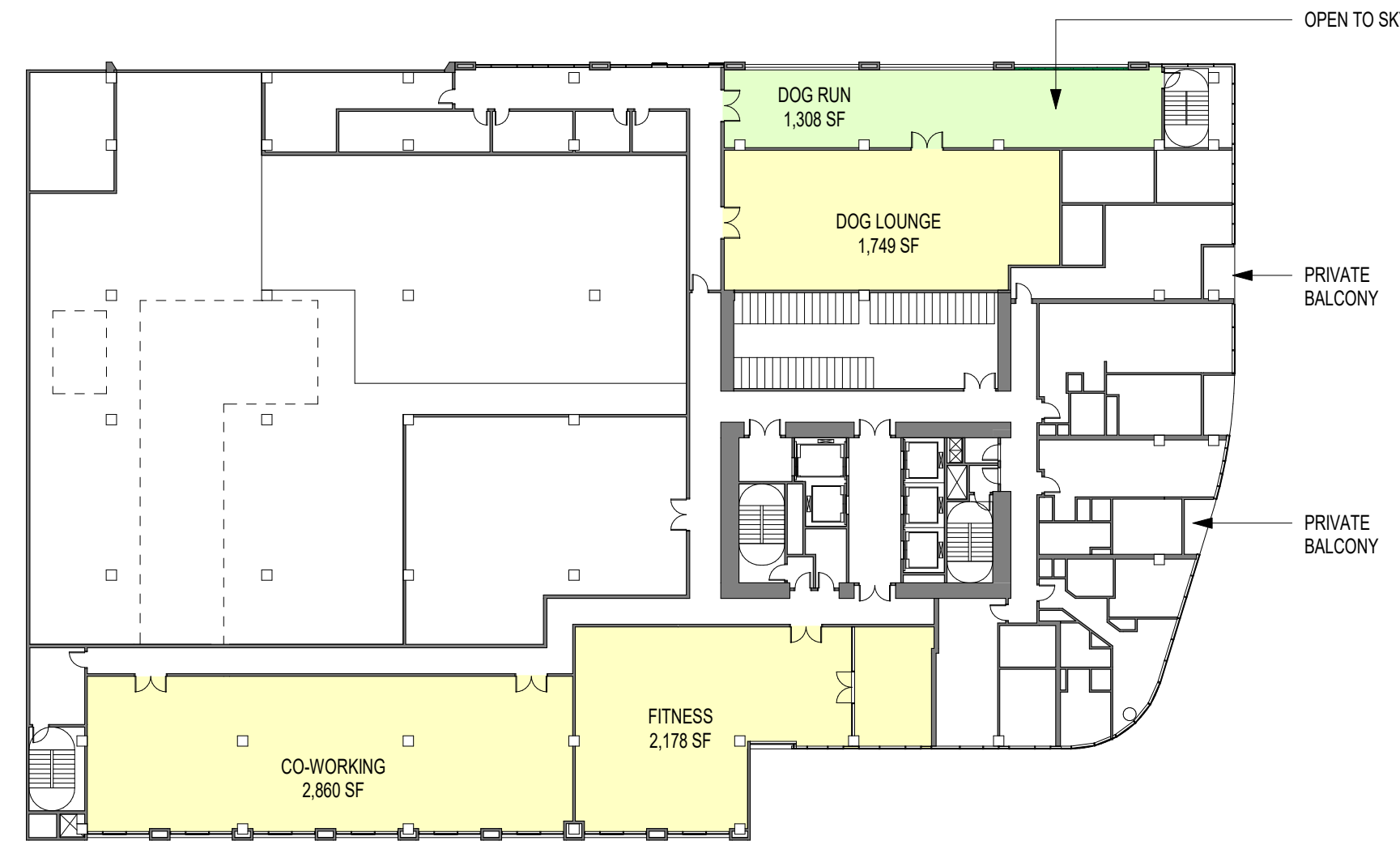
**OPEN SPACE
DIAGRAMS**



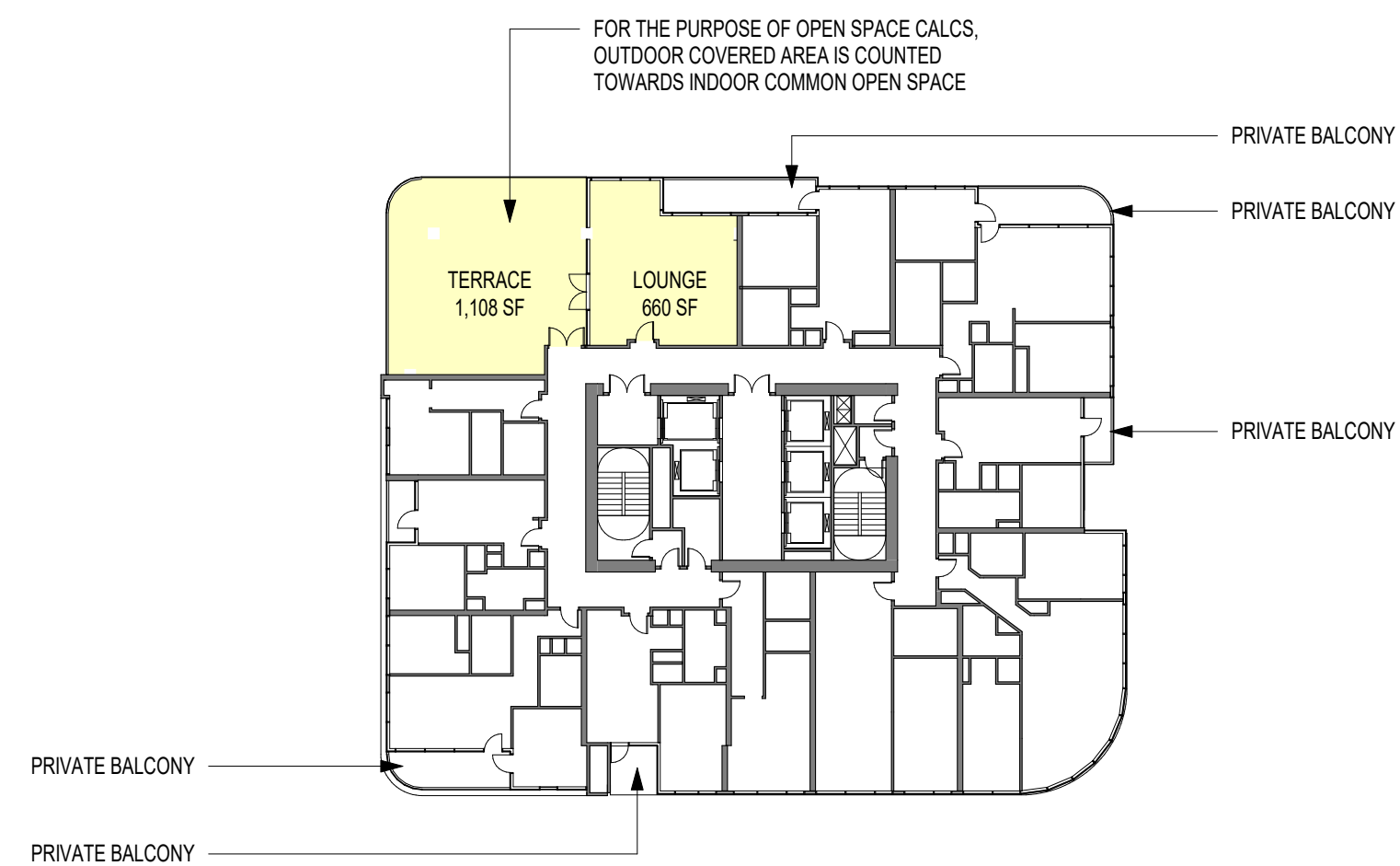
1 L1 - OPEN SPACE
1" = 30'-0"



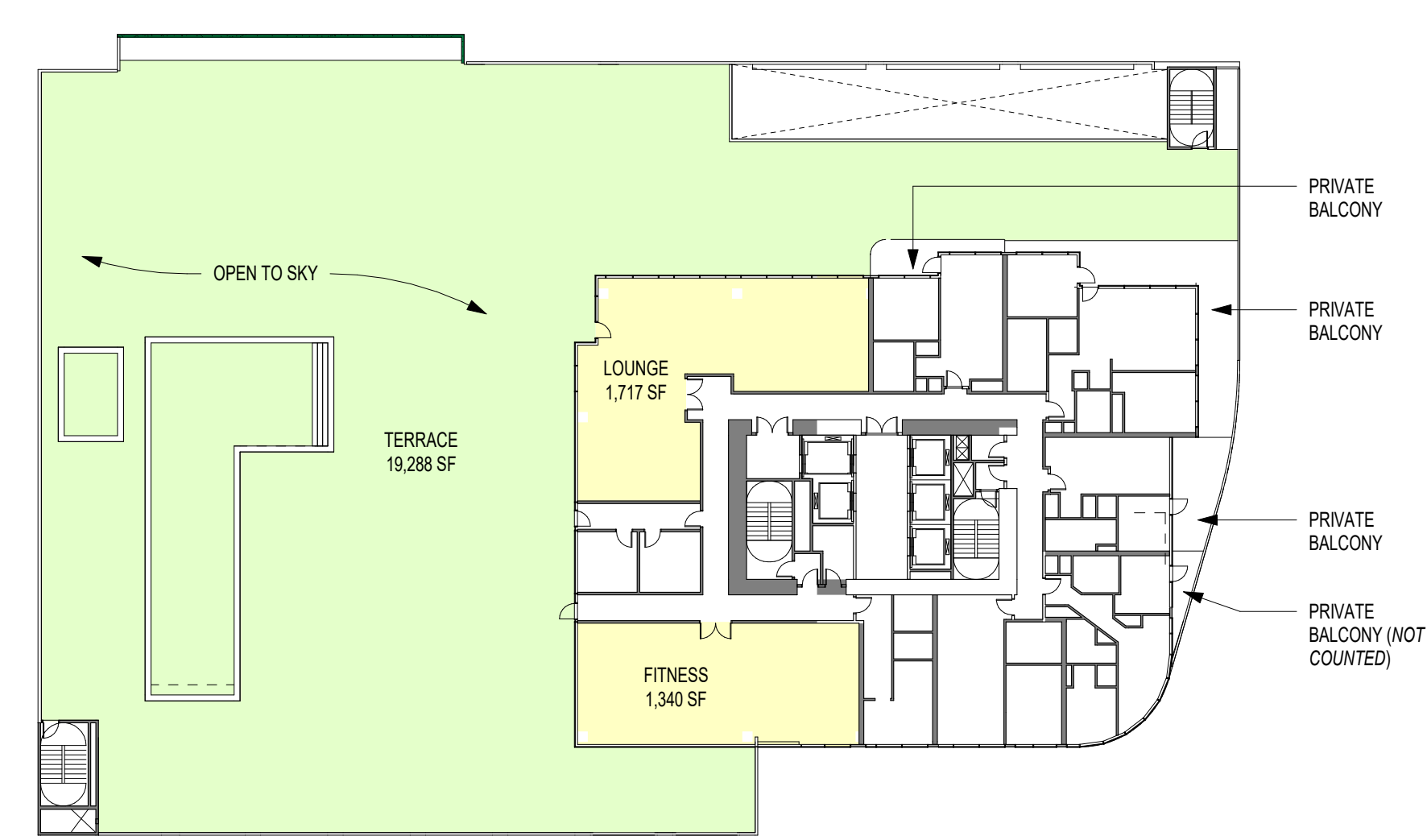
3 L21 - OPEN SPACE
1" = 30'-0"



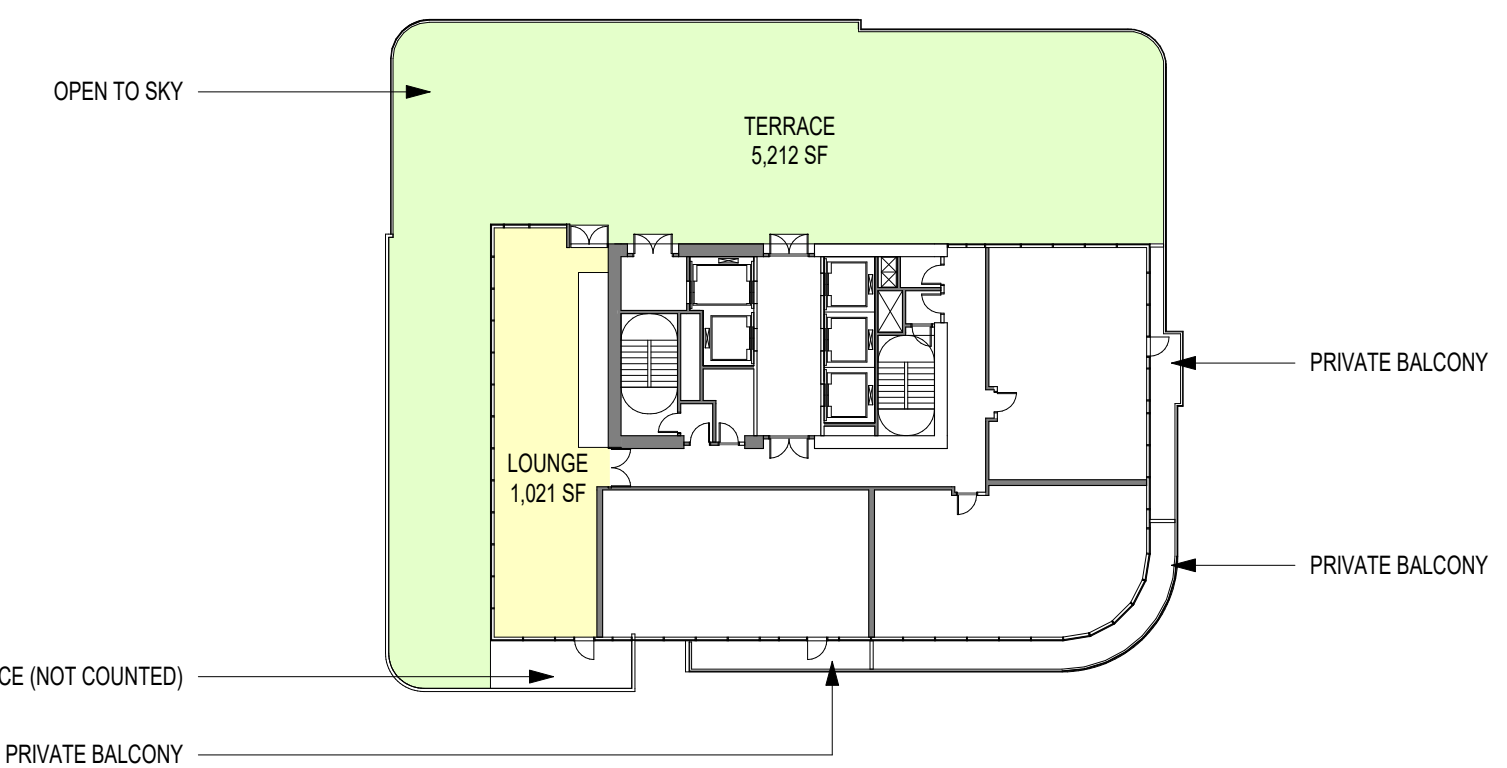
2 L5 - OPEN SPACE
1" = 30'-0"



5 L41 - OPEN SPACE
1" = 30'-0"



4 L6 - OPEN SPACE
1" = 30'-0"



6 L51 - OPEN SPACE
1" = 30'-0"

BALCONY COUNT	
L5	3
L6	3
L7	8
L8	8
L9	8
L10	8
L11	8
L12	8
L13	8
L14	8
L15	8
L16	8
L17	8
L18	8
L19	8
L20	8
L21	8
L22	8
L23	8
L24	8
L25	8
L26	8
L27	8

BALCONY COUNT	
L28	8
L29	8
L30	8
L31	8
L32	8
L33	8
L34	8
L35	8
L36	8
L37	8
L38	8
L39	8
L40	8
L41	6
L42	7
L43	8
L44	8
L45	8
L46	8
L47	8
L48	8
L49	8
L50	8
L51	3

INDOOR AMENITY	
L5	
CO-WORKING	2,860 SF
FITNESS	2,178 SF
DOG LOUNGE	1,749 SF
	6,787 SF
L6	
LOUNGE	1,717 SF
FITNESS	1,340 SF
	3,057 SF
L21	
TERRACE	1,203 SF
LOUNGE	731 SF
	1,934 SF
L41	
TERRACE	1,108 SF
LOUNGE	660 SF
	1,768 SF
L51	
LOUNGE	1,021 SF
	1,021 SF
	14,567 SF

OUTDOOR AMENITY	
L5	
DOG RUN	1,308 SF
	1,308 SF
L6	
TERRACE	19,288 SF
	19,288 SF
L51	
TERRACE	5,212 SF
	5,212 SF
	25,808 SF

INDOOR AMENITY
OUTDOOR AMENITY

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

FLOOR PLAN - B6

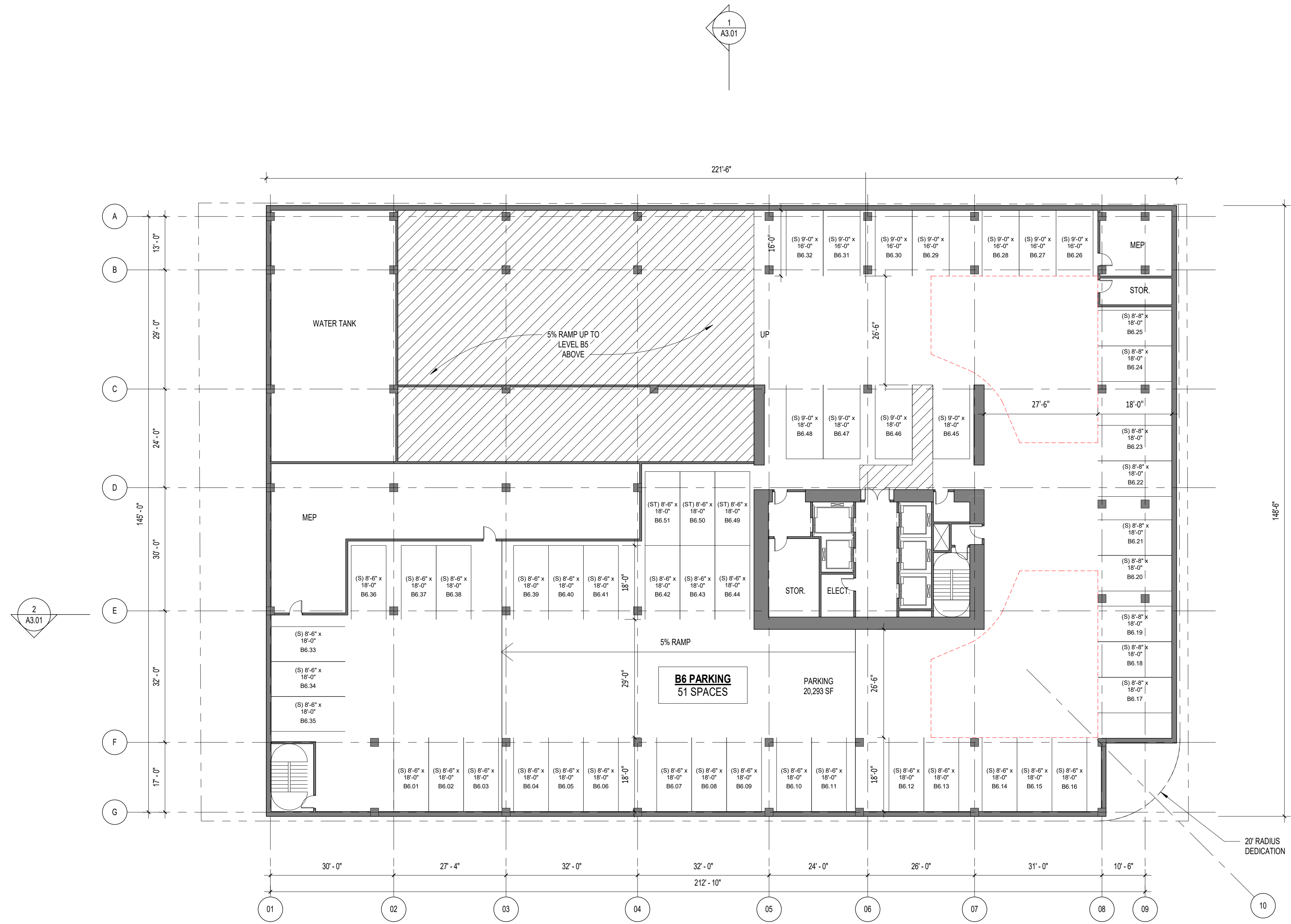
A1.01

OPEN SPACE, LEVEL B6		
PRIVATE OPEN SPACE	0 BALCONY @ 50 SF EACH	0 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

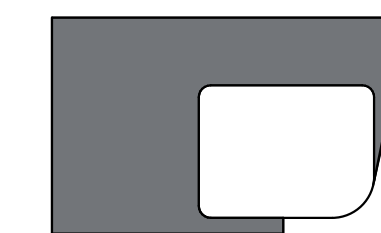
PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES

PARKING, LEVEL B6		
STALL TYPE	FIRST ACCESS	TANDEM
STANDARD	48	3
COMPACT	0	0
TOTALS	48	3

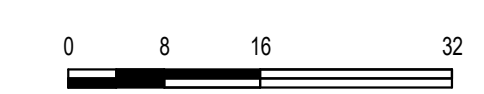
PARKING CALLOUT TAG
(S) = STANDARD
(C) = COMPACT
(ST) = STANDARD TANDEM
(SC) = COMPACT TANDEM



