



CITY PLANNING APPLICATION

THIS BOX FOR CITY PLANNING STAFF USE ONLY

ED1 Eligible AB 2097 Eligible

Case Number:

Env. Case Number:

Application Type:

Case Filed With (Print Name): Date Filed:

Application includes letter requesting:

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

Related Case Number(s): VTT-84331, ENV-2024-8218-EAF

THIS SECTION TO BE COMPLETED BY THE APPLICANT

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. Refer to the City Planning Application Filing Instructions (CP13-7810) for more information.

757-787 South Alameda Street, 1318-1396 East 7th Street, 136-196 South Central Avenue, 1301-1327 East 8th Street, 700-760 South Market Court, 720-746 South Terminal Street, 760 South Warehouse Street, Los Angeles, CA 90021

1. PROJECT LOCATION

Street Address: 787 S Alameda St, 90021 Unit/Space Number:

Legal Description (Lot, Block, Tract): Lots A, B, and C of Tract PM 6524

Assessor Parcel Number: 5146-009-008, 5146-009-003 Total Lot Area: 1,364,565 (31.33 ac)

2. PROJECT DESCRIPTION

Present Use: Garage, parking lot; warehouse; light manufacturing; commercial retail/restaurant/office

Proposed Use: Garage, parking lot; warehouse; commercial retail/restaurant/office; residential

Project Name (if applicable): Row DTLA Residential Project

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).

Describe in detail the characteristics, scope and/or operation of the proposed project:

Demolish a parking lot and construct a commercial residential mixed-use project with 3 buildings, 1,000 dwelling units, and 6,547 sf of commercial space.

Additional Information Attached:

YES NO

EXISTING SITE CONDITIONS

Complete and check all that apply:

- Site is undeveloped or unimproved (i.e., vacant)
- Site has existing buildings (provide copies of building permits)
- Site is/was developed with uses that could release hazardous materials on soil and/or groundwater (e.g., dry cleaning, gas station, auto repair, industrial)
- Site is located within 500 feet of a freeway or railroad
- Site is located within 500 feet of a sensitive use (e.g., school, park)
- 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
- Removal of any on-site tree
- Removal of any street tree
- Removal of protected trees onsite/in public right-of-way
- Grading
- Haul Route
- New construction: 884,278 square feet
- Additions to existing buildings
- Interior tenant improvement
- Exterior renovation or alteration
- Change of use and/or hours of operation
- Uses or structures in public right-of-way
- Phased project

HOUSING COMPONENT INFORMATION

Number of Residential Units: Existing 0 - Demolish(ed)³ 0 + Adding 1,000 = Total 1,000

Number of Affordable Units⁴: Existing 0 - Demolish(ed) 0 + Adding 114 = Total 114

Number of Market Rate Units: Existing 0 - Demolish(ed) 0 + Adding 886 = Total 886

Mixed Use Projects, Amount of Non-Residential Floor Area: 6,547 square feet

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

⁴ As determined by the Los Angeles Housing Department.

PARKING INFORMATION

Is the project utilizing AB 2097?

YES NO

If Yes, provide a date-stamped ZIMAS Parcel Profile Report including AB 2097 Eligibility information.

Provided # of Parking Spaces: 1,092 Required # of Parking Spaces: 0

Parking Minimum Checklist

The following checklist will determine if parking minimums can be imposed on a Project under AB 2097. Parking minimums cannot be imposed if the proposed project meets any of the following criteria.

Check all that apply:

- Include a minimum of 20 percent of the total dwelling units for Very Low, Low, or Moderate-Income households, students, the elderly, or persons with disabilities
- Contain fewer than 20 dwelling units
- Are subject to parking reductions of any other applicable law (by satisfying the applicable eligibility requirements)

PUBLIC RIGHT-OF-WAY INFORMATION

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

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

If so, what is/are the dedication requirement(s)? (see below) _____ feet

If dedications are required on multiple streets, identify as such: N/A
10 ft (Central Ave); 3 ft (7th St.); 2 ft (8th St.); 20' radius cut at 8th/Central, 8th/Alameda, 7th/Central, 7th/Alameda, and Clock/Alameda.

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, and follow with a description of the requested action.

Does the project include Multiple Approval Requests per LAMC Section 13A.2.10. of Chapter 1A? YES NO

Authorizing Code Section: Chapter 1A Section 13B.2.4

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

Action Requested: Project Review to permit the development of over 50 market-rate dwelling units.

Authorizing Code Section: Chapter 1A Section 9.2.1

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

Action Requested: Density Bonus to provide 11% VLI (114 du of 1,000 du) and request one on-menu incentive, one off-menu incentive, and five waivers.

Additional Requests Attached:

YES NO

4. RELATED 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): ZA-16881, CPC-1997-190-SPR, ZA-2015-4211-MCUP-CUX-ZV, ZA-2017-3101-MPA, ENV-2015-4212-CE, ZA-2015-4211-MCUP-CUX-ZV-PA1, VTT-84331.

ZA-2024-7318-MPA, ENV-2024-7319-CE, ZA-2024-7318-MPA, ENV-2024-7314-CE

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.: VTT-84331, ENV-2024-8218-EAF

Ordinance No.: N/A

Condition Compliance Review

Clarification of Q (Qualified) Condition

Modification of Conditions

Clarification of D (Development) Limitation

Revision of Approved Plans

Amendment to T (Tentative) Classification

Renewal of Entitlement

Plan Approval subsequent to Main 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:

VTT-84331

5. RELATED DOCUMENTS / REFERRALS

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

Are there any recorded Covenants, affidavits or easements on this property?

YES (provide copy) NO

6. PROJECT TEAM INFORMATION (COMPLETE ALL APPLICABLE FIELDS)

APPLICANT

Applicant⁵ Name: Jeffrey Goldberger

Company/Firm: Alameda Square Owner, LLC

Address: 1318 E. 7th St., Suite 200 Unit/Space Number: _____

City: Los Angeles State: CA Zip Code: 90021

Telephone: (213) 290-8890 E-mail: _____

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: Kyndra Casper

Company/Firm: DLA Piper LLP

Address: 2000 Avenue of the Stars Unit/Space Number: 400N

City: Los Angeles State: CA Zip Code: 90067

Telephone: (310) 595-3241 E-mail: kyndra.casper@us.dlapiper.com; tracy.chu@us.dlapiper.com

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 agent/representative is someone filing an application on behalf of a client.

OTHER (E.G. ARCHITECT, ENGINEER, CEQA CONSULTANT): _____

Name: _____

Company/Firm: _____

Address: _____ **Unit/Space Number:** _____

City: _____ **State:** _____ **Zip Code:** _____

Telephone: _____ **E-mail:** _____

Primary Contact for Project Information⁶

(Select only one. Email address and phone number required.)

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.

⁶ As of June 8, 2022, the Primary Contact for Project is required to have an Angeleno Account and register with the Ethics Commission for Significant Project Entitlements, as defined in LAMC Section [49.7.37\(A\)\(6\)](#). An email address and phone number shall be required on the DCP Application Form, and the email address provided shall match the email address used to create the Angeleno Account.