KEY PLAN



1 LEVEL B6
1/16" = 1'-0"



NOT FOR CONSTRUCTION



SK0.03

2 A3.01

1 A3.01

DTLA South Park Properties Site 2

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

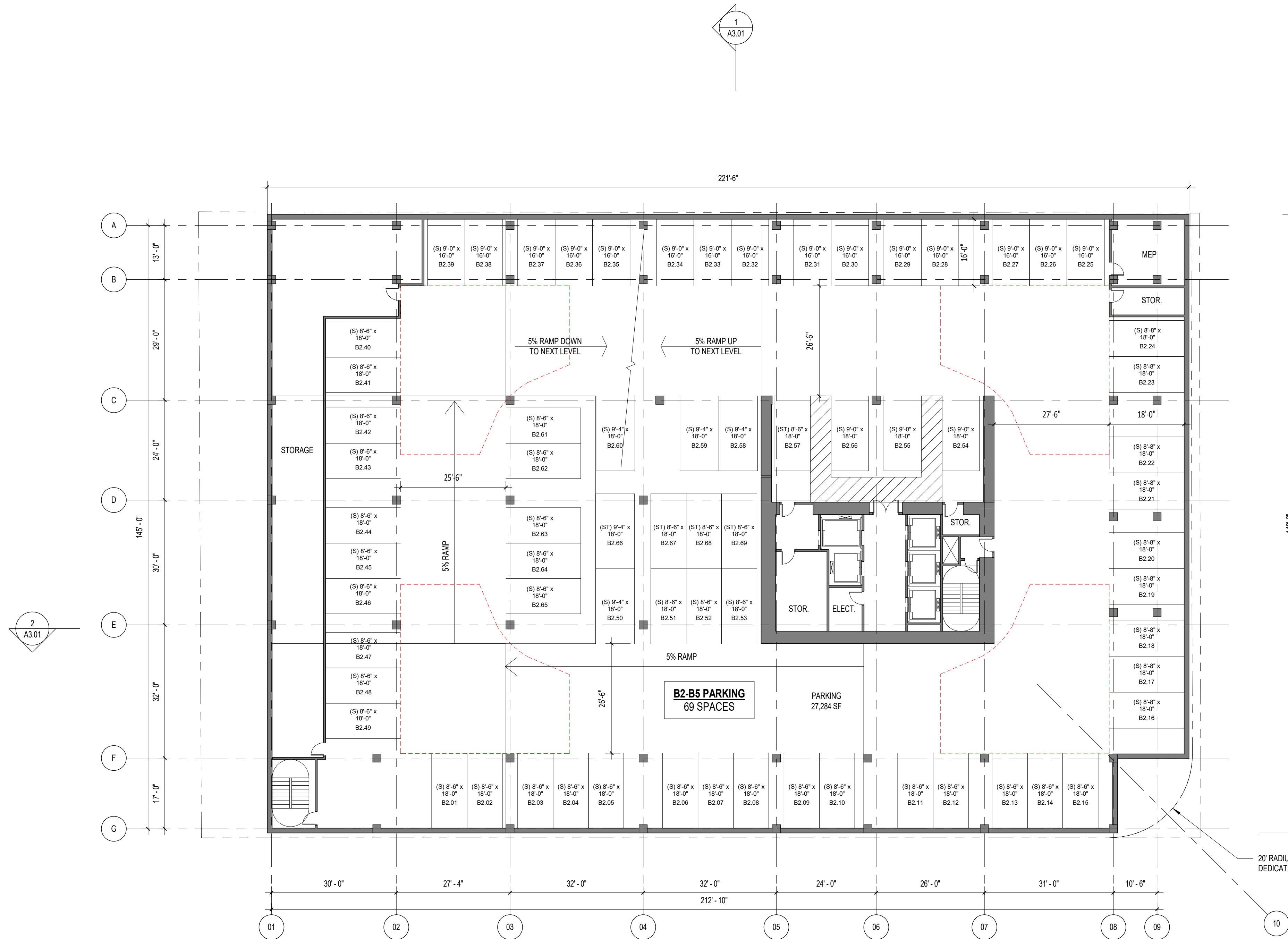
Date	Issue
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

OPEN SPACE, LEVEL B2-B5		
PRIVATE OPEN SPACE	0 BALCONY @ 50 SF EACH	0 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES

PARKING, LEVEL B2-B5		
STALL TYPE	FIRST ACCESS	TANDEM
STANDARD	65	4
COMPACT	0	0
TOTALS	65	4

PARKING CALLOUT TAG
(S) = STANDARD
(C) = COMPACT
(ST) = STANDARD TANDEM
(SC) = COMPACT TANDEM



1 LEVEL B2-B5
1/16" = 1'-0"

KEY PLAN



NOT FOR CONSTRUCTION



Sheet Identification

**FLOOR PLAN -
B2-B5**

A1.02

DTLA South Park Properties Site 2

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

FLOOR PLAN - B1

A1.03

OPEN SPACE, LEVEL B1		
PRIVATE OPEN SPACE	0 BALCONY @ 50 SF EACH	0 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

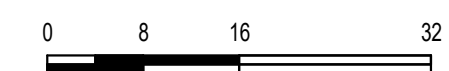
PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES

PARKING, LEVEL B1		
STALL TYPE	FIRST ACCESS	TANDEM
STANDARD	60	1
COMPACT	0	0
TOTALS	60	1

PARKING CALLOUT TAG
(S) = STANDARD
(C) = COMPACT
(ST) = STANDARD TANDEM
(SC) = COMPACT TANDEM



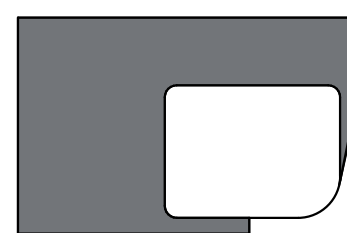
1 LEVEL B1
1/16" = 1'-0"



NOT FOR CONSTRUCTION



KEY PLAN



DTLA South Park Properties Site 2

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

**FLOOR PLAN -
LEVEL 1**

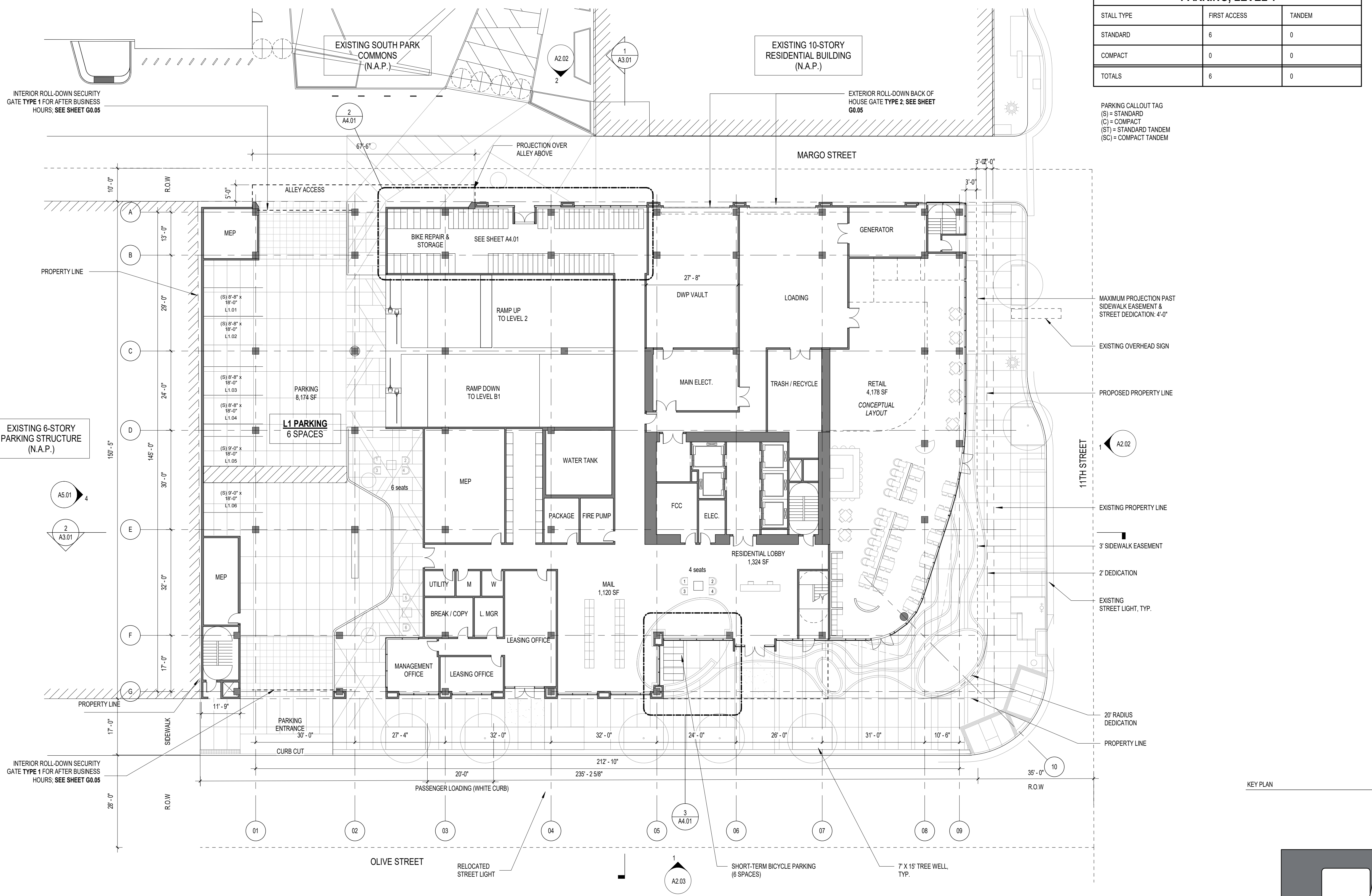
A1.04

OPEN SPACE, LEVEL 1		
PRIVATE OPEN SPACE	0 BALCONY @ 50 SF EACH	0 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		905 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES

PARKING, LEVEL 1		
STALL TYPE	FIRST ACCESS	TANDEM
STANDARD	6	0
COMPACT	0	0
TOTALS	6	0

PARKING CALLOUT TAG
(S) = STANDARD
(C) = COMPACT
(ST) = STANDARD TANDEM
(SC) = COMPACT TANDEM



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



NOT FOR CONSTRUCTION



**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

**FLOOR PLAN -
LEVEL 2**

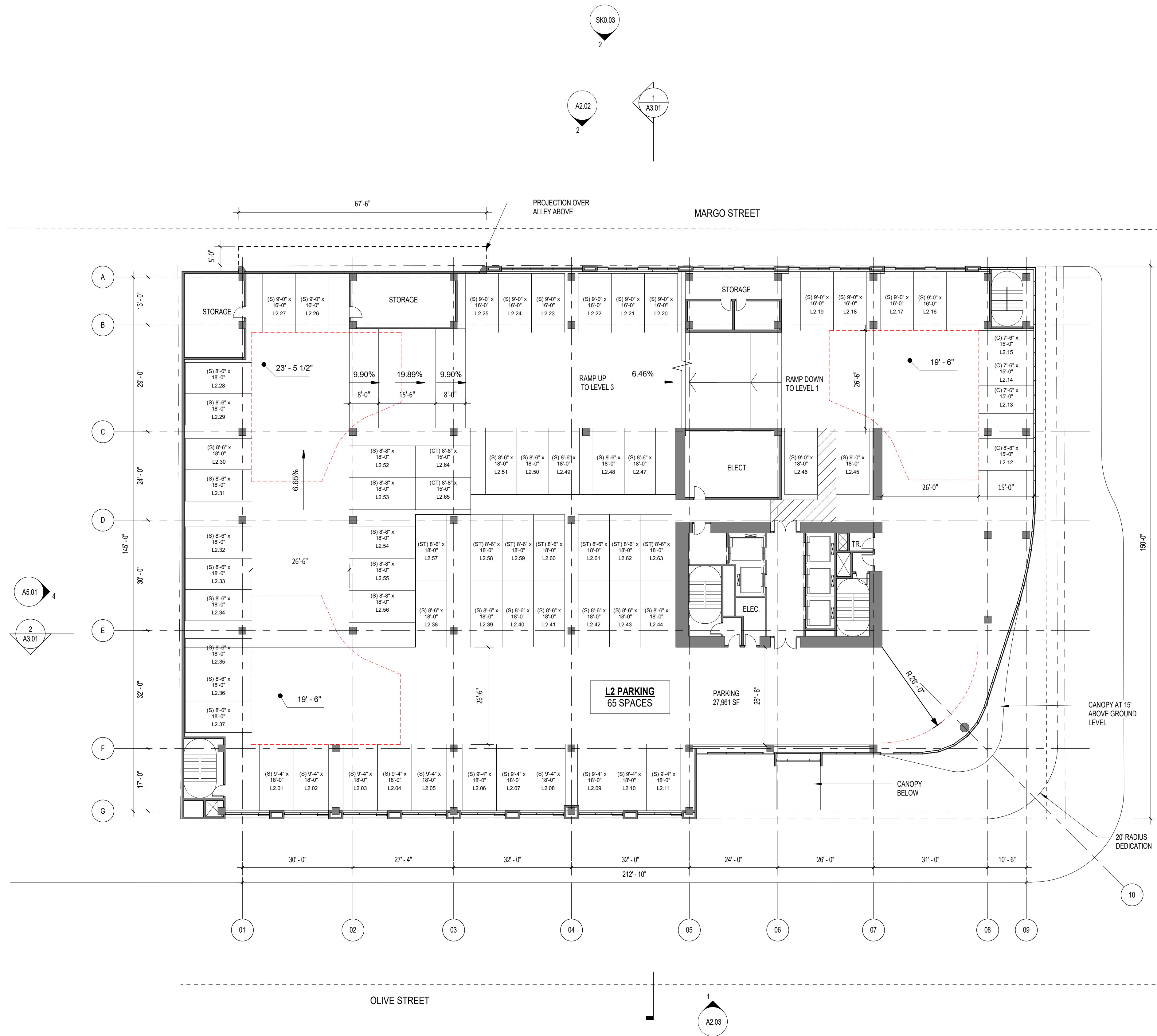
A1.05

OPEN SPACE, LEVEL 2		
PRIVATE OPEN SPACE	0 BALCONY @ 50 SF EACH	0 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

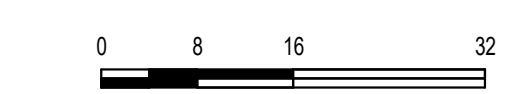
PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES

PARKING, LEVEL 2		
STALL TYPE	FIRST ACCESS	TANDEM
STANDARD	52	7
COMPACT	4	2
TOTALS	56	9

PARKING CALLOUT TAG
(S) = STANDARD
(C) = COMPACT
(ST) = STANDARD TANDEM
(SC) = COMPACT TANDEM



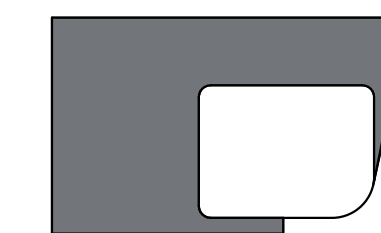
1 LEVEL 2
1/16" = 1'-0"



NOT FOR CONSTRUCTION



KEY PLAN



**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

**FLOOR PLAN -
LEVEL 3**

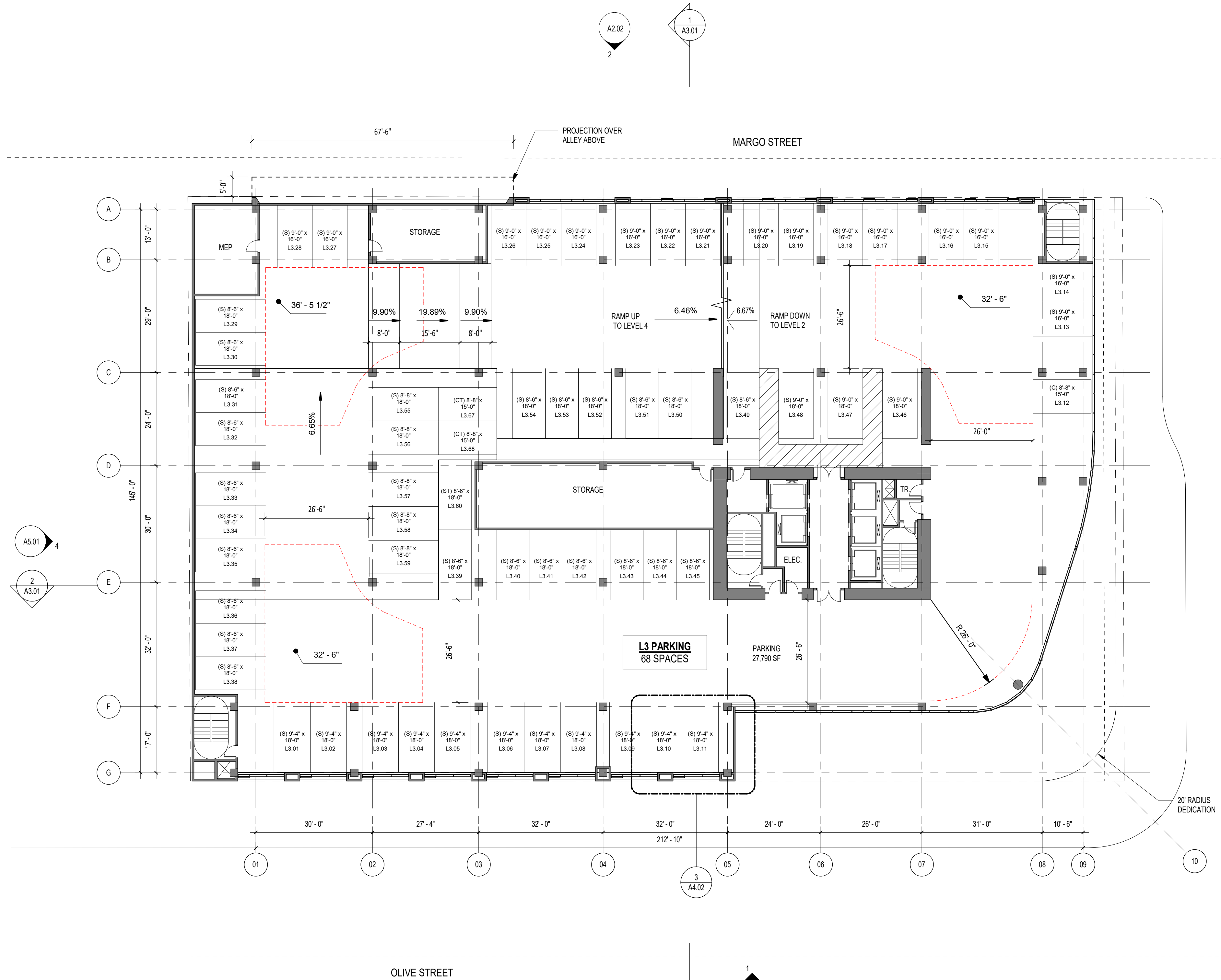
A1.06

OPEN SPACE, LEVEL 3		
PRIVATE OPEN SPACE	0 BALCONY @ 50 SF EACH	0 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES

PARKING, LEVEL 3		
STALL TYPE	FIRST ACCESS	TANDEM
STANDARD	58	1
COMPACT	1	2
TOTALS	59	3

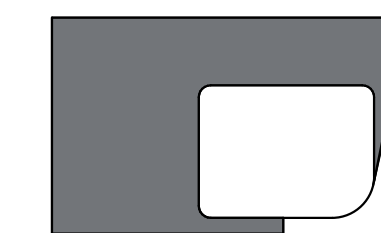
PARKING CALLOUT TAG
(S) = STANDARD
(C) = COMPACT
(ST) = STANDARD TANDEM
(SC) = COMPACT TANDEM



1 SITE 2 - LEVEL 3
1/16" = 1'-0"

0 8 16 32
NOT FOR CONSTRUCTION

KEY PLAN



**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

**FLOOR PLAN -
LEVEL 4**

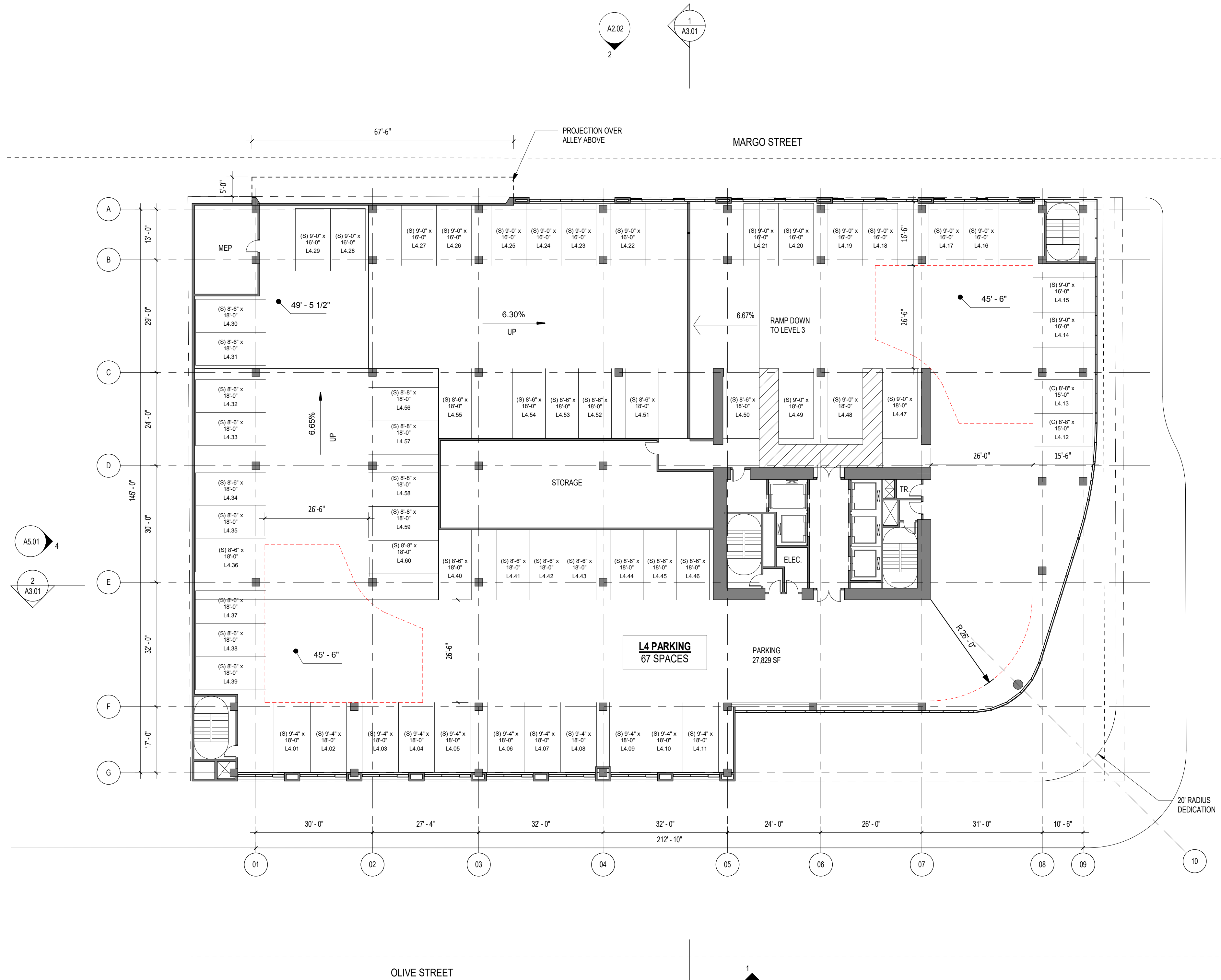
A1.07

OPEN SPACE, LEVEL 4		
PRIVATE OPEN SPACE	0 BALCONY @ 50 SF EACH	0 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

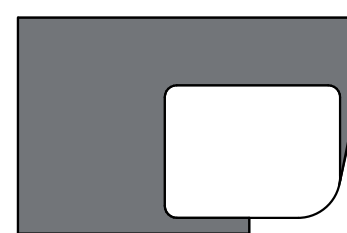
PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES

PARKING, LEVEL 4		
STALL TYPE	FIRST ACCESS	TANDEM
STANDARD	58	0
COMPACT	2	0
TOTALS	60	0

PARKING CALLOUT TAG
(S) = STANDARD
(C) = COMPACT
(ST) = STANDARD TANDEM
(SC) = COMPACT TANDEM



KEY PLAN



1 LEVEL 4
1/16" = 1'-0"



NOT FOR CONSTRUCTION



**DTLA South Park
Properties Site 2**

Owner Address
MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

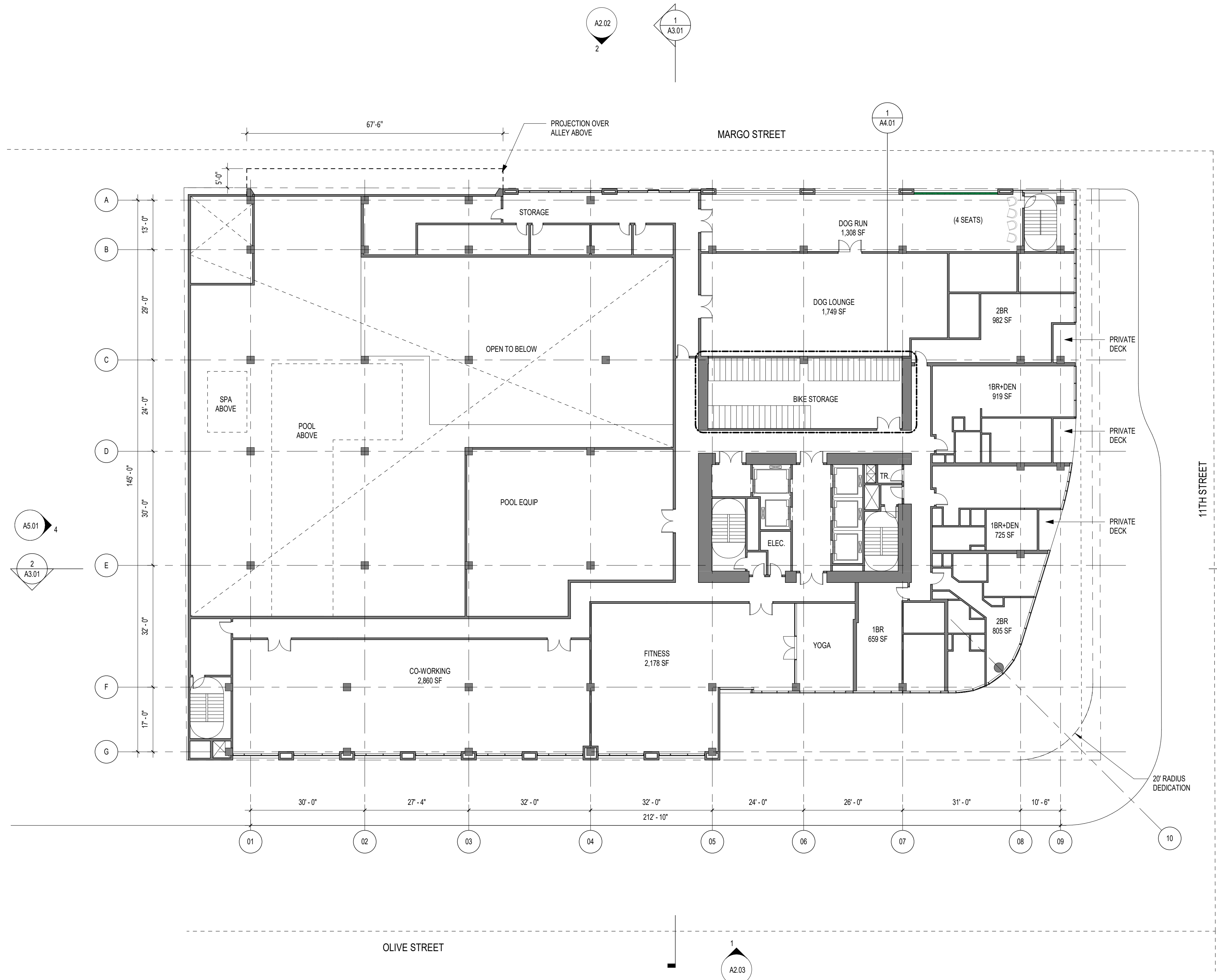
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**FLOOR PLAN -
LEVEL 5**

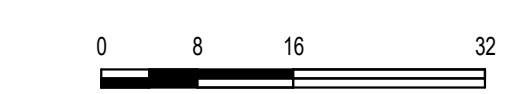
A1.08

OPEN SPACE, LEVEL 5		
PRIVATE OPEN SPACE	3 BALCONY @ 50 SF EACH	150 SF
COMMON OPEN SPACE (INDOOR)		6,787 SF
COMMON OPEN SPACE (OUTDOOR)		1,308 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES



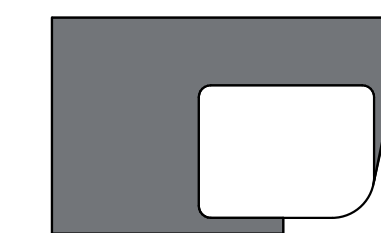
1 LEVEL 5
1/16" = 1'-0"



NOT FOR CONSTRUCTION



KEY PLAN



**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

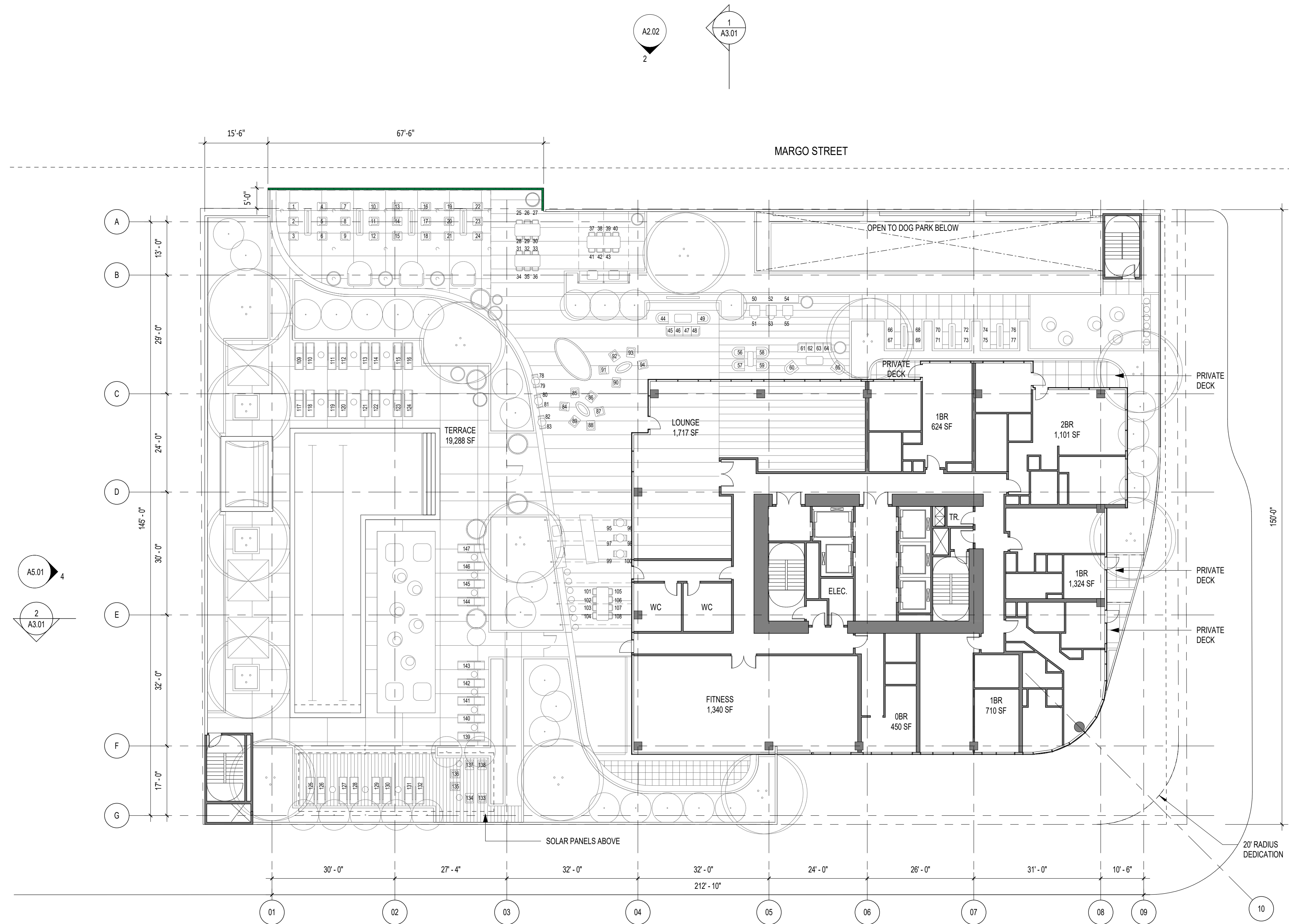
Sheet Identification

**FLOOR PLAN -
LEVEL 6**

A1.09

OPEN SPACE, LEVEL 6		
PRIVATE OPEN SPACE	3 BALCONY @ 50 SF EACH	150 SF
COMMON OPEN SPACE (INDOOR)		3,057 SF
COMMON OPEN SPACE (OUTDOOR)		19,288 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES



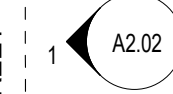
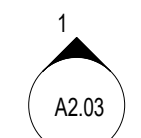
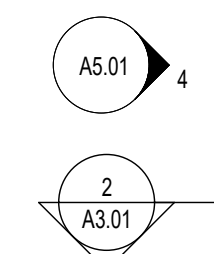
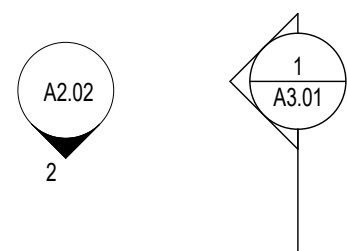
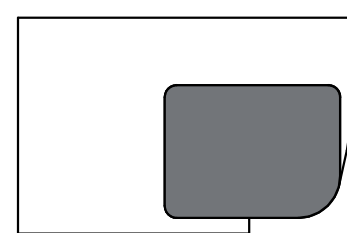
1 LEVEL 6
1/16" = 1'-0"



NOT FOR CONSTRUCTION



KEY PLAN



**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Issue Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

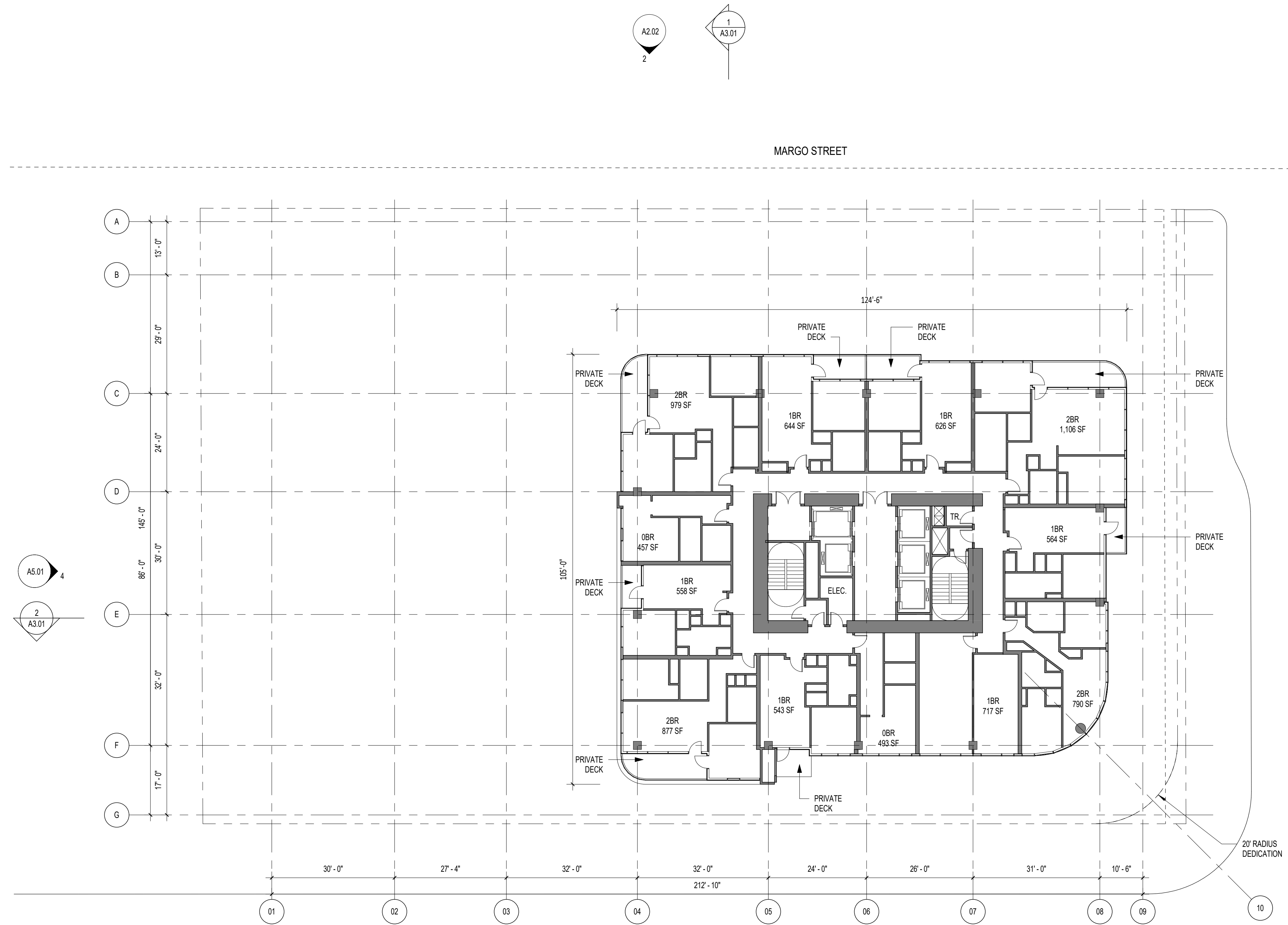
Sheet Identification

**FLOOR PLAN -
LEVEL 7**

A1.10

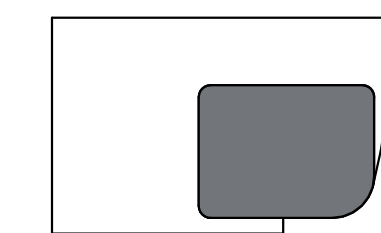
OPEN SPACE, LEVEL 7		
PRIVATE OPEN SPACE	8 BALCONIES @ 50 SF/EACH	400 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES



1 LEVEL 7
1/16" = 1'-0"

KEY PLAN



NOT FOR CONSTRUCTION



**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

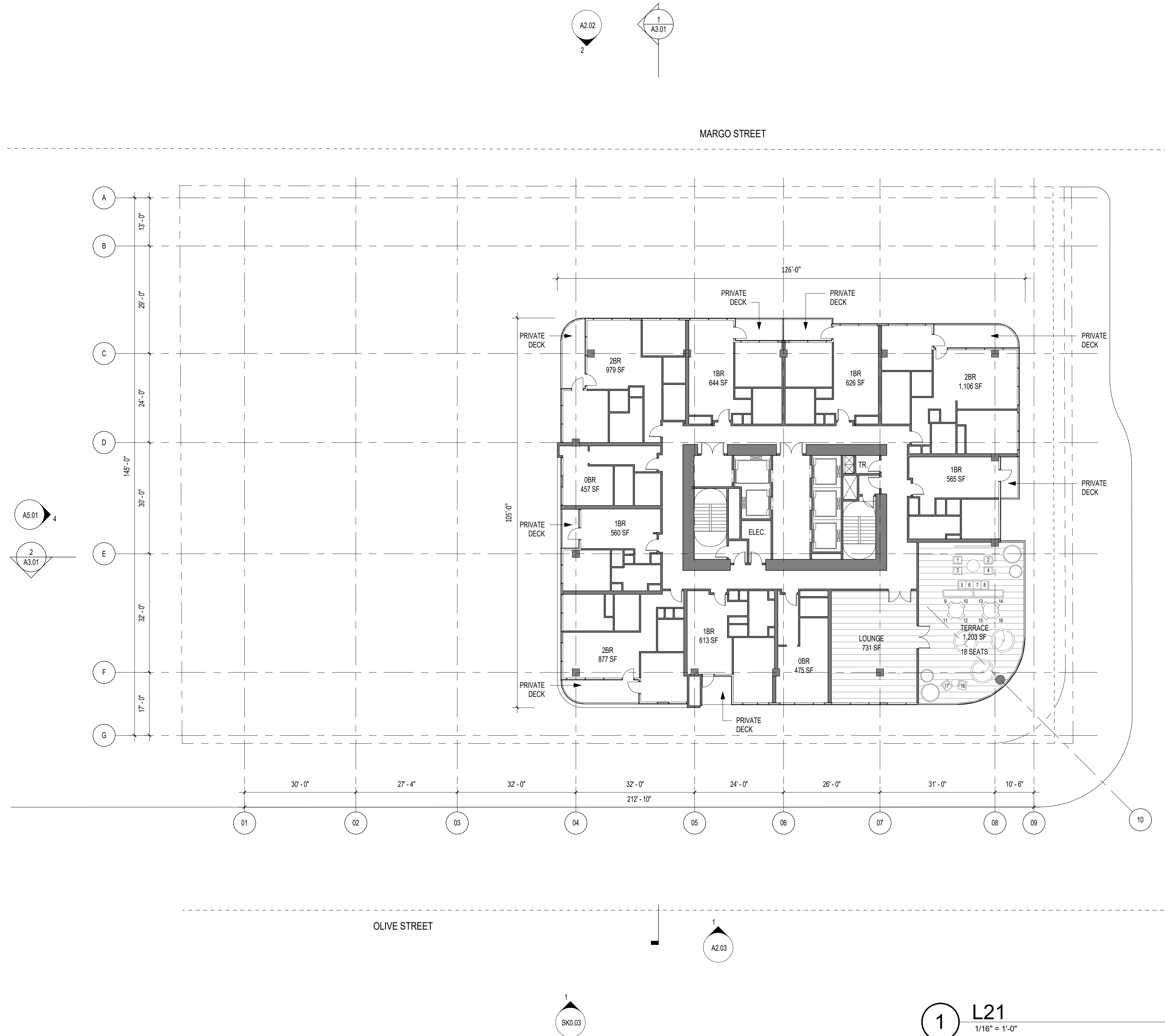
Sheet Identification

**FLOOR PLAN -
LEVEL 21**

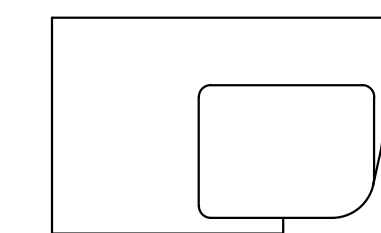
A1.11

OPEN SPACE, LEVEL 21		
PRIVATE OPEN SPACE	8 BALCONY @ 50 SF EACH	400 SF
COMMON OPEN SPACE (INDOOR)	COVERED OUTDOOR DECK COUNTED AS INDOOR SPACE	1,934 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES



KEY PLAN



1 L21
1/16" = 1'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Issue Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