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 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 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).** An 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: 7/15/25

Print Name: Jeffrey Goldberger, authorized signatory of Alameda Square Owner, 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

County of New York

On July 15, 2025 before me, Kerri Barriero

(Insert Name of Notary Public and Title)

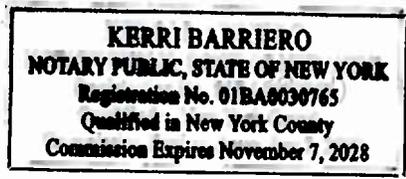
personally appeared Jeffrey Goldberger, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s)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

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.

Kerri Barriero

Signature



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.
- h. 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 is 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. I understand that the City is protected by numerous statutory immunities from liability for damages that may be caused by its land use regulatory actions, as set forth in Government Code, section 818, et seq. For instance, the City cannot be held liable for personal or property injuries or damages allegedly caused by its approval and issuance of any discretionary permit, entitlement or approval (Gov. Code § 818.4), or its failure to inspect or its negligence in inspecting a property for the purpose of determining whether the property complies with or violates any permit, entitlement or approval or contains or constitutes a hazard to health or safety (Gov. Code § 818.6).
- j. 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: 7/15/25

Print Name: Jeffrey Goldberger, authorized signatory of Alameda Square Owner, LLC

NEIGHBORHOOD CONTACT SHEET (OPTIONAL)

7. SIGNATURES

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).

**Attachment A – ROW North Lot and South Lot
Actions Requested, Project Description, and Findings**

Addresses: 757-787 South Alameda Street, 1318-1396 East 7th Street, 136-196 South Central Avenue, 1301-1327 East 8th Street, 700-760 South Market Court, 720-746 South Terminal Street, 760 South Warehouse Street, Los Angeles, CA 90021

APN: 5146-009-008, 5146-009-003

Legal Descriptions: Lots A, B, and C of Parcel Map 6524

Case No: CPC-2025-4306-DB-PR-ZV

I. ACTIONS REQUESTED

1. **Project Review** pursuant to LAMC Chapter 1A Section 13B.2.4 to permit the development of over 50 market rate dwelling units at the Site.
2. **Density Bonus** pursuant to LAMC Chapter 1A Section 9.2.1, the Project proposes to provide 11% of the 1,000 proposed dwelling units (“du”) as Very Low Income (“VLI”) restricted affordable units (114 VLI du). In exchange, the Project requests on and off menu incentives and waivers as below:

On Menu Incentive

1. Averaging of FAR, Density, Parking, or Open Space, and Permitting Vehicular Access.

Off Menu Incentive LAMC Section 9.2.1-C.3.c.vi. and Cal Gov Code Section 65915(k):

2. [SH1] Front yard fence height of 8’ (existing) in lieu of 3.5’ per LAMC Section 3B.4.1 (129% increase).

Waivers per LAMC Section 9.2.1-C.4 and Cal Gov Code Section 65915(e):

1. [MB2] building width for Building C of 377’-10” in lieu of 280’ per LAMC Section 2B.14.4 (35% increase).
 2. [SH1] Maximum Build-to-Depth of 8’ in lieu of 5’ (60% increase).
 3. In [SH1] Frontage District, allow a minimum primary street ground story transparency of 49% in lieu of 70% (30% reduction).
 4. [SH1] Ground story height of 13’-6” in lieu of 16’ per LAMC Section 3B.4.1 (16% reduction).
 5. [D5] In the North Lot, allow through access provided at 430’8” in lieu of 350’ per LAMC Section 4B.5 (23% increase).
 6. Relief from the Pedestrian Access requirements per LAMC Sec. 4C.1.1.C.2. (Package 1) to allow pedestrian access to the units that are not directly from the street.
 7. [SH1] Allow floors 2 -5 primary street transparency of 24% in lieu of 30% as required by LAMC Section 3B.4.1 (20% reduction).
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8. [SH1] Maximum Build-to-Width of 65% minimum in lieu of 90% minimum per LAMC Section 3B.4.1 (28% reduction).

3. **Vesting Tentative Tract Map 84331** pursuant to LAMC Section 17.15 and Chapter 1A Section 13B.7.3 to:
 - a. Reconfigure the Site with 5 ground lots and 14 airspace lots.
 - i. Ground Lot 1: Airspace Lots 11 to 19
 - ii. Ground Lot 2: Airspace Lots 6 to 10 (parking garage, manufacturing, office, retail, restaurant)
 - iii. Ground Lot 3: 367 residential units in 320,664 sf, with 4,806 sf of retail space.
 - iv. Ground Lot 4: 216 residential units
 - v. Ground Lot 5: 417 residential units and 1,267 sf of retail space.
 - b. The Project requests a haul route.
 - c. Waiver of the following dedication and improvement requirements:
 - i. Central Avenue: 10-foot (varies) dedication and 2-foot street widening.
 - ii. 7th Street: 3-foot dedication.
 - iii. Alameda Street: 3-foot widening.
 - iv. 20-foot radius cut requirement at the following corners:
 1. 7th Street and Central Avenue.
 2. 7th Street and Alameda Street.
 - v. In lieu of replacing existing roadway pavement, curb, gutter, and sidewalk, the Project requests to repair damaged, cracked, and off-grade pavement, curb, gutter, and sidewalk.

Note that BOE PLUR required a 2-foot widening along 8th Street; however, the Site does not border 8th Street.

4. **Variance** pursuant to LAMC Chapter 1A Section 13B.5.3 to allow three projecting signs at the Site to have 300 square feet per sign face (combined projecting sign face area of 1,800 sf) in lieu of 48 sf per sign face pursuant to LAMC Chapter 1A Section 4C.11.6-C.9.D.

II. PROJECT DESCRIPTION

Alameda Square Owner, LLC, (the “Applicant”) proposes to merge and re-subdivide the property located at 747-787 S Alameda Street, 1312-1396 E 7th Street, 1301-1327 E 8th Street, 760 and 747 S Warehouse Street, 700-760 S Market Court with Assessor Parcel Numbers of 5146-009-008, 5146-009-003 (“Site”) in the City of Los Angeles (“City”), California 90021, to create five ground lots and fourteen airspace lots (“Project”).

A. Project Site Location and Existing Improvements

The Project is bound by 7th Street to the north, Alameda Street to the east, and Central Avenue to the west. The Site is situated within a highly urbanized area. The uses immediately surrounding the Site are MB Form District with commercial, manufacturing, retail, and restaurant uses.

North: Adjoining properties to the north across 7th Street are properties zoned MB2-SH1-5-P2-FA-CPIO-TCN and MB2-SH1-5-IX4-FA-CIPO and improved with multistory commercial and industrial buildings including offices and a hotel and a Metro bus parking lot.

East: Adjoining properties to the east across Alameda Street are properties zoned MB1-CDF1-5-IX4-FA-CPIO and improved with industrial and commercial buildings and vacant surface-level parking lots. Properties to the northeast of the Site across Alameda Street and 7th Street are zoned MB1-CDF1-5-IX-FA-CPIO and developed with commercial uses and parcels zoned and developed as a 7-story multifamily apartment complex.

South: Abutting the Site to the south are properties zoned MB2-SH1-5-IX3-FA-CPIO that are improved with commercial and industrial uses.

West: Adjoining properties to the west across Central Avenue are parcels zoned LB1-WH1-5-IX2-FA that are developed with one and two story commercial and industrial buildings.