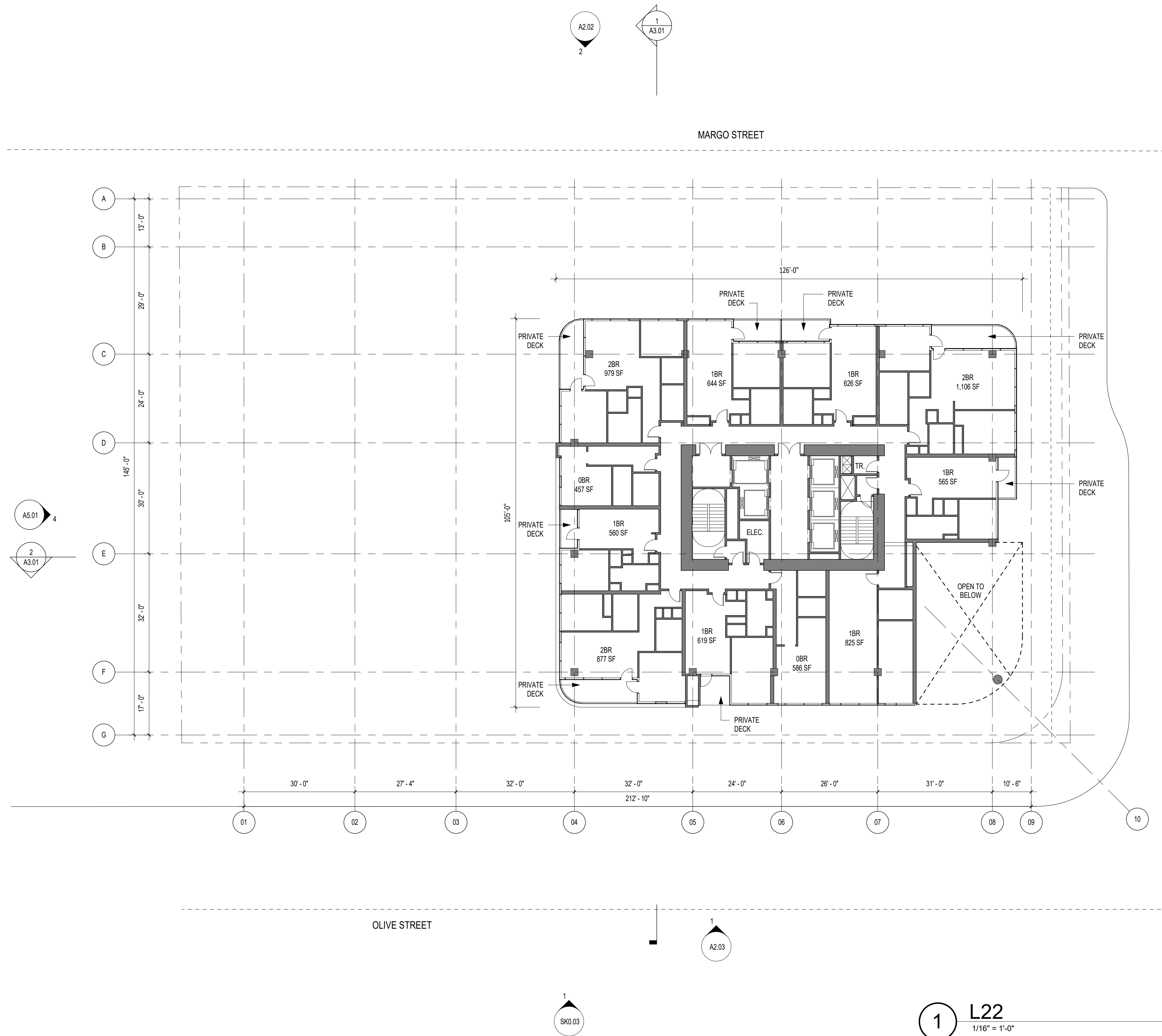
Sheet Identification

**FLOOR PLAN -
LEVEL 22**

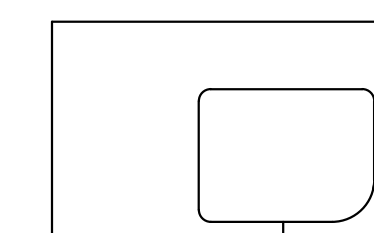
A1.12

OPEN SPACE, LEVEL 22		
PRIVATE OPEN SPACE	8 BALCONY @ 50 SF EACH	400 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES



KEY PLAN



1 L22
1/16" = 1'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Issue Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

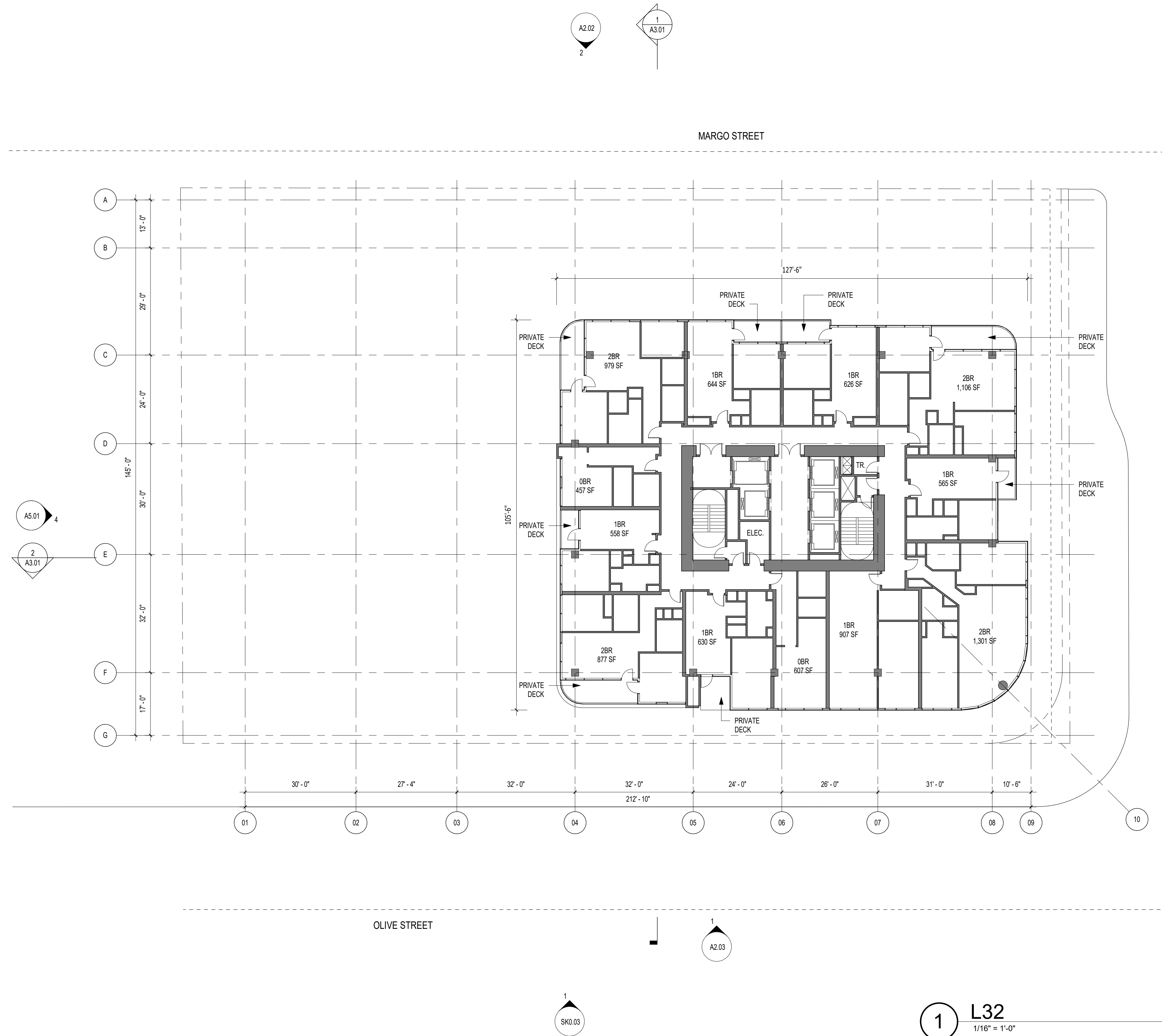
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**FLOOR PLAN -
LEVEL 32**

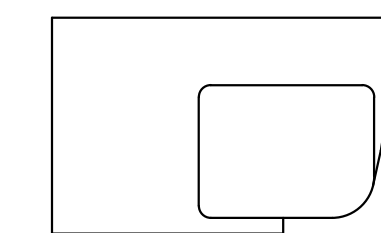
A1.13

OPEN SPACE, LEVEL 32		
PRIVATE OPEN SPACE	8 BALCONY @ 50 SF EACH	400 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES



KEY PLAN



1 L32
1/16" = 1'-0"

NOT FOR CONSTRUCTION

CallisonRTKL Inc.
333 S. Hope St., Ste. C200
Los Angeles, CA 90071
Tel. 213.633.6000

CallisonRTKL Project No. 040-170168-00

Consultant

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

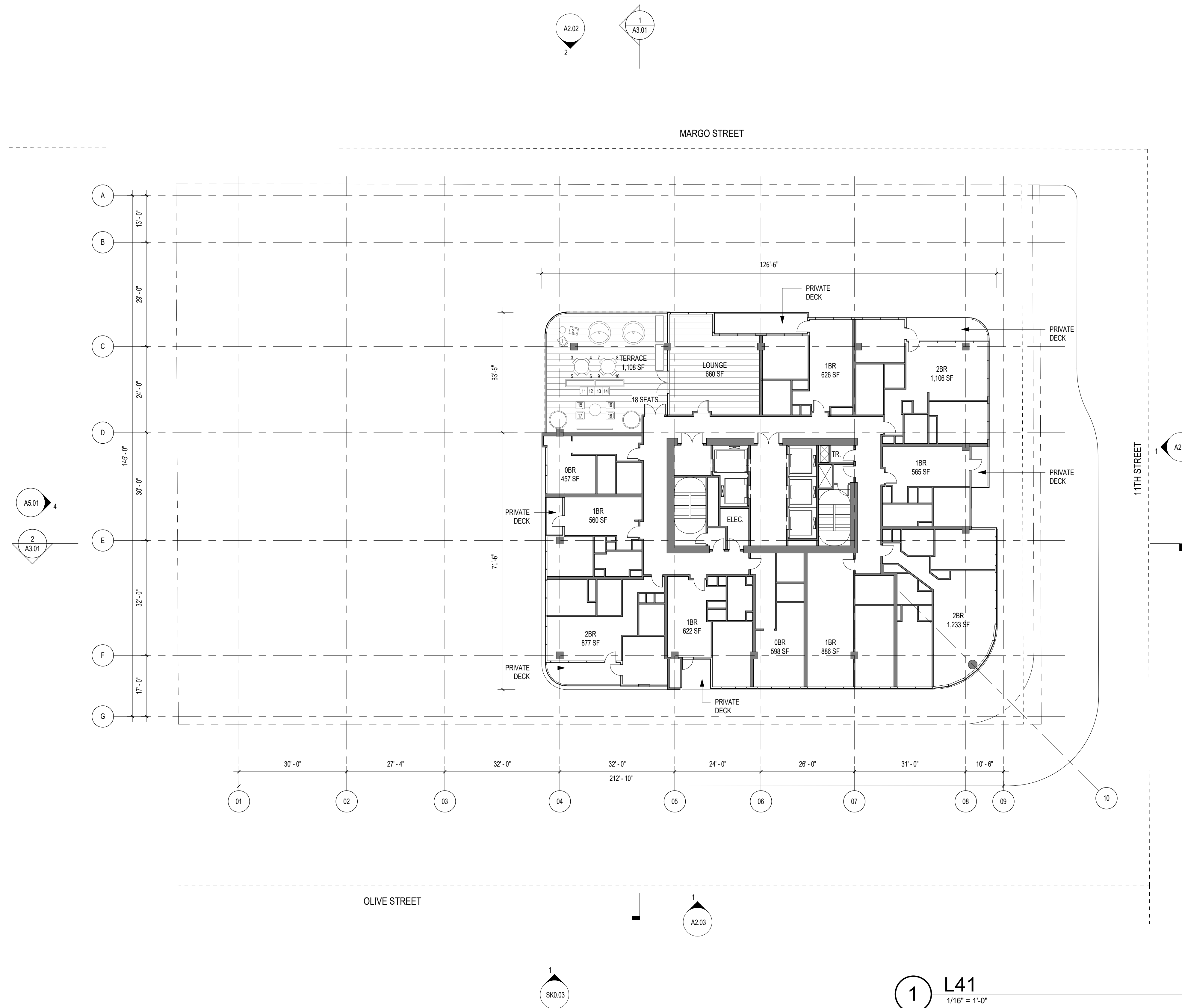
Sheet Identification

**FLOOR PLAN -
LEVEL 41**

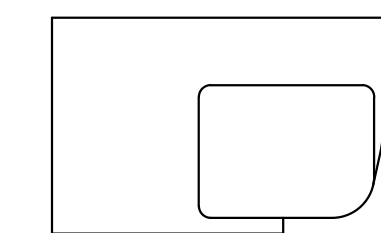
A1.14

OPEN SPACE, LEVEL 41		
PRIVATE OPEN SPACE	6 BALCONY @ 50 SF EACH	300 SF
COMMON OPEN SPACE (INDOOR)	COVERED OUTDOOR DECK COUNTED AS INDOOR SPACE	1,768 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES



KEY PLAN



1 L41
1/16" = 1'-0"

NOT FOR CONSTRUCTION

CallisonRTKL Inc.
333 S. Hope St., Ste. C200
Los Angeles, CA 90071
Tel: 213.633.6000

CallisonRTKL Project No: 040-170168-00

Consultant

OPEN SPACE, LEVEL 42		
PRIVATE OPEN SPACE	7 BALCONIES @ 50 SF/ EACH	350 SF
COMMON OPEN SPACE (INDOOR)		0 SF
COMMON OPEN SPACE (OUTDOOR)		0 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

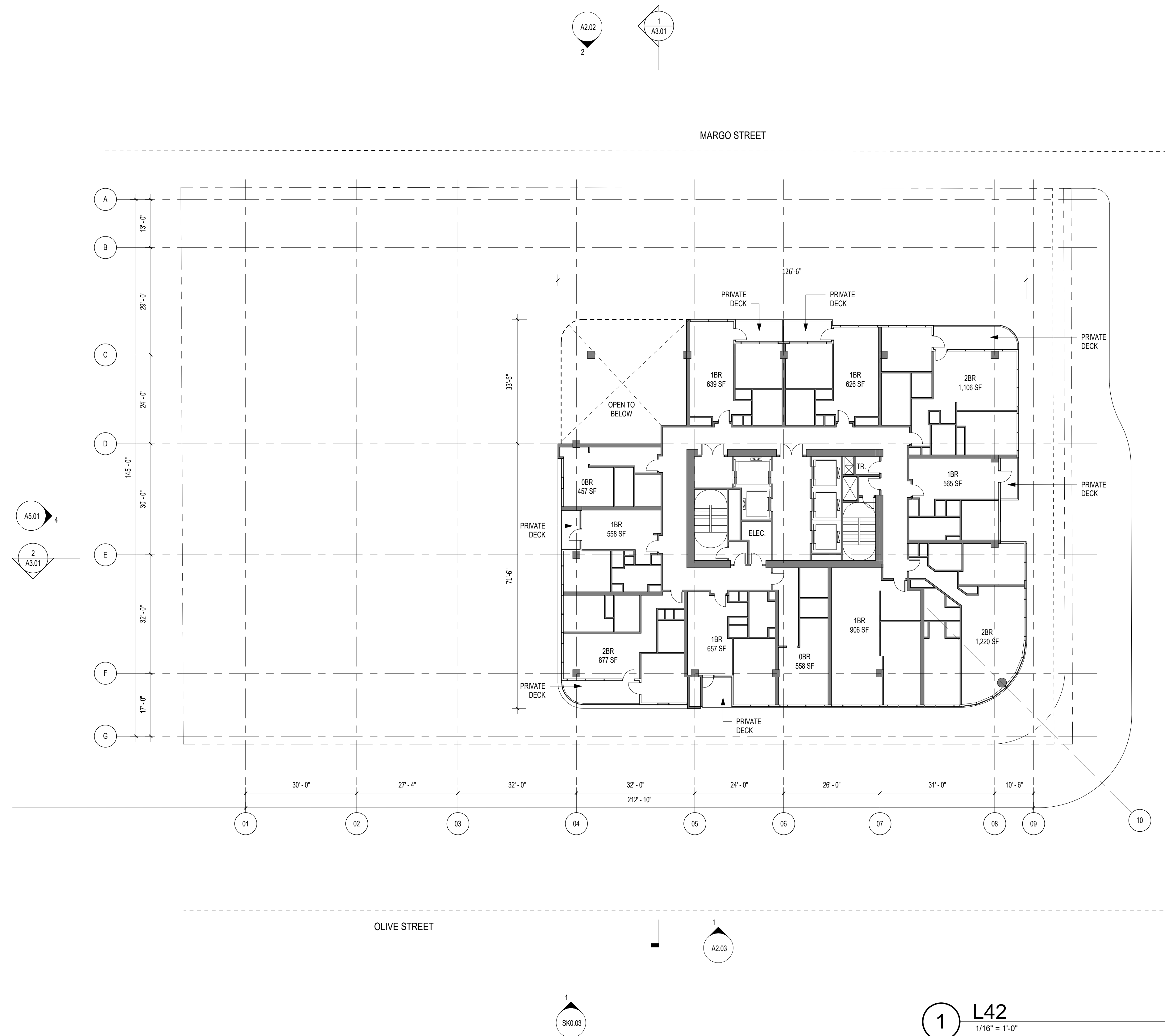
Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

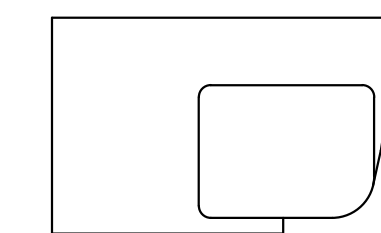
Sheet Identification

**FLOOR PLAN -
LEVEL 42**

A1.15



KEY PLAN



1 L42
1/16" = 1'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

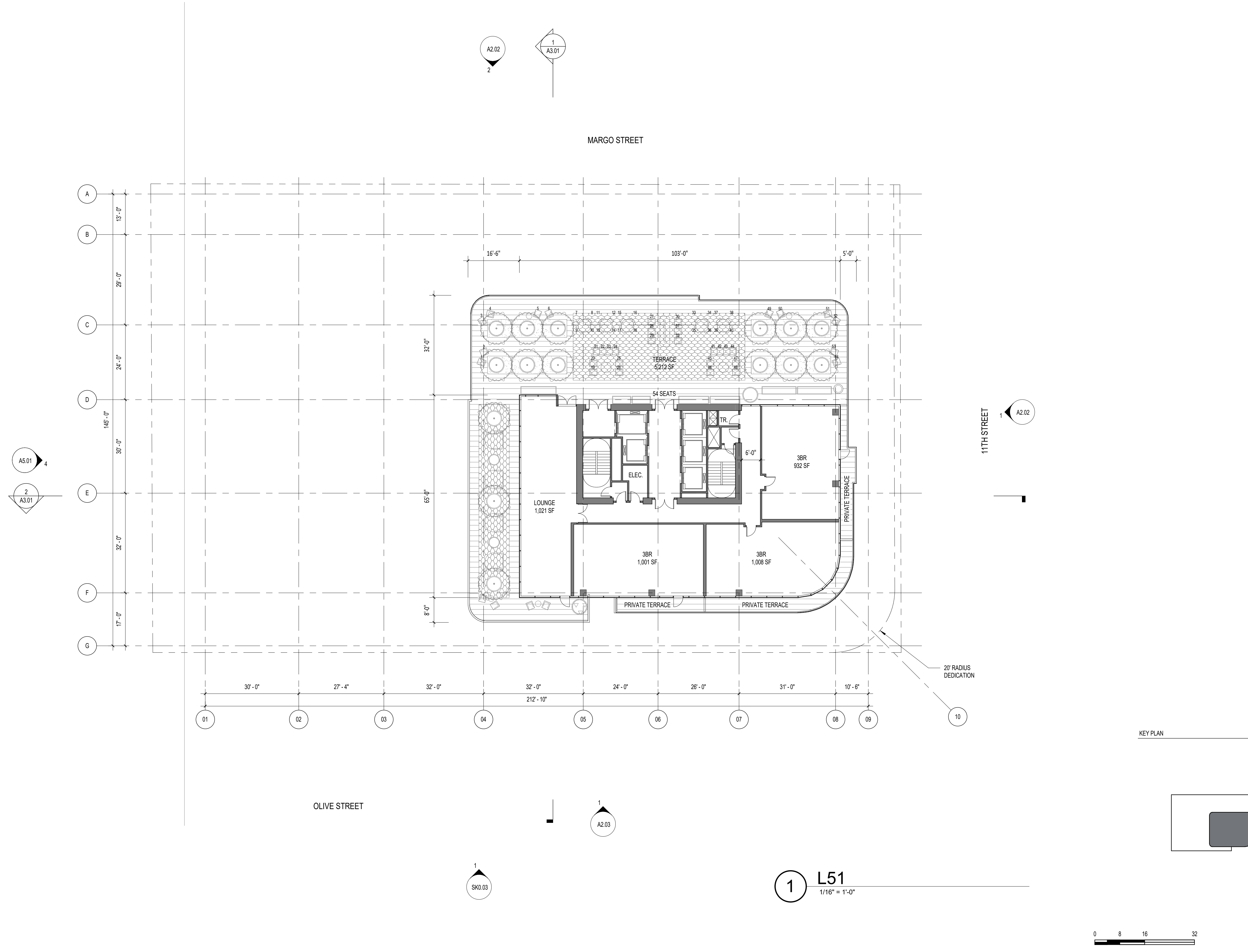
Sheet Identification

**FLOOR PLAN -
LEVEL 51**

A1.16

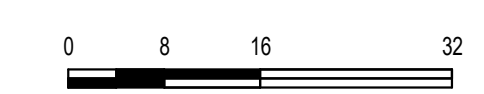
OPEN SPACE, LEVEL 51		
PRIVATE OPEN SPACE	3 BALCONIES @ 50 SF/ EACH	150 SF
COMMON OPEN SPACE (INDOOR)		1,021 SF
COMMON OPEN SPACE (OUTDOOR)		5,212 SF

PLEASE REFER TO LANDSCAPE DRAWINGS FOR OPEN SPACE, PLANTING, AND TREES



KEY PLAN

1 L51
1/16" = 1'-0"



NOT FOR CONSTRUCTION



DTLA South Park Properties Site 2

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

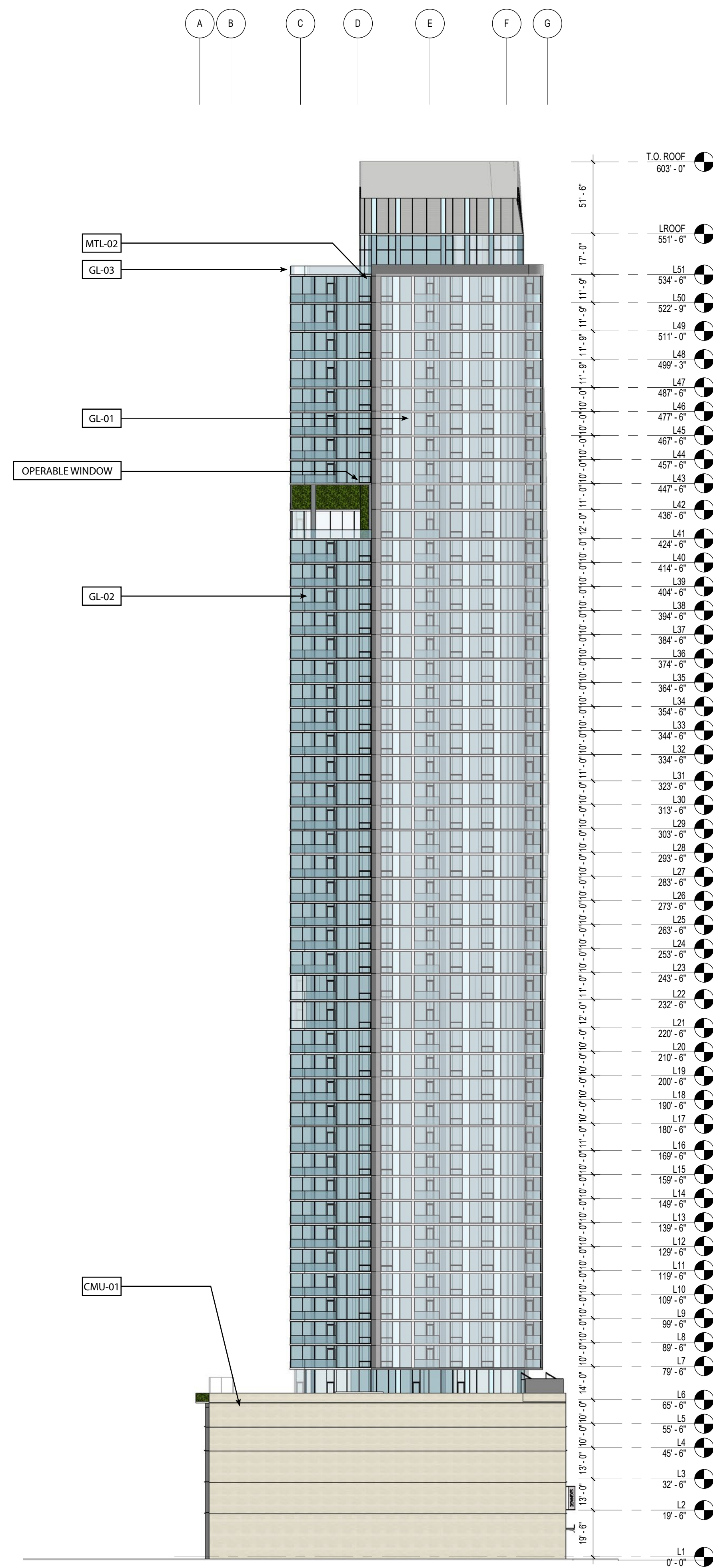
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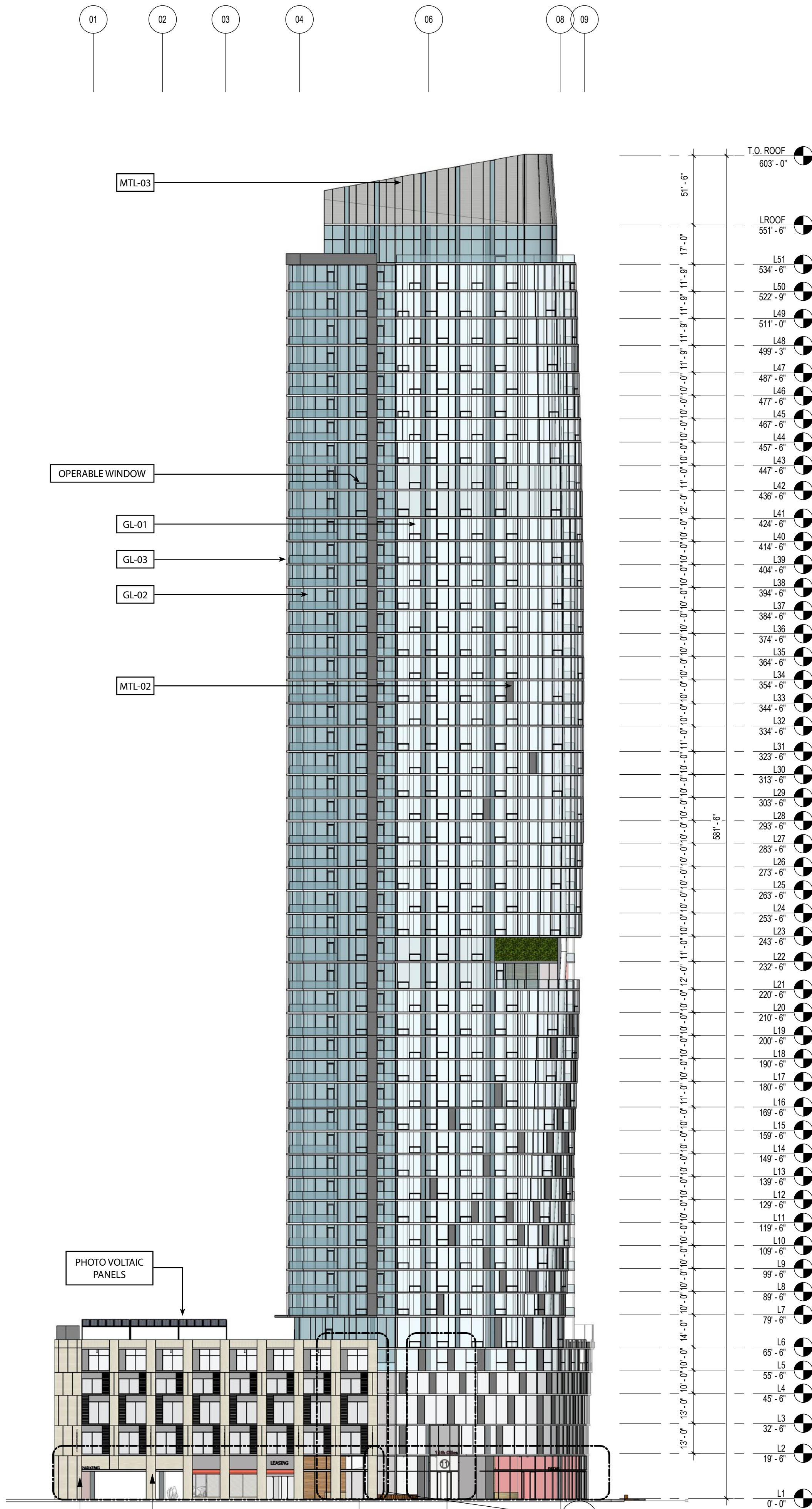
**BUILDING
ELEVATIONS**

A2.01

EXTERIOR MATERIAL LEGEND	
CODE	DESCRIPTION
ART-01	MURAL
CMU-01	CMU WALL, LIGHT GREY
GL-01	VISION GLAZING, CLEAR
GL-02	VISION GLAZING, TINTED
GL-03	TEMPERED GLAZING (GUARD RAILS, GLASS DOORS)
GL-04	SPANDREL GLAZING
MTL-01	METAL PANEL, SILVER
MTL-02	METAL PANEL, GRAY
MTL-03	METAL PANEL, PERFORATED, SILVER (CROWN ONLY)
MTL-04	METAL SCREEN, ANGLED LOUVRES, COLOR TO MATCH MTL-01
PC-01	PORTLAND CEMENT PLASTER, LIGHT GRAY
ST-01	CONCRETE, NATURAL FINISH
ST-02	STONE

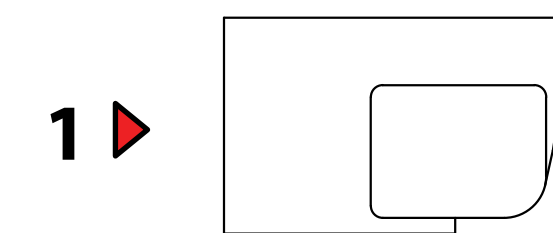


1 SOUTH ELEVATION
1/32" = 1'-0"



2 EAST ELEVATION
1/32" = 1'-0"

KEY PLAN



NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

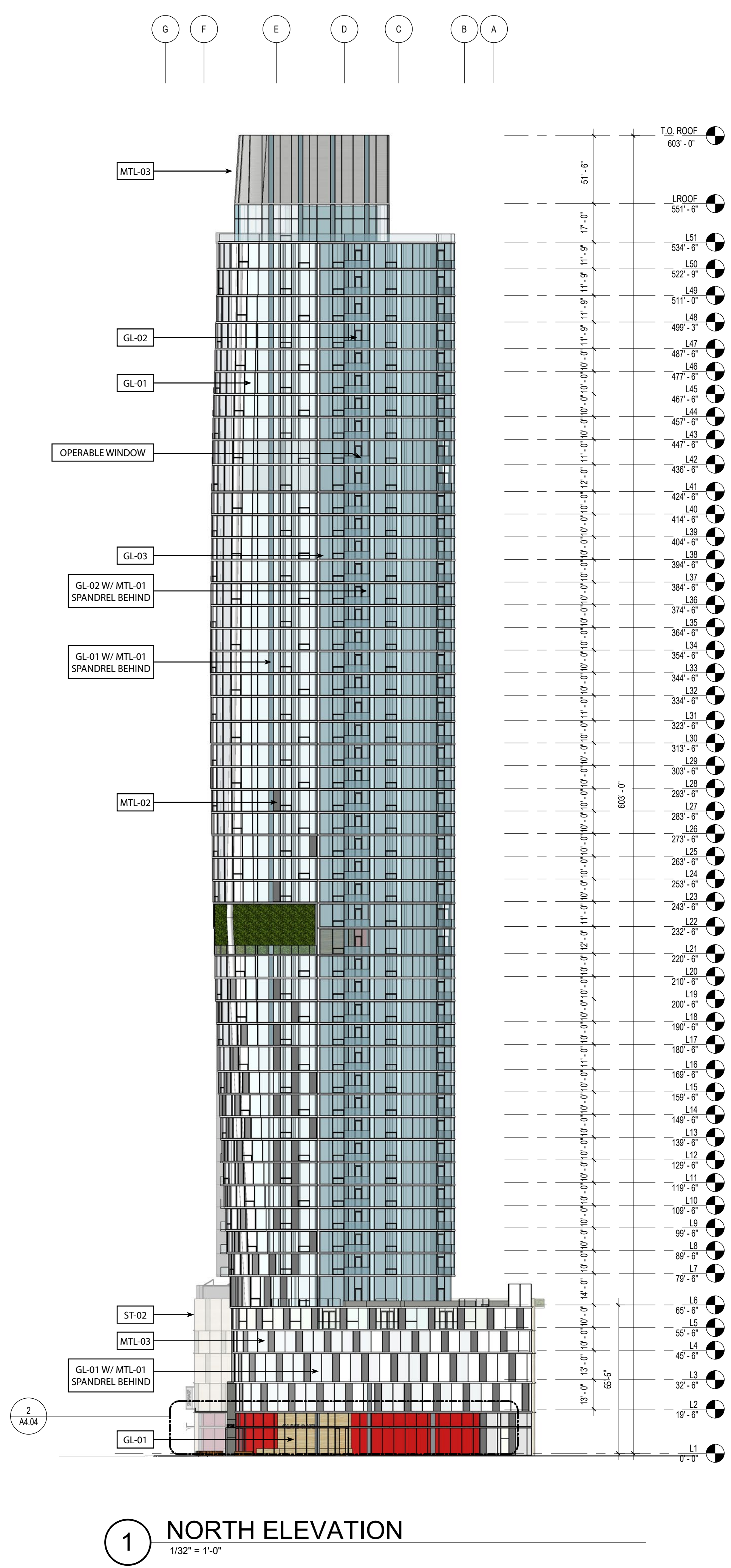
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

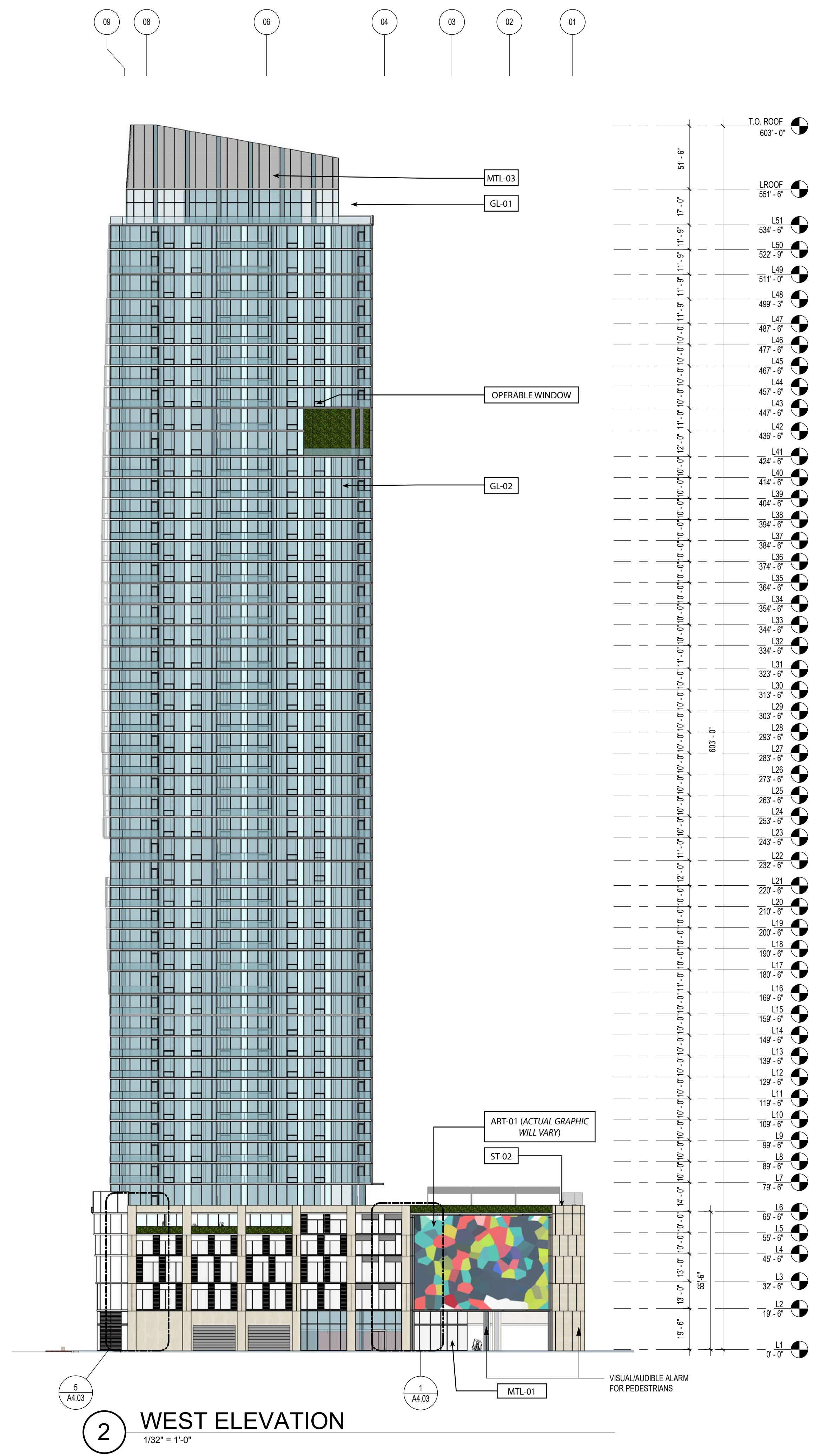
Sheet Identification

**BUILDING
ELEVATIONS**

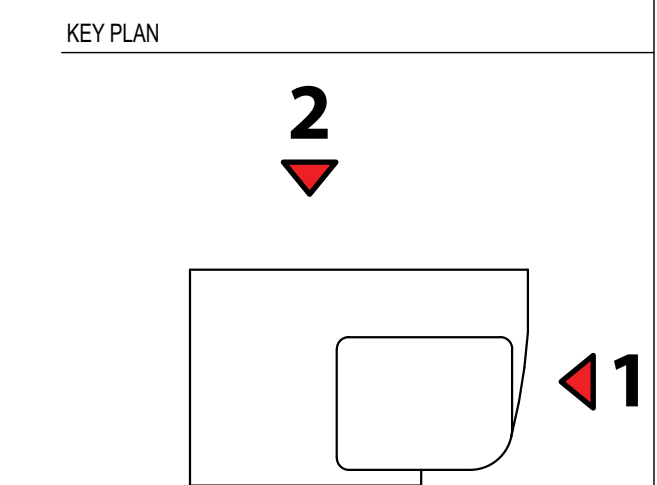
EXTERIOR MATERIAL LEGEND	
CODE	DESCRIPTION
ART-01	MURAL
CMU-01	CMU WALL, LIGHT GREY
GL-01	VISION GLAZING, CLEAR
GL-02	VISION GLAZING, TINTED
GL-03	TEMPERED GLAZING (GUARD RAILS, GLASS DOORS)
GL-04	SPANDREL GLAZING
MTL-01	METAL PANEL, SILVER
MTL-02	METAL PANEL, GRAY
MTL-03	METAL PANEL, PERFORATED, SILVER (CROWN ONLY)
MTL-04	METAL SCREEN, ANGLED LOUVRES, COLOR TO MATCH MTL-01
PC-01	PORTLAND CEMENT PLASTER, LIGHT GRAY
ST-01	CONCRETE, NATURAL FINISH
ST-02	STONE



1 NORTH ELEVATION
1/32" = 1'-0"



2 WEST ELEVATION
1/32" = 1'-0"



NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Issue Drawing Log

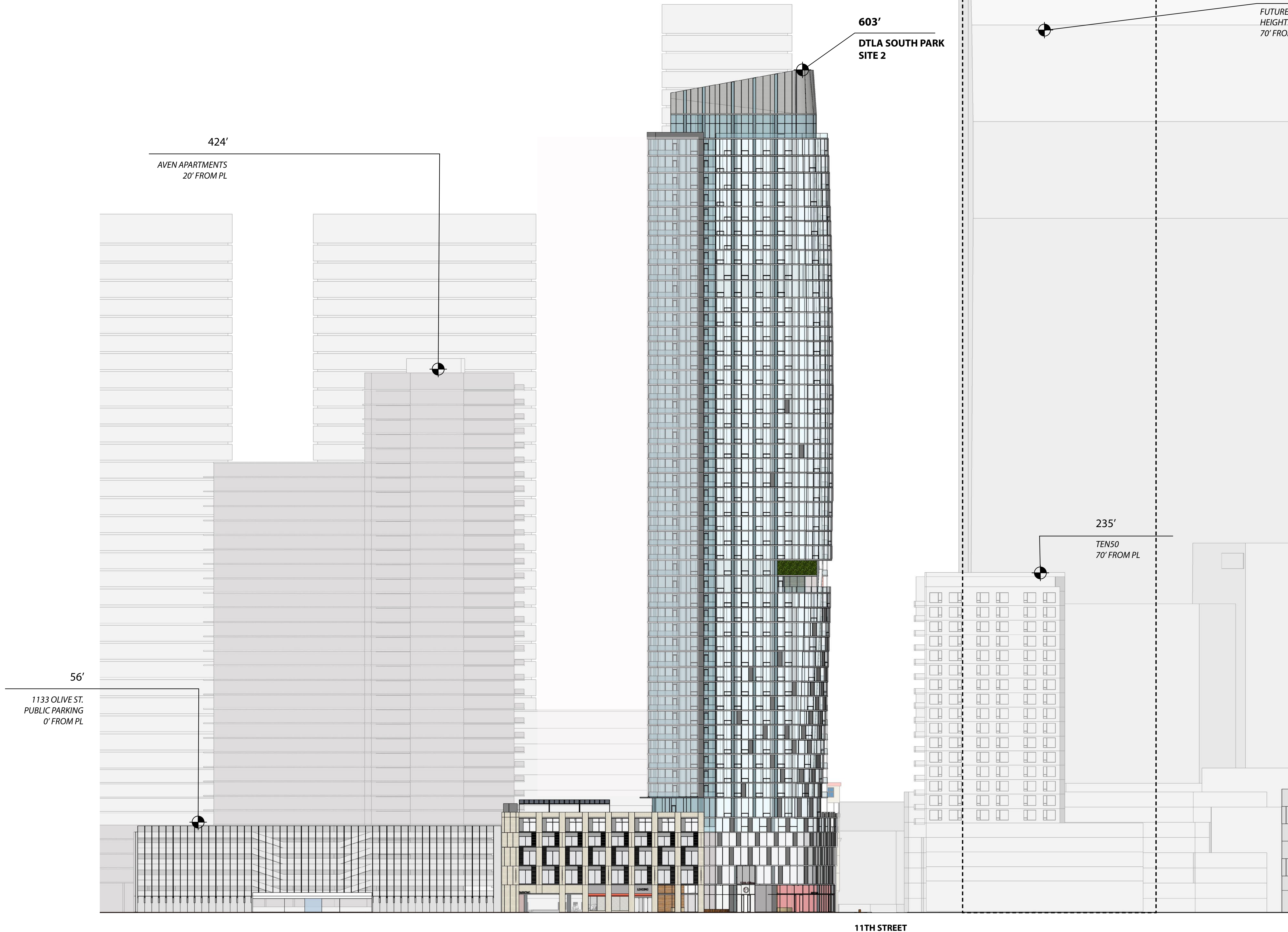
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