The Site has dimensions of approximately 899 feet along 7th Street, 1262 feet along Central Avenue, and approximately 1,197.25 feet along Alameda Avenue. The Site has seven existing buildings, which total approximately 1,291,413 sf. The combined gross land area of the Site totals approximately 31.33 acres (1,364,565 sf) across Assessor's Parcel Numbers 5146-009-003 and 5146-009-008.

B. General Plan and Zoning

The Project Site is located within the Downtown Community Plan (“Community Plan”) Area within the City and has a General Plan Land Use designation of Hybrid Industrial. The Project Site is currently zoned MB2-SH1-5-IX3-FA (Mid-rise Broad 2 Form, Shopfront Frontage 1, Development Standard District 5, Industrial-Mixed 3 Use, and Limited by Floor Area Density District)

The Site is in the Transit Priority Area in the City of Los Angeles, Los Angeles State Enterprise Zone, MTA Right-of-Way Project Area, and Community Plan Implementation Overlay District (CPIO) subarea A.

The IX3 Use District permits a wide range of commercial, industrial, and residential uses subject to the Inclusionary Housing Program. The Site is subject to Inclusionary Set A pursuant to Section 5C.3.1.C.3 and meets this requirement by providing 11% VLI Units.

The Site's MB2 Form district does not restrict the height at the Site.

C. Proposed Development

1. Architectural Design

As discussed above, the Project would demolish parking lots and construct three eight-story buildings (South Building A, South Building B, and North Building C). South Building A is 102 feet tall and approximately 337,620 sf residential and commercial mixed-use building with 410 dwelling units and 1,119 sf of ground floor commercial over two levels of subterranean parking garage. South Building B is 100 feet tall and approximately 182,605 sf residential and commercial mixed-use building with 214 dwelling units and two levels of subterranean parking garage. North Building C is 101 feet tall and approximately 324,053 sf residential and commercial mixed-use building with 376 dwelling units and 5,428 sf of ground floor commercial over two levels of subterranean parking. The Project would have a total floor area of approximately 844,278 sf (the "Project").

The newly constructed 8-story mixed-use buildings will feature flat roofing, curved edges, and will incorporate modern architectural design elements. The building will include balconies with steel guardrails, floor to ceiling residential windows, and Aluminum window storefronts. The exterior facades will exhibit a muted color palette.

The Project is designed in such a way that the design, massing, and height are compatible with the neighboring one to seven story commercial and residential uses. The consolidation of the parking entry and exit along Alameda Street enhances pedestrian walkability and safety at the interior portion of the site, away from the more heavily trafficked, Sunset Boulevard.

The Project's 360-degree design makes it attractive from all vantage points to ensure the Project's compatibility with the surrounding environment.

2. Traffic, Parking, Mobility and Circulation

The Site borders 7th Street to the north, Alameda Street to the east, and Central Avenue to the west.

The Site is currently developed with surface parking lots with driveways on Alameda Street. The Project proposes driveways on Alameda Street and 7th Street.

The refuse collection area would be located on the ground floor with its own entry, away from pedestrians and would not be visible from any of the abutting public streets. Building A's pedestrian access from the subterranean garage to the ground floor is provided by stairwells located at the Western, Southern, and Southeastern portions of the building. Building B's pedestrian access from the subterranean garage to the ground floor is provided by stairwells located at the western and eastern portions of the building. Building C's pedestrian access from the subterranean garage to the ground floor is provided by stairwells located at the southern and northwestern portions of the building. Each stairwell is near elevators that provide ADA access.

The Project proposes a total of 1092 parking spaces. The Project would provide code required electrical charging stations and electrical charging ready parking spaces, as well as bicycle parking spaces.

D. Streets and Circulation

S. Central Avenue – Adjoining the Site to the west is a designated Avenue I. Pursuant to the Mobility Plan 2035, this Avenue I has a designated right-of-way width of 100 feet with a designated roadway width of 70 feet. This portion of S. Central Avenue has a current variable right-of-way width that ranges between 80 feet and 92 feet.

7th Street – Adjoining the Site to the north is a designated Avenue II. Pursuant to the Mobility Plan 2035, this Avenue II has a designated right-of-way width of 86 feet with a designated roadway width of 56 feet. This portion of East 7th Street has a current right-of-way width of 80 feet.

S. Alameda Street – Adjoining the Site to the east is a designated Avenue I. Pursuant to the Mobility Plan 2035, this Avenue I has a designated right-of-way width of 100 feet with a designated roadway width of 70 feet. This portion of S. Alameda Street has a current variable right-of-way width that ranges between 92 feet and 102 feet.

E. Site Vicinity

The surrounding zoning and land uses are as listed below.

- **North:** Adjoining properties to the north across 7th Street are properties zoned MB2-SH1-5-P2-FA-CPIO-TCN and MB2-SH1-5-IX4-FA-CIPO and improved with multistory commercial and industrial buildings, including offices, a hotel, and a Metro bus parking lot.
 - **East:** Adjoining properties to the east across Alameda Street are properties zoned MB1-CDF1-5-IX4-FA-CPIO and improved with industrial and commercial buildings and vacant surface-level parking lots. Properties to the northeast of the Site across Alameda Street and 7th Street are zoned MB1-CDF1-5-IX-FA-CPIO and developed with commercial uses and improved with a 7-story multifamily apartment complex.
-

- **South:** Abutting the Site to the south are properties zoned MB2-SH1-5-IX3-FA-CPIO that are improved with commercial and industrial uses.
- **West:** Adjoining properties to the west across South Central Avenue are parcels zoned LB1-WH1-5-IX2-FA that are developed with one and two story commercial and industrial buildings.

The Site is located in a highly urbanized area located in Downtown Los Angeles. The Site is generally bound by South Central Avenue to the west, 7th Street to the north, Alameda Street to the east. Bordering the Site to the south along Olympic Boulevard is commercial use (Los Angeles Wholesale Produce Market).

Primary regional access is provided by the I-10 freeway, located 0.75 miles south of the Site, and the I-5 freeway, located 1.1 miles east of the Site. The Site is accessible through various transit lines. The LA Metro E (Expo) line is located 0.9 miles north of the Site on 1st street. Los Angeles Metro (LA Metro) has multiple stops that travel along the Site's frontages, including Line 53, 60, and 62 along 7th Street.

III. PROJECT REVIEW FINDINGS

Pursuant to LAMC Section LAMC Chapter 1A Section 13B.2.4-E, a Project Review may be granted upon written findings of the following:

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

The Site's land use designation is Hybrid Industrial, which corresponds with the Site's IX-3 use district. The IX-3 use zone permits commercial and residential uses subject to the Inclusionary Housing Program. The Site is subject to Inclusionary Set A pursuant to Section 5C.3.1.C.3 and meets this requirement by providing 11% VLI Units.

Thus, the Site is permitted to be developed with 1000 dwelling units and 6,547 sf of commercial floor area.

The Site is currently developed with surface parking lots and is severely underutilized when compared to similarly zoned properties along Alameda Street. The Project's proposed design and uses would allow the Site to be developed with appropriate uses and additional, much-needed residential dwelling units. Additionally, the massing would be primarily oriented toward Alameda Street, with quiet open space and greenery.

B. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting,

landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

The proposed Project would be compatible with existing and future developments on adjacent and neighboring properties. The immediate vicinity of the Site along Alameda Street, 7th Street, and Central Avenue. And other nearby streets maintain uses and buildings similar to and compatible with the proposed Project; namely, a variety of commercial, restaurant, retail, and multi-family uses.

1. Building Design

The Project is designed with three new 8-story, approximately 100 feet tall modern mixed-use buildings situated along the eastern property line, fronting Alameda Street. The commercial retail uses front Alameda Street, Warehouse Street, and Center Street.

The buildings' facades fronting Alameda Street feature curved and slanted edges for a smooth transition to the buildings' facades fronting 7th street, Warehouse Street, and Center Street. The Project's is thoughtfully designed to ensure compatibility with its surrounding context. The building massing is strategically stepped back from adjacent lower scale uses, providing a sensitive transition to neighboring properties. Portions of the site adjacent to existing residential neighborhoods are planned as landscaped open space, creating a green buffer that enhances privacy and minimizes potential impacts on nearby homes. This landscaped area will serve as both visual and physical separation, promoting a harmonious relationship between the new development and the established community.

Balconies are incorporated throughout the residential levels, allowing residents to enjoy natural ventilation and take advantage of prevailing breezes, which can help reduce reliance on mechanical cooling and lower overall energy consumption. The project's architectural approach emphasizes a 360-degree design, ensuring that all building elevations are visually appealing and well-articulated, regardless of the vantage point. This comprehensive design strategy not only enhances the aesthetic quality of the development but also reinforces its compatibility with the diverse urban fabrics of the surrounding area

2. Building Orientation

The Project is designed so that building facades are in harmony with uses on all sides of the Project Site. Pedestrian entrances along the ground floor are concentrated on Center Street and Alameda Street to promote sidewalk activity along the street. Vehicular access is concentrated on Warehouse Street.

The exterior facades will incorporate modern architectural design and articulation to respect the neighboring commercial and multi-family residential properties. The exterior facades along Center Street/Alameda Street, will be lined with pedestrian access points, retail, restaurant, and café store fronts, open-air balconies, and building entrances.

3. Height

As mentioned above, the Project's height would be compatible with other existing and future developments within the vicinity of the Project. While the MB2 form district allows unlimited height, the Project proposes to construct three eight-story buildings that are oriented toward Alameda Street. The vicinity of the Site is currently improved with developments similar in size and use to the Project, as described above, with such properties being comprised primarily of one- to seven-story commercial and residential buildings. Accordingly, the Project is compatible with other existing and future developments within the vicinity, as required by the Community Plan.

4. Bulk, Massing, Setbacks, and Entrances

The Project's bulk, massing, setbacks, and entrances would be compatible with existing and future development on adjacent and neighboring properties. In relevant part, the Project would be compatible due to the following characteristics:

- The Project would use building and massing and orientation to frame the main entrances along Alameda/Center Street, thereby promoting safe pedestrian access through the ground-level entrances, unobstructed view from the public right-of-way.
- The Project's facades incorporate modern but muted architectural features to create a development of visual interest while respecting the neighboring uses. The new eight-story buildings contain a neutral color palette, painted steel guardrails, and floor to ceiling windows. Through its entrance, massing, and façade orientation, the Project would break up building mass and contribute to a pedestrian scale environment.

5. Parking

The Site is located within half mile of a Major transit stop and there is no minimum parking requirement. Nevertheless, the Project would include a total of 1092 vehicle parking spaces among the three buildings. Building A will include 449 parking spaces, Building B will include 204 parking spaces, and Building C will include 439 parking spaces. The 1092 parking spaces would be located within two levels of the subterranean parking garage, located in each building.

Vehicular ingress and egress to the Project's parking is located along the internal Warehouse Street, which may be accessed from Alameda Street and 7 Street. The internal access points would help to avoid disrupting the streetscape along the perimeter of the Project Site.

The Project also provides code-required bicycle parking spaces, which would be located on the ground level of the buildings, along Alameda Street. The bicycle parking amenities would encourage Project employees, residents, and visitors to utilize alternative forms of transportation, thereby minimizing the impact of vehicles on the environment.

6. Landscaping

The Project's landscaping would include street trees to minimize the visual impact along the streetscape and provide visual relief to pedestrians and neighboring properties. A total of 383 trees will be provided, including 136 terrace trees and 247 trees at grade. Notably, the Project is surrounded by mature existing street trees and intends to maintain all existing street trees. Only two onsite non-protected trees would be removed. The Proposed project would include a total of approximately 63,416 sf of landscaped area. The project will include green spaces along Alameda Street, Southern, and Western setbacks. The Project would also include a variety of plant mixes and trees on Level 2 and rooftop decks of the buildings. The proposed trees and other landscaping along the exterior and within the interior of the Site would help to create a visually attractive development. Further, the proposed trees at the Project would create shaded spaces and offer various ecological benefits to the Project.

7. Trash Collection

In order to ensure that trash collection causes minimal disruption within the vicinity of the Site, trash and recycling storage facilities would be enclosed within the Site, away from ingress and egress, with the main trash and recycling facilities located on the ground floor parking lot. Additionally, the Project would include various secure trash enclosures in the interior of the property on the residential floors. Accordingly, the Project would minimize any potential disruption to the surrounding community by trash-related activities, including fumes or noise from storage and collection.

Conclusion

As described above, the Project consists of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, landscaping, trash collection, and other such pertinent improvements, that will be compatible with existing and future development on adjacent and neighboring properties. The arrangement of the proposed development is consistent and compatible with the existing and future development on adjacent and neighboring properties.

C. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The Project, as a mixed-use commercial and residential project, provides several amenities for residents. The Project features seating areas, lounges, outdoor pool and spa decks, clubrooms, fitness and wellness rooms throughout the Site. Ground-floor retail commercial uses include a restaurant, retail space, and café. These various amenities improve habitability for its residents and minimize impacts on neighboring properties.

IV. DENSITY BONUS ELIGIBILITY JUSTIFICATIONS AND FINDINGS

Pursuant to LAMC Chapter 1A Section 9.2.1 and California Government Code, Sec. 65915-65918

A. Eligibility Justifications

As a threshold matter, in order to be eligible for any incentives, a Housing Development Project shall comply with the following (per CP-3251):

- 1. The façade of any portion of a building that abuts a street shall be articulated with a change of material or with a break in plane, so that the façade is not a flat surface.**

The Project's facade along Alameda Street incorporates a variety of architectural features to create a building of visual interest. As seen in the Project's East Elevation (Sheet A200, A202, and A204), the street-facing façade incorporates a variety of colored cement plasters, corrugated metal, painted steel guardrails, and windows. The varied positioning and placement of colored stucco creates façade articulation and break in plane. The Alameda Street fronting façade meets this eligibility requirement.

- 2. All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street-facing elevations.**

As shown on the First Floor Plans (Sheet A110), the buildings are oriented towards Alameda Street and has a main entrance for pedestrian access from Alameda Street. The façade features varying cementer plaster, floor-to-ceiling residential windows, and balconies that provide architectural interest through variations along the street-facing elevation. (Sheets A202, A203, A204.) Additionally, the varied materials and colors create visual interest and break up massing along the street-facing elevation. (Sheets A202, A203, A204.)

- 3. The Housing Development Project shall not be a contributing structure in a designated Historic Preservation Overlay Zone and shall not be on the City of Los Angeles list of Historical-Cultural Monuments.**

Per ZIMAS, the Site does not contain any structures identified as contributing structures in a designated Historic Preservation Overlay Zone, or any structures identified on the City of Los Angeles list of Historical-Cultural Monuments. There are eight buildings on Site that are a part of the L.A. Union Terminal buildings that are designated by the State of California as historic resources and are listed in the State of California Historic Resources Inventory. The eight buildings will not be affected by the new proposed mixed-use buildings. The three proposed mixed-use buildings will be constructed on the parking lots to the south of the historic buildings, and measures will be taken during construction to protect the historic structures from construction vibration as needed. The historic buildings' addresses and State Property Identifications are as listed below:

Address	State Property ID
1302 E 7TH ST LOS ANGELES CA	CA-109951
1301 E 8TH ST LOS ANGELES CA	CA-109952
704 MARKET PL LOS ANGELES CA	CA-109953
700 S CENTRAL AVE LOS ANGELES CA	CA-27318
724 TERMINAL ST LOS ANGELES CA	CA-109944
737 TERMINAL ST LOS ANGELES CA 90021	CA-109947
761 TERMINAL ST LOS ANGELES CA 90021	CA-109948
747 WAREHOUSE ST LOS ANGELES CA	CA-109949

- 4. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.4908 of the Municipal Code.**

Per ZIMAS, the Site is not located in a Hillside Area or in a Very High Fire Hazard Severity Zone.

B. Density Bonus Counter Findings

Having met these threshold criteria, pursuant Chapter 1A Section 9.2.1, Applicant’s request for off-menu density bonus incentives shall be approved, unless the following findings are made.

- 5. The Incentives are not required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units.**

The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing, not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

On-Menu Incentives

The list of on-menu incentives in LAMC Section 9.2.1-D were pre-evaluated at the time the City’s density bonus ordinance was adopted to include types of relief that minimize restrictions on the size of development projects. As such, the reviewing authority will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs, since the incentives, by their nature, increase the scale of development projects.

Pursuant to the list of on-menu incentives in LAMC Section 9.2.1-D, the Applicant requests one on-menu incentive in order to:

1. Averaging of FAR, density, parking, or open Space, and permitting vehicular access pursuant to LAMC Section 9.2.1-D.8

a) On-Menu Averaging of FAR, density, parking, open space, and permitted vehicular access

The requested on-menu incentive to allow the averaging of density, FAR, parking, open space, and permitted vehicular access across the Site is expressly permitted pursuant to LAMC Chapter 1A Section 9.2.1-D.8 and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs.

The averaging density, parking, open space, and vehicle access are necessary to allow the Project to be developed with a density that makes the project financially feasible and allows for both market rate and affordable units. Without being allowed to average across the entire Site, a financially feasible Project could not be developed or financed as the proposed mixed-use building must be financed separately from the existing office and parking structure. This Is what allows the Project to provide for affordable housing costs.

Off-Menu Incentives

LAMC Section 9.2.1-C.3.c.vi allows an applicant to request a “relief from any standard or requirement established elsewhere in the Los Angeles Municipal Code” without requiring an approval pursuant to Sec. 13B.5.2. (Adjustment).

Applicant requests one off-menu incentive in order to:

1. [SH1] Front yard fence height of 8’ (existing) in lieu of 3.5’ per LAMC Section 3B.4.1 (129% increase).

b) Front Yard Fence Height Increase

The requested off-menu incentive to allow the maintenance of the existing 8-foot front yard fences, in lieu of the 3.5-foot maximum permitted by LAMC Section 3B.4.1, is necessary to facilitate the development of the ROW DTLA project as a high-density, mixed-use community that includes a substantial affordable housing component. The project site is located in a dynamic urban environment with significant industrial and vehicular activity, including large trucks. However, there is minimal pedestrian traffic in the area. Further, while the area is a vibrant urban environment with significant industrial activity, it is also blighted with crime activities. While the area is undergoing redevelopment and would likely improve with projects such as the mixed-use development being proposed with this application, the current condition in the surrounding area makes it so that the increased fence height is essential to provide adequate security, privacy,

and separation for ground-floor residential uses and open spaces. The unique site conditions—including the adjacency to major thoroughfares, commercial uses, and public spaces, and the current crime levels outside the ROW DTLA Campus—necessitate a more robust physical barrier to ensure the safety and comfort of residents. Allowing the existing 8-foot-tall fence directly supports the project’s affordable housing goals by enabling the efficient use of ground-floor areas for residential amenity spaces, courtyards, and active uses that would otherwise be compromised by security concerns. Further, there are many existing commercial and industrial tenants within ROW DTLA and they also require security, including the fence.

6. The Incentives will have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low, and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no evidence that the proposed incentives will have a specific adverse impact upon public health and safety, the physical environment, or any real property that is listed in the California Register of Historical Resources. A “specific adverse impact” is defined as “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.”

As set forth in the Housing Element Checklist, there are no environmental impacts, including health and safety or impacts to historic resources that cannot be mitigated to a less than significant level. Therefore, there is no substantial evidence that the proposed Project, and thus the requested incentives, will have a specific adverse impact on the public’s health and safety, the physical environment, or on any Historical Resource.

7. The Incentives are contrary to state or federal law.

The Applicant’s requested incentives, which include one on-menu to allow the averaging of density, FAR, parking, open space, and permitted vehicular access; and one off-menu incentive to allow the maintenance of the existing fence. State or federal laws do not regulate density, FAR, parking, open space, vehicular access, or fence heights; therefore, the requested incentives are not contrary to any state or federal laws. In fact, the incentives are required and supported by state law to allow the density to be achieved.

C. Density Bonus Waiver Counter Findings

Pursuant to Government Code Section 65915 and LAMC Section 9.2.1-C.4, the decision maker shall approve a Density Bonus and requested Waiver(s) of Development Standards unless the decision maker finds that:

8. **The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)).**

The Applicant requests the following waiver of development standards:

1. In [SH1] Frontage District, allow a minimum primary street ground story transparency of 49% in lieu of 70% (30% reduction).
2. [MB2] building width for Building C of 377'-10" in lieu of 280' per LAMC Section 2B.14.4 (35% increase).
3. [SH1] Maximum Build-to-Depth of 8' in lieu of 5' (60% increase).
4. [SH1] Ground story height of 13'-6" in lieu of 16' per LAMC Section 3B.4.1 (16% reduction).
5. [D5] In the North Lot, allow through access provided at 430'8" in lieu of 350' per LAMC Section 4B.5 (23% increase).
6. Relief from the Pedestrian Access requirements per LAMC Sec. 4C.1.1.C.2. (Package 1) to allow pedestrian access to the units that are not directly from the street.
7. [SH1] Allow floors 2 -5 primary street transparency of 24% in lieu of 30% as required by LAMC Section 3B.4.1 (20% reduction).
8. [SH1] Maximum Build-to-Width of 65% minimum in lieu of 90% minimum per LAMC Section 3B.4.1 (28% reduction).