**CONTEXT
ELEVATIONS**

A2.03



1 EAST ELEVATION - CONTEXT

1/32" = 1'-0"

NOTE: ALL HEIGHTS AND DIMENSIONS ARE APPROXIMATE

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Issue Drawing Log

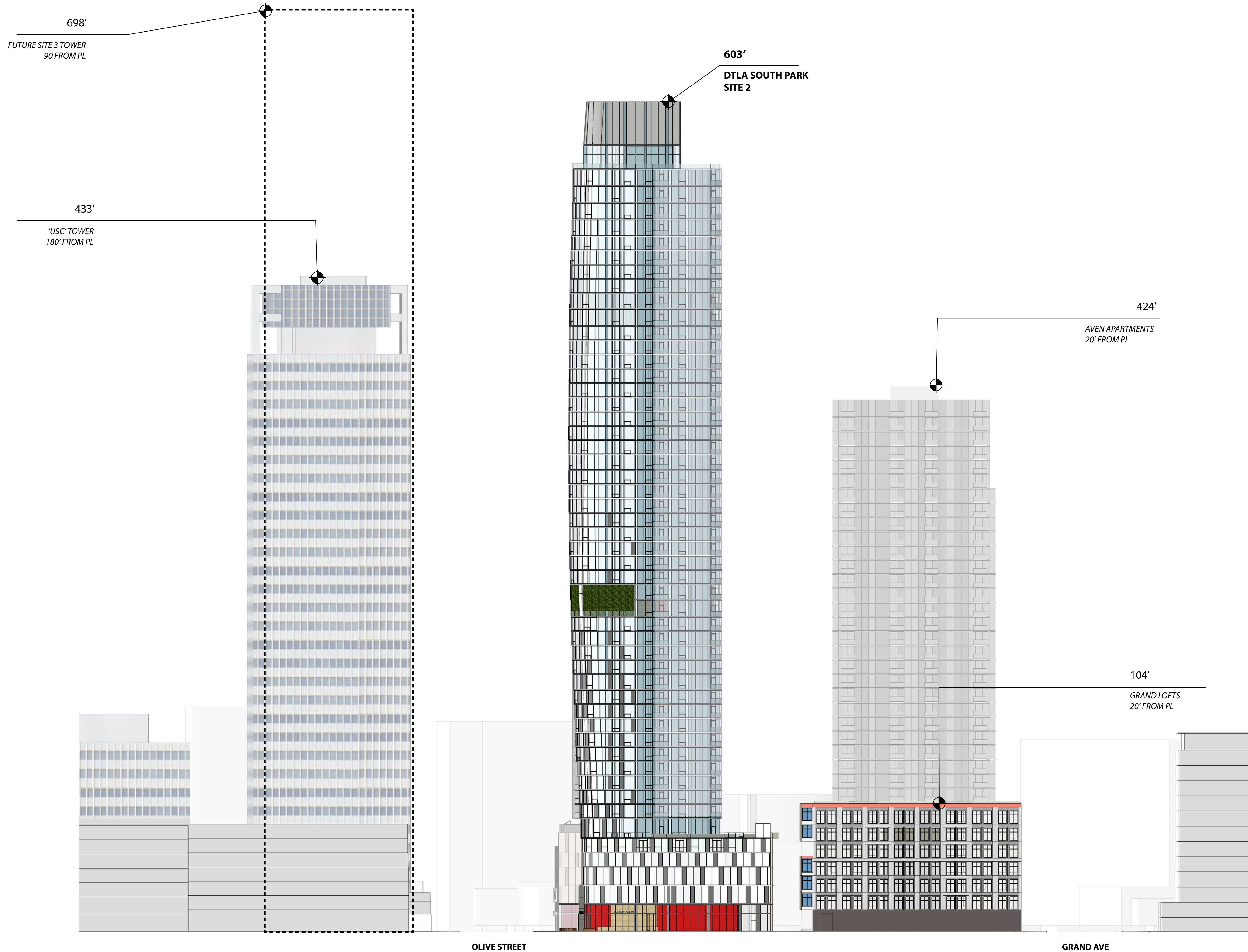
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

**CONTEXT
ELEVATIONS**

A2.04



1 NORTH ELEVATION - CONTEXT

1/32" = 1'-0"

NOTE: ALL HEIGHTS AND DIMENSIONS ARE APPROXIMATE

NOT FOR CONSTRUCTION

CallisonRTKL Inc.
 333 S. Hope St., Ste. C200
 Los Angeles, CA 90071
 Tel: 213.633.6000

CallisonRTKL Project No: 040-170168-00

Consultant

**DTLA South Park
 Properties Site 2**

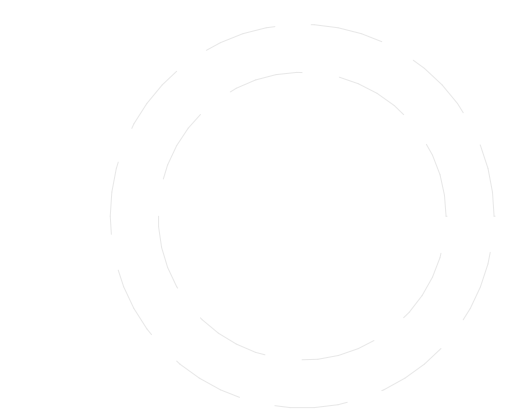
Owner Address

MREG 1105 OLIVE LLC
 1150 S. OLIVE, SUITE 2250
 LOS ANGELES, CA 90015

Issue Drawing Log

05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal



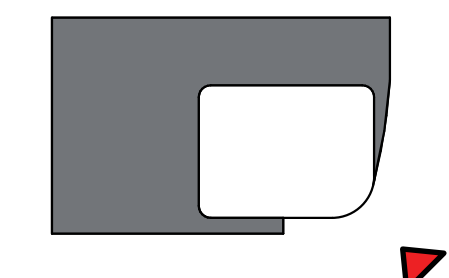
Sheet Identification

RENDERING



1 11TH & OLIVE - 2
 1/32" = 1'-0"

KEY PLAN



NOT FOR CONSTRUCTION

A2.06

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

05/04/18	SITE PLAN REVIEW
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09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal



Sheet Identification

RENDERING

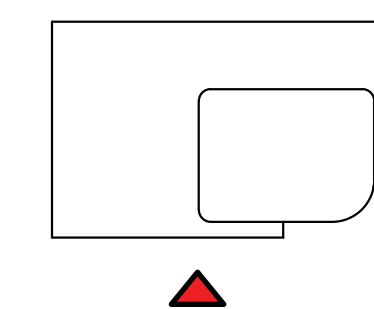
A2.08

- 1 RETAIL PLAZA
- 2 LOBBY
- 3 MAIL ROOM
- 4 LEASING BOUTIQUE
- 5 PARKING ENTRANCE
- 6 PEDESTRIAN CONNECTION TO SOUTH PARK COMMONS



1 PODIUM ALONG OLIVE
1/32" = 1'-0"

KEY PLAN



NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

DATE	DESCRIPTION
05/04/18	SITE PLAN REVIEW
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09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

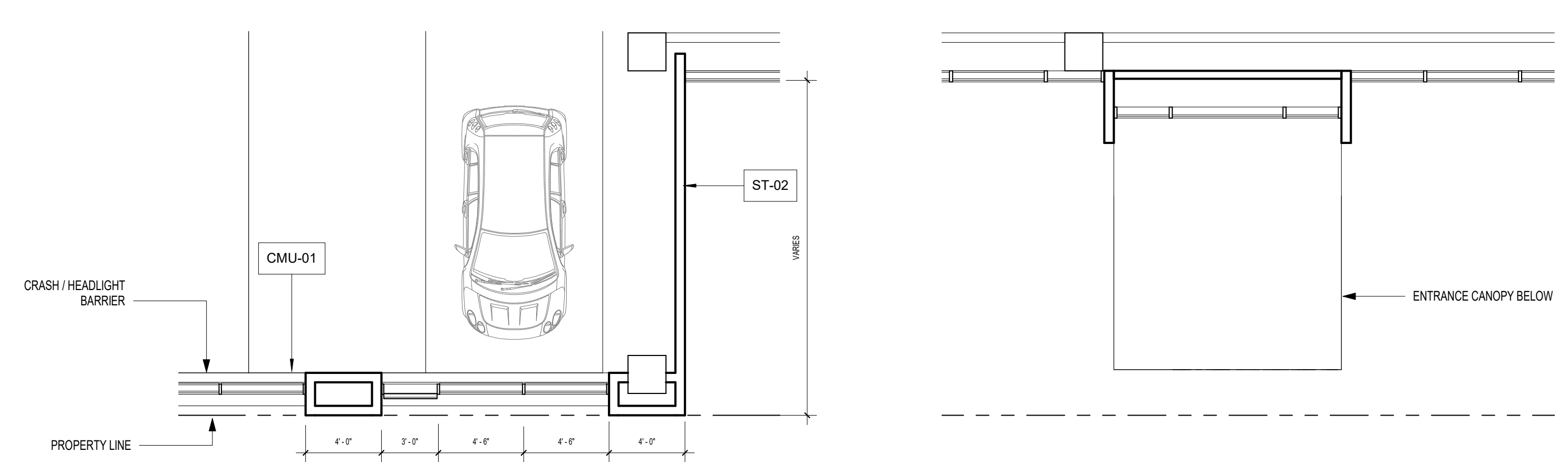
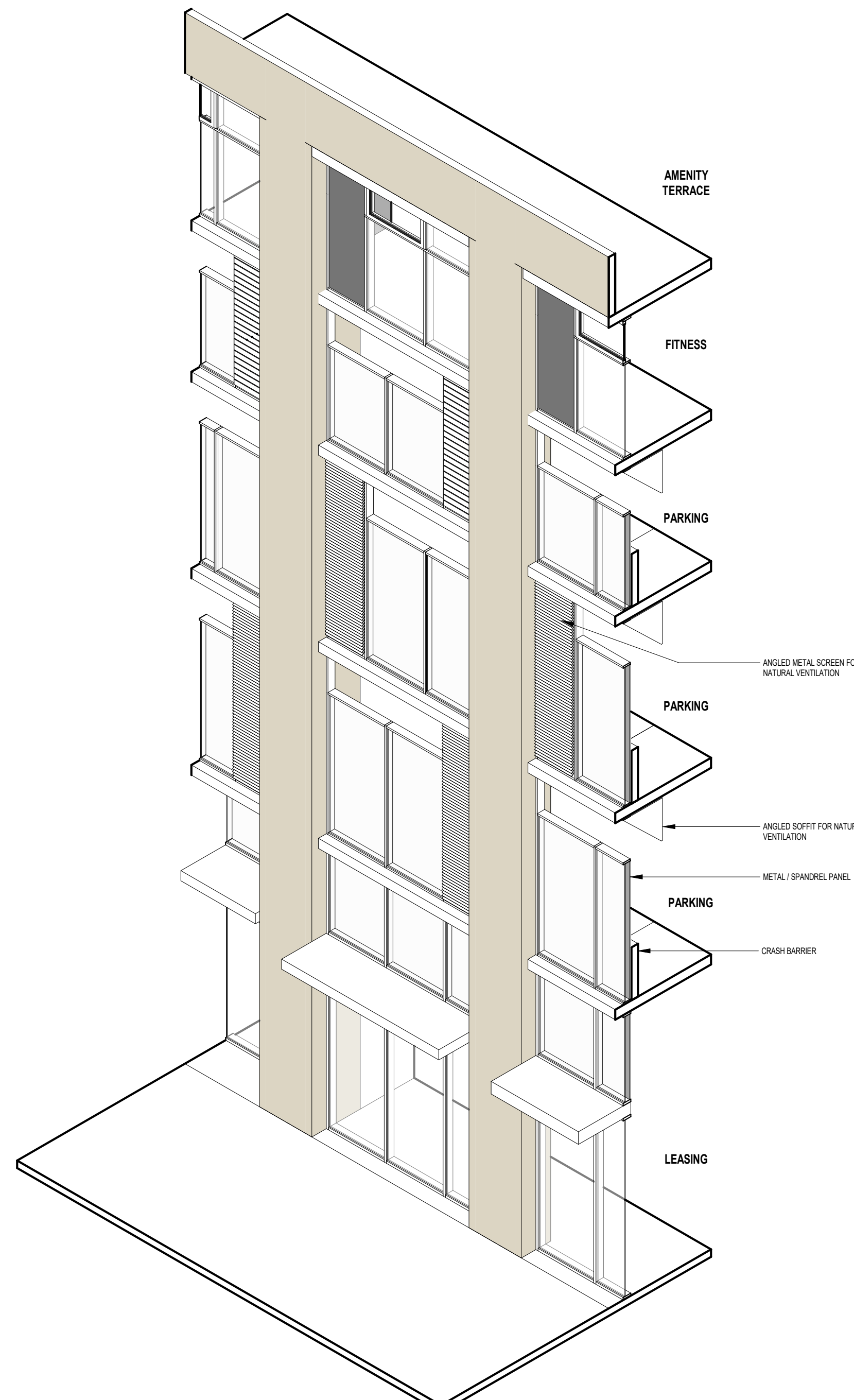
Seal

Sheet Identification

**TYPICAL PARKING
FACADE
DIAGRAMS -
OLIVE STREET**

A4.02

EXTERIOR MATERIAL LEGEND	
CODE	DESCRIPTION
ART-01	MURAL
CMU-01	CMU WALL, LIGHT GREY
GL-01	VISION GLAZING, CLEAR
GL-02	VISION GLAZING, TINTED
GL-03	TEMPERED GLAZING (GUARD RAILS, GLASS DOORS)
GL-04	SPANDREL GLAZING
MTL-01	METAL PANEL, SILVER
MTL-02	METAL PANEL, GRAY
MTL-03	METAL PANEL, PERFORATED, SILVER (CROWN ONLY)
MTL-04	METAL SCREEN, ANGLED LOUVRES, COLOR TO MATCH MTL-01
PC-01	PORTLAND CEMENT PLASTER, LIGHT GRAY
ST-01	CONCRETE, NATURAL FINISH
ST-02	STONE



1 TYP. PODIUM FACADE (OLIVE ST)
3/16" = 1'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

DATE	DESCRIPTION
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

**TYPICAL PARKING
FACADE
DIAGRAMS -
MARGO STREET**

A4.03

EXTERIOR MATERIAL LEGEND	
CODE	DESCRIPTION
ART-01	MURAL
CMU-01	CMU WALL, LIGHT GREY
GL-01	VISION GLAZING, CLEAR
GL-02	VISION GLAZING, TINTED
GL-03	TEMPERED GLAZING (GUARD RAILS, GLASS DOORS)
GL-04	SPANDREL GLAZING
MTL-01	METAL PANEL, SILVER
MTL-02	METAL PANEL, GRAY
MTL-03	METAL PANEL, PERFORATED, SILVER (CROWN ONLY)
MTL-04	METAL SCREEN, ANGLED LOUVRES, COLOR TO MATCH MTL-01
PC-01	PORTLAND CEMENT PLASTER, LIGHT GRAY
ST-01	CONCRETE, NATURAL FINISH
ST-02	STONE



1 TYP. PODIUM FACADE (MARGO ST)
3/16" = 1'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address
MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Issue
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

**CUB EXHIBIT &
RETAIL
ELEVATIONS**

A4.04

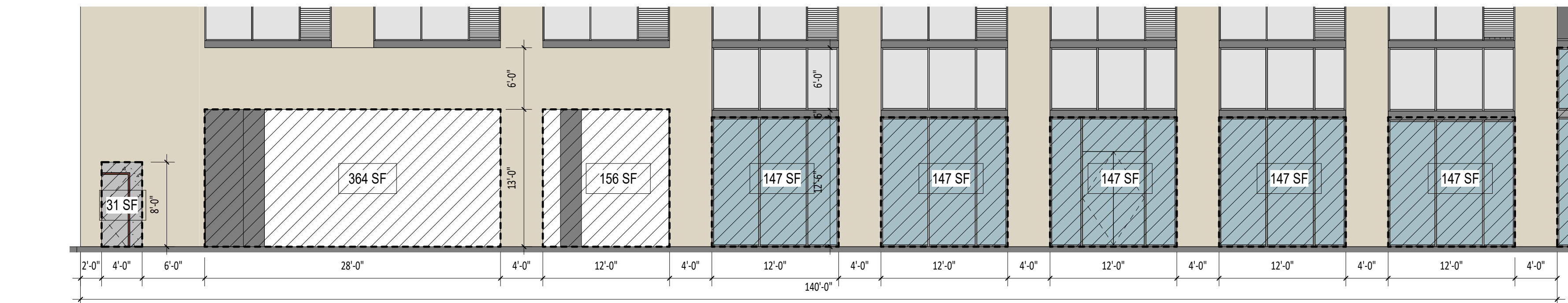
CONDITIONAL USE PERMIT - BEVERAGE: SUMMARY TABLE

BUILDING	USE	BUILDING AREA	PATIO AREA	TYPE
SITE 2	RESTAURANT	4,178 SF	2,009 SF	47

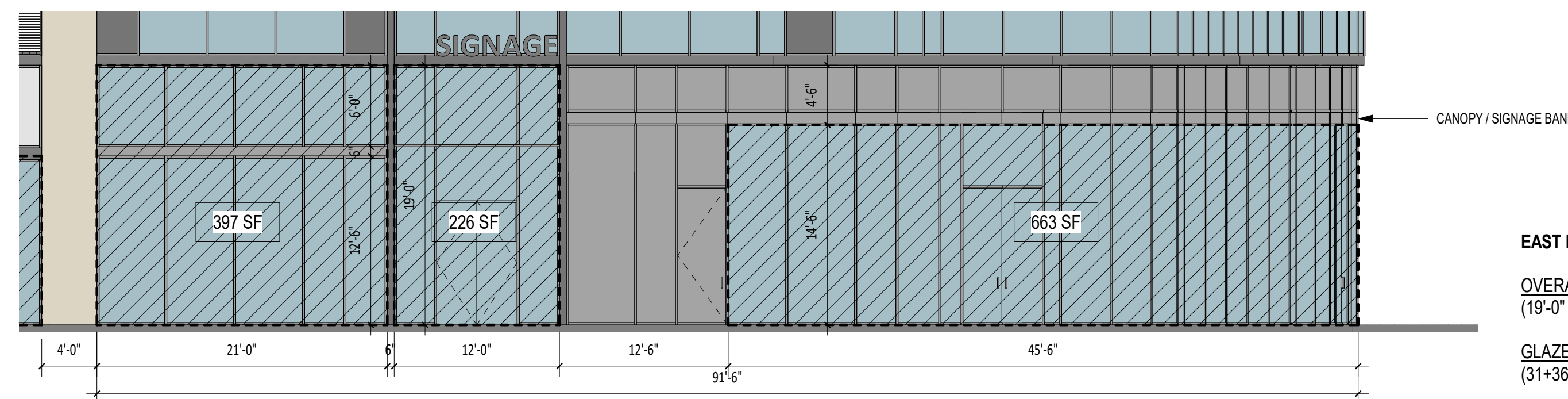
NOTES:

- ALL LOCATIONS AND AREAS ARE APPROXIMATE AND MAY VARY
- ALL AREAS SHOWN ARE GROSS BUILDING AREA (GBA)
- RESTAURANT LAYOUT SHOWN FOR CONCEPT PURPOSES ONLY AND MAY CHANGE
- ALL ALCOHOL FOR ON-SITE SALE ONLY