Pursuant to Government Code Section 65915, the decision maker shall approve a Density Bonus and requested Waiver(s) of Development Standards unless the decision maker makes the following findings.

a) **Building C Width Increase**

The Site is zoned MB2 Form District. For the proposed eight-story building, the maximum width is 280 feet. However, the Applicant would be unable to develop Building C with the required width. The Site has a FA density district. Without an increase in width, the project would not be able to provide adequately sized dwelling units and corridors and therefore would not be able to accommodate the density. The proposed dwelling units would be narrow and not be sized in a way where residents would be comfortable inhabiting the units. Because of this, the Project requests that Building Width be increased to 337 feet and 10 inches. The increase in width would

physically and financially enable the Project to provide much-needed housing in the neighborhood, including 43 affordable units in Building C, and 114 units for the total Project.

b) Build-to-Depth Increases and Build-to-Width Reduction

The Site is zoned SH1 frontage district, which requires a Build-to-depth of 5 feet and a minimum build-to width of 90%. In order to accommodate the proposed density of the Project, the Project proposes to increase the Build-to-depth to 8 feet in lieu of five feet. Without an increase in the Build-to-Depth, the project would not be able to provide adequately sized dwelling units and corridors. The proposed dwelling units would be narrow and not be sized in a way where residents would be comfortable inhabiting the units. Because of this, the Project requests that Building Width be increased to 8 feet. The increase in Build-to-Depth would physically and financially enable the Project to provide much-needed housing in the neighborhood, including 114 affordable units.

c) Street Transparency Reduction

The Site is zoned SH1 Frontage District and fronts Alameda Street. The project request primary street ground transparency of 49% in lieu of 70%.

While 70% transparency is achievable for commercial uses, residential uses on the ground level cannot achieve that amount of transparency for privacy and security reasons. For residential uses, a balance must be struck between openness to the street and the privacy and security of residents. Excessive transparency in these areas can compromise resident comfort and safety, especially in a dense urban environment. Moreover, achieving high levels of transparency can conflict with energy performance goals. Large expanses of glazing increase solar heat gain and can lead to higher energy consumption for cooling, making it challenging to meet Title 24 and other sustainability targets. The proposed reduction allows for a more balanced facade that supports energy efficiency while still providing significant visual connection to the street. Allowing a moderate reduction in transparency provides flexibility to attract and retain a diverse mix of tenants, supporting the long-term economic vitality of the project.

d) Ground-Story Height Reduction

The request to reduce the ground story height from 16 feet to 13 and a half feet would allow the Site's ground floor to accommodate both commercial and residential uses. The overall ROW DTLA Site already has multiple historic buildings with commercial and industrial uses, and the northern portion of the ROW DTLA site also holds an outdoor market on the weekends. As a result, there is no shortage of commercial spaces in the vicinity. However, the area is in need of additional residential use, and the Project, in order to provide the density allowed, has to include some residential units along Alameda Street, in addition to the retail and amenity spaces proposed on the ground floor within the three buildings. A ground floor height of 16 feet would cause the rooms within the residential units to feel smaller than they are and would also create inefficient units with high heating and cooling costs. Reducing the ground floor height to 13.5 feet would allow the ground floor to both accommodate residential and commercial uses without creating a height that is problematic for one use or another.

e) Through Access Increase

The requested waiver to provide through access at a spacing of 430'-8", in lieu of the 350-foot maximum required by LAMC Section 4B.5, is necessary to facilitate the efficient and feasible development of the ROW DTLA project as a high-density, mixed-use community with a significant affordable housing component. The project site encompasses a large, irregularly shaped urban block with multiple buildings, existing infrastructure, and a complex network of internal circulation routes. Strict adherence to the 350-foot maximum through access spacing would require the introduction of additional pedestrian passageways that would disrupt the optimal layout of residential buildings, compromise site security, and reduce the amount of usable open space and amenity areas available to residents, including those in affordable units.

The increased through access spacing is justified by the unique site conditions and the need to balance pedestrian connectivity with the provision of high-quality, secure, and functional residential environments. The project's design already incorporates multiple pedestrian access points and internal walkways that ensure convenient movement throughout the site and to adjacent public streets. However, requiring an additional passageway within the 350-foot interval would result in inefficient building footprints, loss of residential units, and diminished amenity spaces, thereby undermining the project's ability to deliver the maximum number of affordable housing units and associated benefits.

f) Pedestrian Access Relief

LAMC Section 4C.1.1.C.2. (Package 1) requires that all pedestrian access along public streets be provided directly from the public street. Because the Project is located on a Site with an existing perimeter fence, and the Project is a part of a larger development, the perimeter fence is important to continue the Project's existing security measures and site identity. The Project does include a number of residential dwelling units and commercial entrances facing Alameda Street, and pedestrians will be able to walk from Alameda Street to the residential and commercial entrances along Alameda Street without a vehicle. However, the pedestrians would need to walk around the existing perimeter fence to access the entrances facing the public street. The perimeter fence is not expected to significantly add to the distance pedestrians will need to walk to access their desired entry point as the perimeter fence has openings for pedestrian and vehicle access every 210 to 378 feet.

Without the perimeter fence, the Project would not be able to adequately provide security for future residential and commercial uses, or the existing commercial and industrial uses that are already onsite and require the fence. The Project therefore requests a waiver of this requirement.

g) Floors 2 to 5 Transparency Reduction

The Project requests a waiver to reduce the primary street transparency to 24% in lieu of 30%. The Project proposes to develop floors 2 to 5 with residential dwelling units. A balance must be struck between openness to the street and the privacy and security of residents. Excessive transparency in these areas can compromise resident comfort and safety, especially in a dense urban environment. Moreover, achieving high levels of transparency can conflict with energy performance goals. Large expanses of glazing increase solar heat gain and can lead to higher energy consumption for cooling, making it challenging to meet Title 24 and other sustainability targets. The proposed reduction allows for a more balanced facade that supports energy efficiency while still providing significant visual connection to the street. Allowing a moderate reduction in transparency provides flexibility to attract and retain a diverse mix of tenants, supporting the long-term economic vitality of the project.

h) Maximum Build-to-Width Reduction

The Project requests to reduce the maximum Build-to-Width to 65% minimum in lieu of 90% minimum as required by LAMC 1A Section 3B.4.1. LAMC Chapter 1A Section 3C.1.1 requires that the ground floor and any additional stories comply with the Build-to-Width, and because the Site is in the Shop Front 1 (SH1) area, a Build-to-Width of 90% is required. All three of the buildings would comply with the Build-to-Width on the ground floor. However, the buildings are designed in a manner where the upper floors have incrementally smaller floor plates to reduce the visual bulk and increase the width of the view corridors around the building, the upper floors would not comply with the Build-to-Width requirement. If the Project is required to comply with the Build-to-Width requirement, it would significantly hamper the architectural design and force the Project to re-design the building in a standard box shape, which would remove the character and the aesthetics of the current design. Therefore, the Project requests that a waiver be granted to allow the architectural elements and the artistic designs of the proposed buildings to remain.

- 9. The waivers or reductions of development standards would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.**

There is no evidence that the requested waivers will have a specific adverse impact upon public health and safety, the physical environment. A “specific adverse impact” is defined as “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.”

The Project also would not have any specific adverse impact upon any real property that is listed in the California Register of Historical Resources.

The Project proposes 1000 new dwelling units (inclusive of 1 market rate manager's unit and 114 VLI). The Project would bring much needed affordable housing to a neighborhood that is located near major transit stops.

As set forth in the Housing Element Checklist, there are no environmental impacts, including health and safety or impacts on historic resources that cannot be mitigated to a less than significant level. Therefore, there is no substantial evidence that the proposed Project, and thus the requested waivers, will have a specific adverse impact on the public's health and safety, the physical environment, or on any real property that is listed in the California Register of Historical Resources

10. The waivers or reductions of development standards are contrary to state or federal law.

The requested waivers of development standards are related to building width, Build-to-depth and build-to-width, front yard fence height, ground story height, and through access. These requirements are not regulated by state or federal law. Therefore, the requested waiver of development standard is not contrary to state or federal law.

V. VARIANCE FINDINGS

Pursuant to LAMC Chapter 1A Section 13B.5.3-E.1, a Variance may be granted upon written findings of the following:

A. The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

The property is a 31-acre large Site with an overall frontage along Alameda Street of approximately 1,100 feet. The Site is presently developed with the ROW DTLA development, which consists of retail, restaurant, commercial and industrial uses and a weekly Sunday outdoor dining event called Smorgasburg LA.

The proposed Project intends to develop three eight-story tall mixed-use buildings within the existing parking lots fronting Alameda Street. As the new mixed-use buildings would front Alameda Street and would have commercial spaces on the ground floor, it is important for future businesses to have visibility along Alameda Street to ensure that their patrons or visitors would be able to easily locate their buildings.

To allow for wayfinding, the Project proposes a projecting sign on each of the three buildings. The proposed projecting signs would be on-site signs that serve to identify the three buildings and the businesses within the buildings. They would not serve as advertisements or billboards. Due to the scale of the proposed buildings, which would each be approximately 100 feet in height, projecting signs with 300 sf sign faces are required for scale compatibility and visibility.

However, the Site's zoning places it in Development Standard 5 area, and the corresponding Sign Package 2 limits projecting signs to a sign area of 48 sf. At 48 sf, the projecting sign would not be visible and would not be compatible with the proposed buildings in terms of scale.

Further, LAMC Chapter 1A Section 4C.11.6-C.9.D, allows three projecting signs if a site has 600 feet of street frontage, and an additional 1 sign per every additional 200 feet of frontage. The Site, with approximately 1,100 feet of frontage along Alameda Street, would be allowed 5 projecting signs at 48 sf each. However, 5 projecting signs that are each only 48 sf would look cluttered along the building's façade and would not serve to help identify the buildings along Alameda Street. Due to the length of the site along Alameda Street, a single 300 sf projecting sign on the façade of each of the buildings would be more aesthetically pleasing and less cluttered.

In terms of the combined sign area permitted at the Site, Sign Package 2 permits a combined sign area for all projecting signs of 25 sf plus 1.5 sf per foot of building frontage. Because the Project building is designed to allow for ample areas to serve as pedestrian walkways, outdoor decorative landscape areas, and plazas, the three building's building frontage is only a combined 638 feet, which would only allow up to 982 sf of projecting sign area. The three proposed projecting signs would have sign faces of 300 sf each; however, each projecting sign would have two sign faces, and therefore, the three signs would have a combined sign face area of 1,800 sf, exceeding the allowable maximum combined sign area at the Site. Because the Project is designed with three separate buildings along Alameda Street, if the Project reduces the number of projecting signs to two signs, one building would not have an identifying sign, which would be an unnecessary hardship, and it would be visually unbalanced.

Zoning regulations are meant to reduce incompatibility between different kinds of uses. In the instant case, the zoning regulation anticipated a smaller scale development where smaller projecting signs would be more befitting. The small signage allowance, which again was anticipate for smaller developments, brings practical difficulties to a large campus development with three approximately 100-foot-tall buildings with a total frontage of 1,100 square feet. Therefore, the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

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

As discussed above, the special circumstance that causes practical difficulties in the strict application of the zoning code in terms of projecting sign requirements is the overall size and shape of the Site. The Site is 31 acres and has an overall frontage along Alameda Street of approximately 1,100 feet. There are no other Sites in the vicinity with similar size and development capacity. To design the Project to be compatible in scale with the Site and to accommodate the density, including affordable units, three buildings with approximately 100 feet of building height are proposed. The variance is being requested to allow projecting signs to be scaled to the buildings and the Site and be placed in aesthetically pleasing manners.

The Site's size is unique in the area. This is the only site in the area that is 31 acres large with 1,100 feet of frontage along Alameda Street.

C. The 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 the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

Because of the Site's size, shape, and length of frontage on Alameda Street, the Site designed three buildings along the approximately 1,100 feet frontage along Alameda Street to accommodate the proposed 1,000 dwelling units. As the Site is significantly larger than the surrounding properties, and it is one of the few properties in the Downtown Community Plan area that is over 30 acres large, strictly applying the code requirements relating to projecting signs would not allow the Site to have the ability to enjoy the right to place identification signs for the onsite buildings and businesses along the new proposed buildings in a manner that is adequately scaled to the building size and visible from Alameda Street.

As LAMC Chapter 1A Section 4C.11.6-C.9.D only allows projecting signs up to 48 sf large on the Site, strict application of the projecting sign size limit would cause a cluster of small signs to clutter the façade of the proposed buildings, the signs would not be visible or aesthetically pleasing on the proposed buildings.

Further, LAMC Chapter 1A Section 4C.11.6-C.9.D allows projecting sign's combined sign area to be calculated based off of the building frontage only. While the Site has a long frontage of 1,100 feet, the buildings are purposely designed with a combined frontage of only approximately 638 feet to provide pedestrian walkways, open areas, plazas, and landscaping. The strict application of the code would reduce the amount of signage permitted at the Site and would discourage good design that breaks up the massing of the buildings and increase the landscaped open areas at the Site.

As proposed, the project requires a variance to place a 300-sf projecting sign on each of three proposed buildings. There are special circumstances arising out of the project encompassing nearly an entire block. As such, the 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 the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

D. 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.

The Project requests the variance to be permitted one 300-sf projecting sign on each of the three proposed buildings that would add a combined 1,000 dwelling units to the City. As the state and the City are in a severe housing crisis, the addition of 1,000 residential units, including 114 very low-income units, will help to reach state and City goals.

As discussed above, the variance is necessary to allow the buildings to have projecting signs that are scaled appropriately to the buildings due to the Site's long frontage length and the short building frontage lengths.

The proposed projecting signs would not be placed above the proposed building's roof line and would be 300 sf each, which would be compatible with the scale of the proposed buildings. They would not create clutter, additional off-site signage, or a distraction to the vehicle traffic on Alameda Street. The projecting signs would only serve to identify the building and the businesses onsite and would not cause blight.

For the reasons cited above, 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.