- EXTERIOR SPACE
- INTERIOR SPACE
- ALCOHOL STORAGE

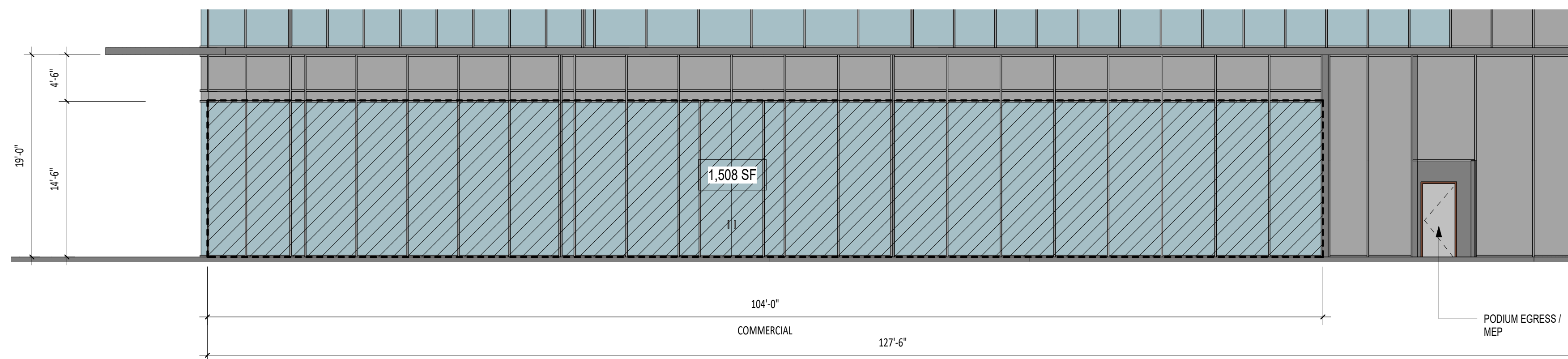


4 ENLARGED RETAIL - OLIVE STREET - SOUTH
1/8" = 1'-0"



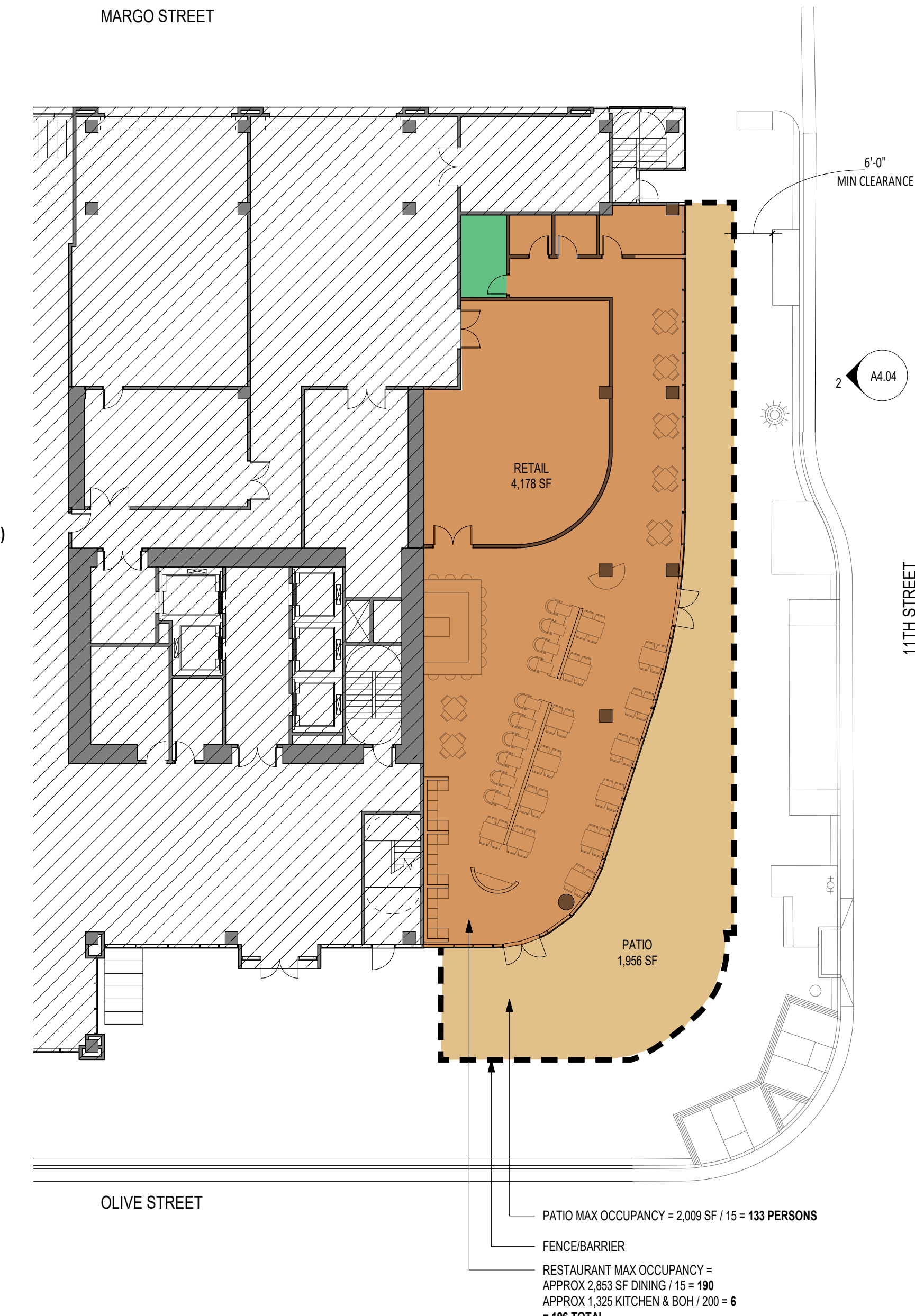
EAST ELEVATION:
OVERALL AREA
(19'-0" X 140'-0") + (19'-0" X 91'-6") = **4,398.5 SF**
GLAZED AREA
(31+364+456+147+147+147+147+397+226+663) = **2,572 SF (58%)**

3 ENLARGED RETAIL - OLIVE STREET - NORTH
1/8" = 1'-0"



SOUTH ELEVATION:
OVERALL AREA
19'-0" X 127'-6" = **2,422.5 SF**
GLAZED AREA
(14'-6" X 104'-0") = **1,508 SF (62%)**

2 ENLARGED RETAIL - 11TH STREET
1/8" = 1'-0"



1 CUB EXHIBIT
1/16" = 1'-0"

NOT FOR CONSTRUCTION

DTLA South Park
Properties Site 2

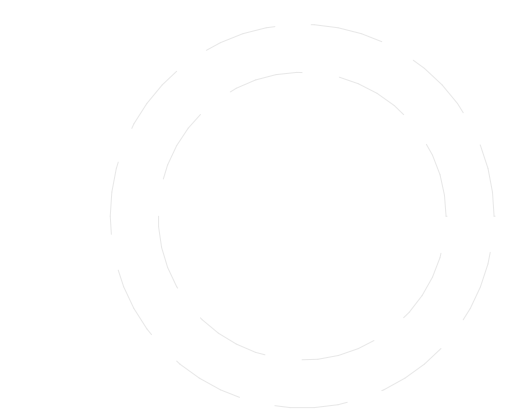
Owner Address

MREG 1105 OLIVE LLC
1150 S. OLIVE, SUITE 2250
LOS ANGELES, CA 90015

Issue Drawing Log

05/04/18	SITE PLAN REVIEW
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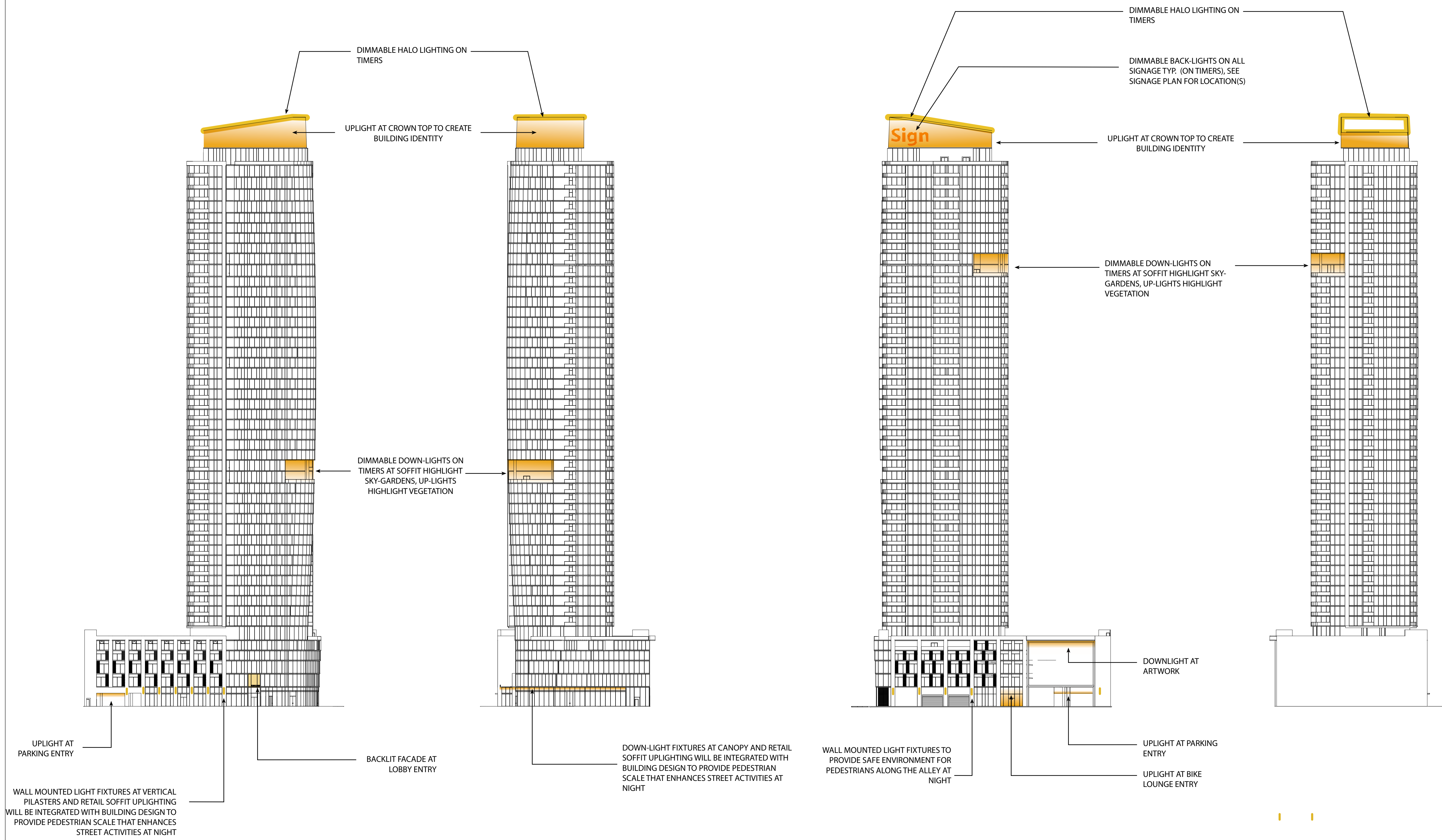
Seal



Sheet Identification

LIGHTING
STRATEGY

A5.01



NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Date	Description
05/04/18	SITE PLAN REVIEW
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09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
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**SITE 2 LANDSCAPE
LEVEL 1 -
ILLUSTRATIVE
PLAN**

L1.01A

LEGEND

- ① 11th Street Improvements & Street Trees per MyFig Streetscape Plans; Refer to next sheet, L1.01B for more information.
- ② Upgraded Paving within Property Line
- ③ Pre-Approved B.O.E. Specialty Finish Concrete
- ④ 18" Wide Brick Band per Downtown Design Guidelines
- ⑤ 7' x 15' Planter
- ⑥ Entry Drive
- ⑦ Existing Street Light
- ⑧ Short Term Bicycle Parking, 24 Spaces Provided
- ⑨ Raised Planter
- ⑩ Painted Graphic Connection to Neighboring Park
- ⑪ Approximate Curbside Parking Locations; 19' x 8', typ.

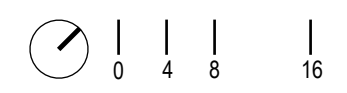
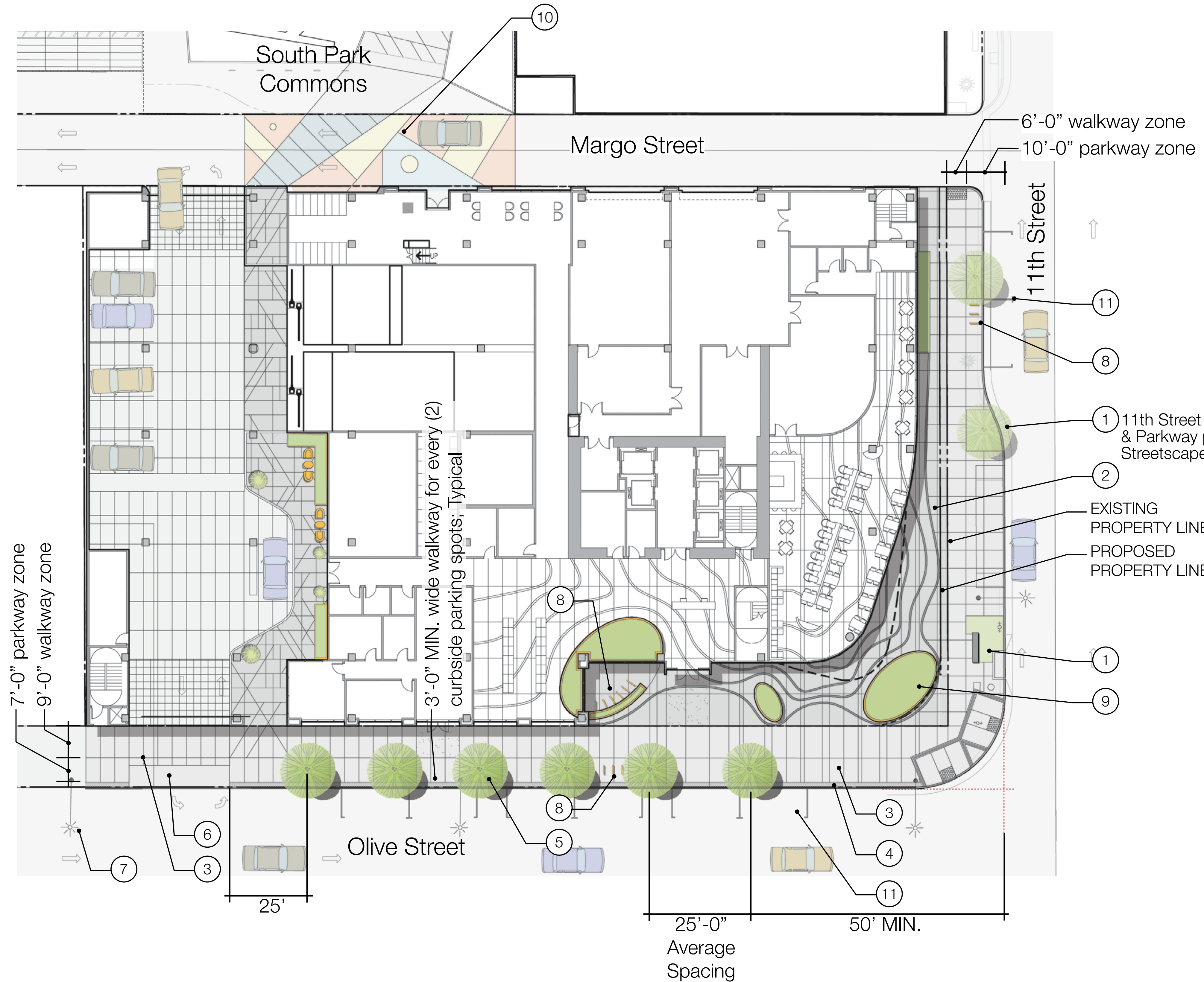
Proposed Street Tree:
Platanus acerifolia - London Planetree

Required Quantity of Trees: 134
Proposed Quantity of Trees: 115

Ground Level:	8
Level 5 Mezzanine:	0
Level 6 Amenity:	92
Level 21 Amenity:	0
Level 41 Amenity:	0
Level 51 Penthouse:	15

Common Open Space: 25,808 SF
Landscaped Open Space Required: 6,452 SF
Landscaped Open Space Provided: 6,452 SF

Ground Level:	0 SF
Level 5 Mezzanine:	230 SF
Level 6 Amenity:	5,336 SF
Level 21 Amenity:	0 SF
Level 41 Amenity:	0 SF
Level 51 Penthouse:	886 SF



SCALE: 1"=16'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

DATE	DESCRIPTION
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**SITE 2 LANDSCAPE
LEVEL 1 -
PLANTING AND
OPEN SPACE PLAN**

L1.01B

LEGEND

REFER TO ARCHITECTURAL SHEET G0.01a
FOR TOTAL OPEN SPACE INFORMATION

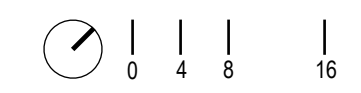
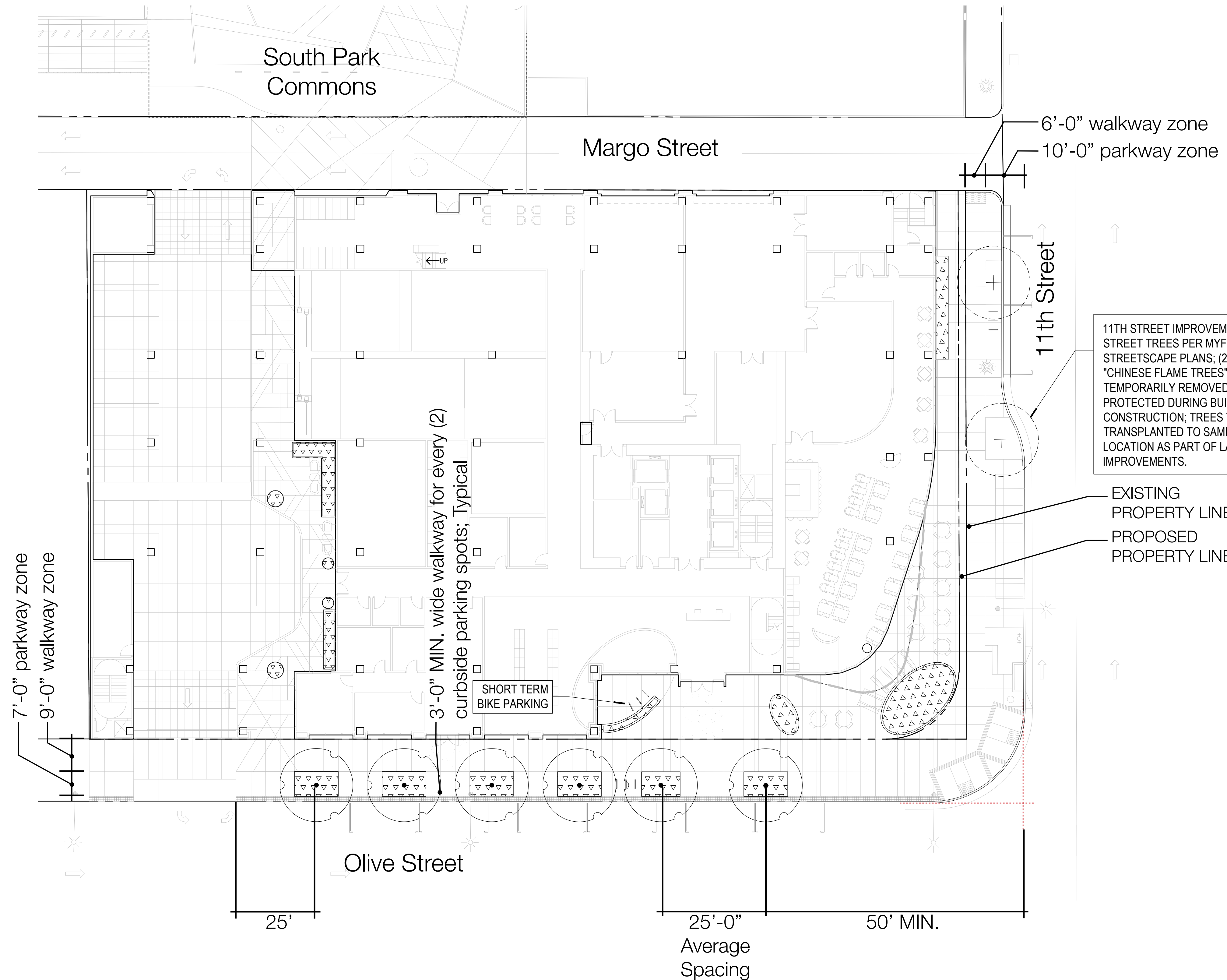
PLANTING LEGEND: Trees Such As:

SYMBOL	NAME	QTY	SIZE
	EXISTING TREE TO BE TEMPORARILY REMOVED, PROTECTED AND TRANSPLANTED: KOELREUTERIA BIPINNATA CHINESE FLAME TREE (ON 11TH STREET)**	2	EXISTING
	PLATANUS ACERIFOLIA LONDON PLANE TREE (ON OLIVE STREET)	6	36" BOX STD

PLANTING LEGEND: Shrubs/Groundcover Such As:

SYMBOL	NAME	QTY	SIZE
	AGAVE ATTENUATA FOXTAIL AGAVE	40%	1 GAL @ 18" O.C.
	ARCTOSTAPHYLOS UVA-URSI 'EMERALD CARPET' CARPET MANZANITA		
	DIANELLA REVOLUTA 'LITTLE REV' LITTLE REV FLAX	40%	5 GAL @ 30" O.C.
	DIETES GRANDIFLORA FORTNIGHT LILY**	20%	15 GAL @ 48" O.C.
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH**		

** INDICATES PLANT SELECTION PER CITY OF LOS ANGELES MYFIG IMPROVEMENT PLAN



SCALE: 1"=16'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1105 S. OLIVE, SUITE 2200
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Description
05/04/18	SITE PLAN REVIEW
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02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

**SITE 2 LANDSCAPE
LEVEL 6 -
ILLUSTRATIVE
PLAN**

L1.02A

LEGEND

- ① Dog Park Below with Enclosure Gate & Owner Lounge
- ② Firepit and Lounge Seating
- ③ Counter Top with BBQ Grills
- ④ Firepits, Daybeds, & Overhead Trellis
- ⑤ 5' Building Overhang
- ⑥ Raised Planter, Typical
- ⑦ 5' High Glass Pool Enclosure Fence
- ⑧ Pool Cabanas
- ⑨ Chaise Lounges
- ⑩ Screening Hedge
- ⑪ Raised Sun Terrace
- ⑫ Rubberized Athletic Surface
- ⑬ Private Patio
- ⑭ Lawn Panel with Outdoor Games

Proposed Trees:

-  *Acacia stenophylla* - Shoestring Acacia
-  *Cercidium x 'Desert Museum'* - Palo Verde 'Desert Museum'
-  *Olea europea* - Fruitless Olive
-  *Prosopis alba 'Colorado'* - Thornless Argentine Mesquite



0 4 8 16
SCALE: 1"=16'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1105 S. OLIVE, SUITE 2200
LOS ANGELES, CA 90015