E. The granting of the Variance will not adversely affect any element of the General Plan.

The General Plan is the City's roadmap for future growth and development. The General Plan Elements establish goals, policies, purposes, and programs that provide for the regulatory environment in managing the City, and for addressing environmental concerns and problems. The majority of the policies derived from these elements are implemented in the form of Municipal Code requirements. The General Plan is comprised of the Framework Element, seven state-mandated elements, and four additional elements. The Framework Element establishes the broad overall policy and direction for the General Plan.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The subject property is located within the Downtown Community Plan area. The associated General Plan Land Use Map designates the property for Hybrid Industrial land uses, with corresponding

forms LB2, LB1, MB1, MB2, and MM1 and uses IX3 and IX4. The property is zoned [MB2-SH1-5] [IX3-FA] [CPIO]. The property's zoning is thus consistent with the General Plan's land use designation for the site.

The Downtown Community Plan is silent with regards to the allowable sizes for projecting signs. In such cases, the Zoning Administrator must interpret the intent of the Plans. Specifically, the project addresses the following goals and policies of the Community Plan:

- LU GOAL 33 THE HOUSING STOCK REINFORCES AND COMPLEMENTS THE PRODUCTIVE, ENTREPRENEURIAL, AND CREATIVE FOCUS OF HYBRID INDUSTRIAL AREAS.*
- LU 33.1 Implement live/work housing options that can accommodate a range of job productive activities, and allow units to function as an incubator for new businesses.*
- LU 33.2 Promote affordability through the development of a range of unit sizes and incentives for on-site covenanted affordable live/work units.*
- LU 33.3 Enhance livability by expanding access to commercial and institutional services and amenities.*
- LU 33.4 Cultivate a live/work residential community by requiring a minimum amount of production space in new development projects to support the maker economy and innovation.*

Though the Plan does not contain any explicit policies regarding the proposed variance requests the Plan has designated the property for multi-family residential uses. As proposed, the Project would not only maintain the existing retail, restaurant, industrial and office uses, it would also add additional commercial uses and 1,000 residential dwelling units, including 114 Very Low Income restricted affordable units. The Project would not only add much needed market rate and Very Low Income restricted affordable units to the housing stock within the City, it would add the new residential development in close proximity to an existing vibrant commercial campus. This use placement and design would enhance the livability by expanding access of the residents to commercial and institutional services not only on the Site, but also in the surrounding neighborhood and cultivate an environment where residents can live and work within the same community.

The variance request is necessary to allow this new Project that meets the goals and policies of the Community Plan to have adequate identification projecting signs that would ensure the visibility of the proposed new commercial spaces and allow the building to be easily locatable. As the proposed Project meets the goals and policies of the Community Plan, and the

Community Plan does not contain explicit policies regarding signage, the granting of the variance will not adversely affect any element of the General Plan.

VI. VESTING TENTATIVE TRACT MAP FINDINGS

Pursuant to Government Code Sections 66473.1, 66474.60, 66474.61 and 66474.63 the following findings are required in connection with the approval of Vesting Tentative Tract Map No. 084331:

A. The Proposed Map is Consistent with Applicable General and Specific Plans

Section 6641 of the Subdivision Map Act (the “Map Act”) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final and parcel maps. The subdivision and merger of land is regulated pursuant to Article 13 (Chapter 1A) of the LAMC. The LAMC also implements the goals, objectives, and policies of the General Plan, through zoning regulations. The VTTM has been filed to merge and re-subdivide the Site into five ground lots and fourteen airspace lots.

LAMC Section 13B.7.3, LAMC, Section 11.1.3, and LAMC Section 11.2.2 require that the VTTM be designed in compliance with the zoning applicable to the Site, and that the map conform to all other elements of the General Plan. The General Plan and Zoning Code regulate, but are not limited to, the maximum permitted density, height, and the subdivision of the land. The Site is located within the adopted Downtown Community Plan Area and is designated Hybrid-Industrial under the General Plan.

The applicable Downtown Community Plan was adopted by the City Council on December 10, 2024. The Project, which proposes to re-subdivide the Site into one ground lot and 14 airspace lots advances a number of specific goals, objectives and policies of the Downtown Community Plan, including:

- Objective 1.1:** *“Ensure the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.”*
- Objective 2.1:** *“Foster an equitable and inclusive Downtown, with housing options that can accommodate the fullest range of economic and social needs.”*
- Objective 50.4:** *“Promote infill development on surface parking lots and other underutilized spaces.”*

The Project’s proposed merger and resubdivision of the Site will not result in any present change to the Site. This mixed-use development near major transit stops will “ensure the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.” Providing 1000 units, where 114 units are VLI affordable units, will

“Foster an equitable and inclusive Downtown, with housing options that can accommodate the fullest range of economic and social needs.” Lastly, this project will be developed on surface parking lots, which “promote infill development on surface parking and other underutilized spaces.”

B. The Design and Improvement of the Proposed Subdivision is Consistent with the Applicable General and Specific Plans

For purposes of a subdivision, “design” and “improvement” are defined by Section 66418 of the Map Act, and LAMC Section 11.1.3, LAMC Section 14.3, Section 66418 of the Map Act defines “design” as follows:

“‘Design’ means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) other specific physical requirements in the plan and configuration of the entire subdivision that are necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan”

LAMC Sections 11.3.3 and 14.3 defines “Subdivision improvement” as follows:

“Improvement refers to any street work and utilities to be installed, or agreed to be installed, by the subdivider on the land to be used for public or private streets, highways, ways, and easements, as are necessary for the general use of the lot owners in the subdivision and local neighborhood traffic and drainage needs as a condition precedent to the approval and acceptance of the final map thereof. Also refers to any other specific improvements or types of improvements, the installation of which, either by the subdivider, by public agencies, by private utilities, by any other entity approved by the local agency, or by a combination thereof, is necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan.”

LAMC Section 11.1.3 enumerates the design standards for subdivisions and requires that each Tentative Map be designed in conformance to the Street Design Standards and in conformance to the General Plan. LAMC Section 11.2.1 and 11.2.2 list the map requirements for a tentative tract map and VTTM Map. Specifically, LAMC Section 11.2.1.B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The VTTM was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant, and site address information as required by the LAMC. The map provides the required components of a VTTM. The VTTM subdivision design includes the resubdivision of an approximately 1,364,565 sf (31.33 acres) Site into five ground lots and fourteen airspace lots related to an existing development that contains industrial and commercial components.

The design and layout of the map is consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC. Several public agencies (including the Bureau of Engineering, Bureau of Sanitation, Bureau of Street Lighting, Department of Building and Safety - Grading Division and Zoning Division, Bureau of Street Lighting, Fire Department, Department of Building and Safety, Department of Transportation, and Department of Recreation and Parks) will be required to review the map and find the subdivision design satisfactory and may impose improvement requirements and/or conditions of approval. Sewers are available and will be inspected and deemed adequate in accommodating the proposed Project's sewerage needs. Fire and traffic access, as well as site grading, will also be reviewed and deemed appropriate. Additional traffic safety measures for adjacent roadways may be included for traffic and pedestrian safety.

The subdivision will be required to comply with all regulations pertaining to grading, building permits, and street improvement permit requirements. Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the tentative map, building permit, grading permit, or certificate of occupancy.

The design and improvement of the proposed subdivision are consistent with the Downtown Community Plan. No physical changes are proposed to the existing buildings as a part of this subdivision.

C. That Site is Physically Suitable for the Proposed Type of Development

The Site is bounded by the 7th Street to the north, Alameda Street to the east, and Central Avenue to the West.

The