Issue Drawing Log

DATE	REVISION
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Seal

Sheet Identification

**SITE 2 LANDSCAPE
LEVEL 6 -
PLANTING AND
OPEN SPACE PLAN**

L1.02B

LEGEND

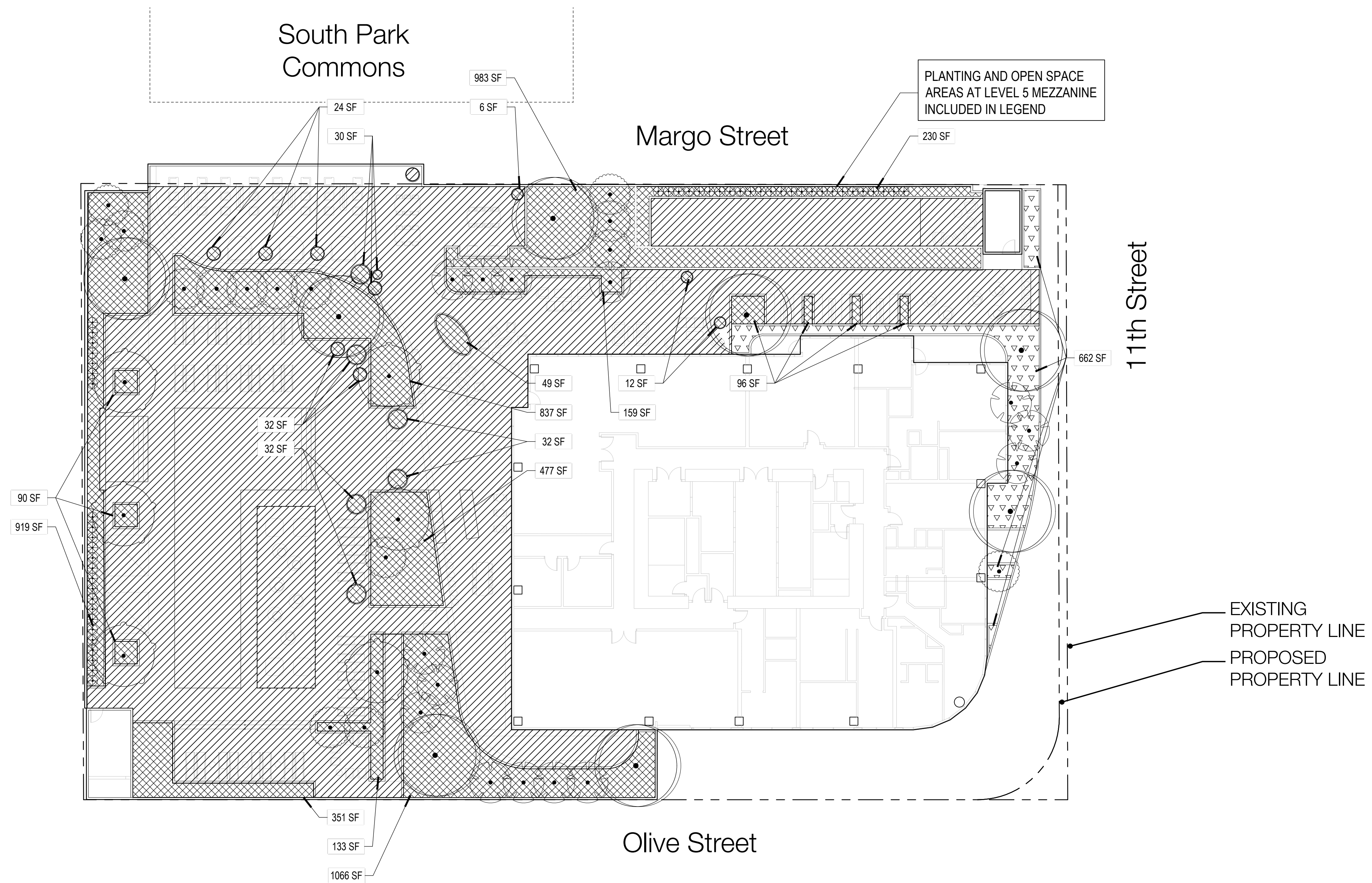
COMMON OPEN SPACE		
AREA	SQUARE FOOTAGE	
EXTERIOR COMMON OPEN SPACE	14,790 SF	
LANDSCAPED COMMON OPEN SPACE	5,566 SF	
TOTAL COMMON OPEN SPACE	20,356 SF	
REFER TO ARCHITECTURAL SHEET G0.01a FOR TOTAL OPEN SPACE INFORMATION		
LANDSCAPED AREA (SHOWN AS REFERENCE)	662 SF	

PLANTING LEGEND: Trees Such As:

SYMBOL	NAME	QTY	SIZE
	ACACIA STENOPHYLLA SHOESTRING ACACIA	14	24" BOX STD
	CERCIDIUM X 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE	15	24" BOX STD
	OLEA EUROPEA SP FRUITLESS OLIVE	6	36" BOX STD
	PODOCARPUS E. 'MONMAL' ICEE BLUE YELLOW-WOOD	49	24" BOX STD
	PROSOPIS ALBA 'COLORADO' THORNLESS ARGENTINE MESQUITE	8	36" BOX STD

PLANTING LEGEND: Shrubs/Groundcover Such As:

SYMBOL	NAME	QTY	SIZE	
	AGAVE ATTENUATA FOXTAIL AGAVE	6,228 SF	40% 1 GAL @ 18" O.C.	
	AEONIUM 'JOLLY GREEN' AEONIUM			
	CAREX DIVULSA BERKLEY SEDGE			
	DIANELLA REVOLUTA 'CASSA BLUE' CASSA BLUE FLAX LILY			
	DIANELLA REVOLUTA 'LITTLE REV' LITTLE REV FLAX LILY			
	DIETES GRANDIFLORA 'VARIEGATA' STRIPED FORTNIGHT LILY			
	FESTUCA 'SISKIYOU BLUE' SISKIYOU BLUE FESCUE			
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH			
	OLEA EUROPEA 'MONTRA' LITTLE OLLIE DWARF OLIVE			20% 15 GAL @ 48" O.C.
	ROSMARINUS OFFICINALIS 'IRENE' TRAILING BLUE ROSEMARY			
	SALVIA SP. SAGE, TBD			
	SEDUM 'BLUE SPRUCE' BLUE SPRUCE STONECROP			
SENECIO CYLINDRICUS NARROW-LEAF CHALKSTICKS				



0 4 8 16
SCALE: 1"=16'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1105 S. OLIVE, SUITE 2200
LOS ANGELES, CA 90015

Issue Drawing Log

Date	Description
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

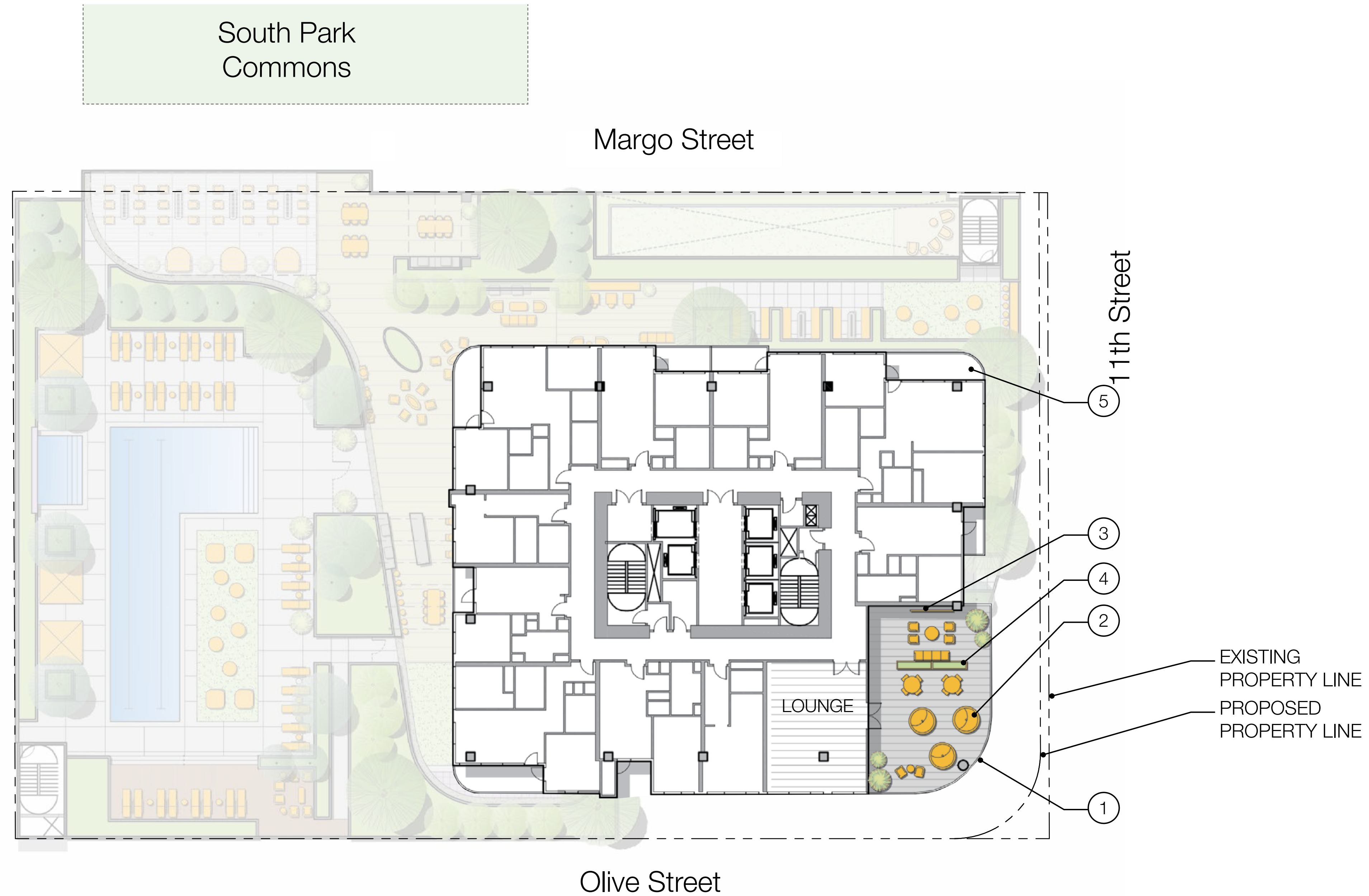
Sheet Identification

**SITE 2 LANDSCAPE
LEVEL 21 -
ILLUSTRATIVE
PLAN**

L1.03A

LEGEND

- ① Glass Railing
- ② Lounge Seating
- ③ Entertainment Wall with Lounge Furniture
- ④ Low Planter
- ⑤ Private Patio



SCALE: 1"=16'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

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05/04/18	SITE PLAN REVIEW
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10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

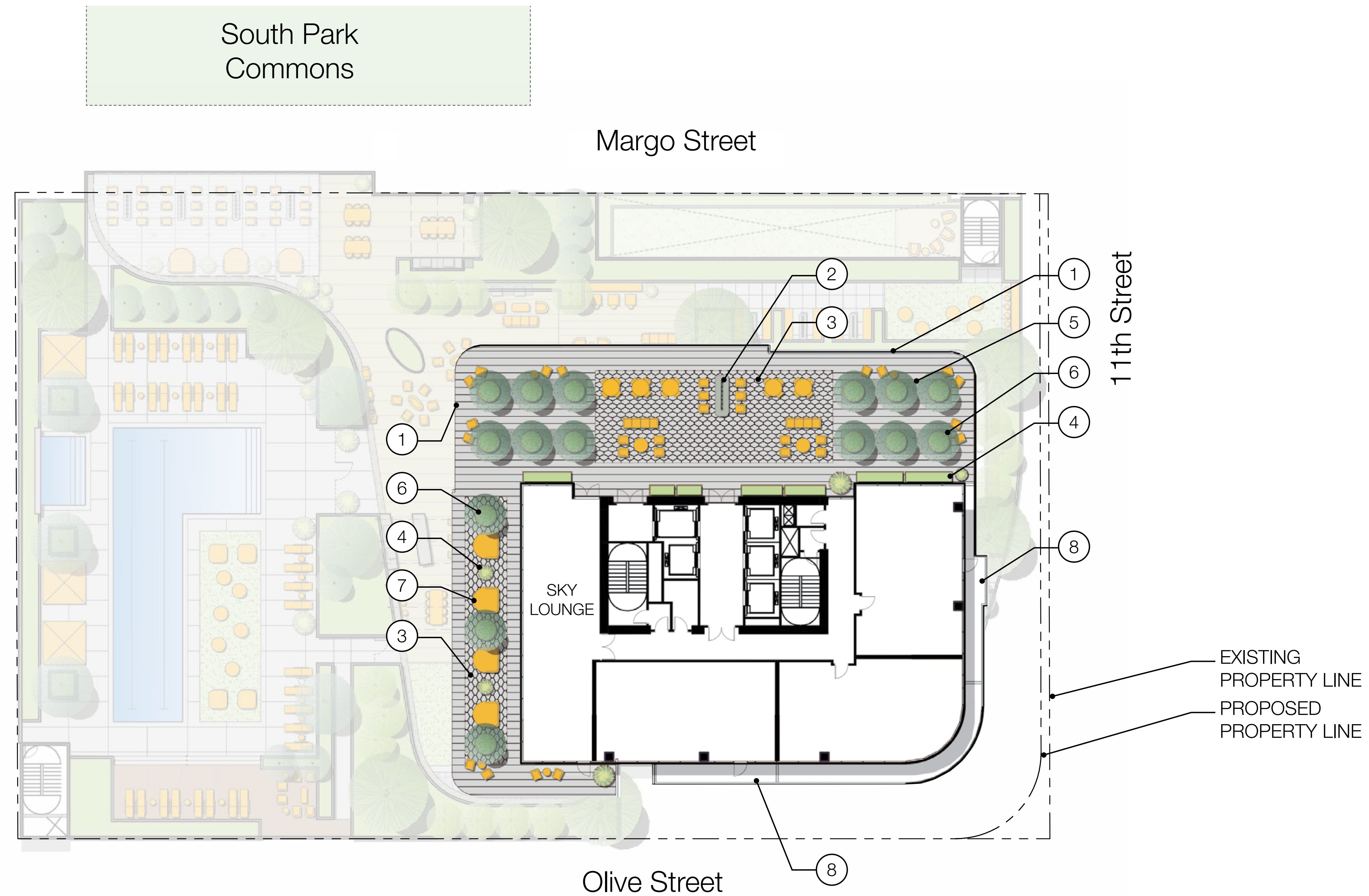
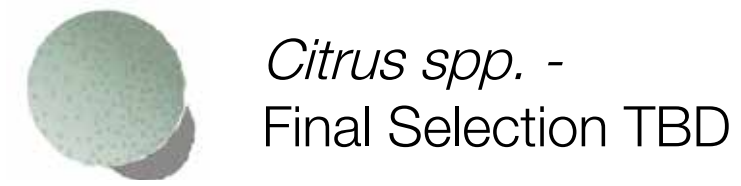
**SITE 2 LANDSCAPE
LEVEL 51 -
ILLUSTRATIVE
PLAN**

L1.05A

LEGEND

- ① Glass Railing
- ② Fire Pit and Lounge Seating
- ③ Upgraded Tile Paving
- ④ Low Planter
- ⑤ Decorative Gravel
- ⑥ Large Pots with Citrus Trees
- ⑦ Lounge Seating
- ⑧ Private Patios

Proposed Trees:



0 4 8 16
SCALE: 1"=16'-0"

NOT FOR CONSTRUCTION

**DTLA South Park
Properties Site 2**

Owner Address

MREG 1105 OLIVE LLC
1105 S. OLIVE, SUITE 2200
LOS ANGELES, CA 90015

Issue Drawing Log

DATE	REVISION
05/04/18	SITE PLAN REVIEW
11/01/19	SITE PLAN REVIEW #2
09/10/20	SITE PLAN REVIEW #3
02/24/21	SITE PLAN REVIEW #4
10/31/22	SITE PLAN REVIEW #5

Seal

Sheet Identification

**SITE 2 LANDSCAPE
LEVEL 51 -
PLANTING AND
OPEN SPACE PLAN**

L1.05B

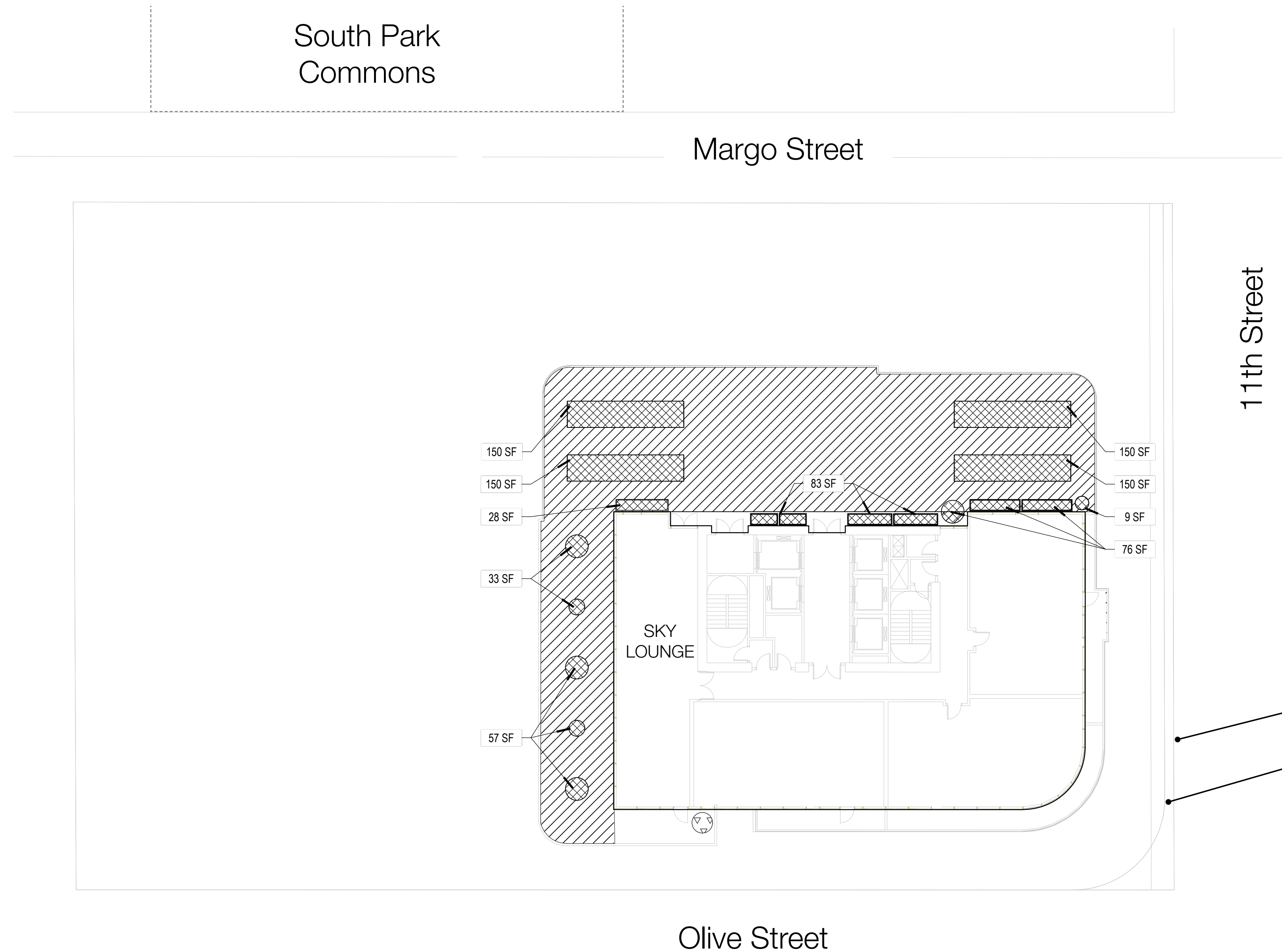
LEGEND

COMMON OPEN SPACE		
AREA	SQUARE FOOTAGE	
EXTERIOR COMMON OPEN SPACE	4,326 SF	
LANDSCAPED COMMON OPEN SPACE	886 SF	
TOTAL COMMON OPEN SPACE	5,212 SF	

REFER TO ARCHITECTURAL SHEET G0.01a FOR TOTAL OPEN SPACE INFORMATION

PLANTING LEGEND: Trees Such As:			
SYMBOL	NAME	QTY	SIZE
	CITRUS SPP. TBD	15	24" BOX STD

PLANTING LEGEND: Shrubs/Groundcover Such As:			
SYMBOL	NAME	QTY	SIZE
	AGAVE ATTENUATA	910 SF	40% 1 GAL @ 18" O.C.
	FOXTAIL AGAVE		
	AEONIUM 'JOLLY GREEN'		
	AEONIUM		
	CAREX DIVULSA		
	BERKLEY SEDGE		
	DIANELLA REVOLUTA 'CASSA BLUE'		
	CASSA BLUE FLAX LILY		
	DIANELLA REVOLUTA 'LITTLE REV'		
	LITTLE REV FLAX LILY		
	FESTUCA 'SISKIYOU BLUE'	910 SF	40% 5 GAL @ 30" O.C.
	SISKIYOU BLUE FESCUE		
	LOMANDRA LONGIFOLIA 'BREEZE'	910 SF	20% 15 GAL @ 48" O.C.
	DWARF MAT RUSH		
	ROSMARINUS OFFICINALIS 'IRENE'		
	TRAILING BLUE ROSEMARY		
	SALVIA SP.	910 SF	20% 15 GAL @ 48" O.C.
	SAGE, TBD		
	SEDUM 'BLUE SPRUCE'	910 SF	20% 15 GAL @ 48" O.C.
	BLUE SPRUCE STONECROP		
	SENECIO CYLINDRICUS	910 SF	20% 15 GAL @ 48" O.C.
	NARROW-LEAF CHALKSTICKS		



SCALE: 1"=16'-0"

NOT FOR CONSTRUCTION

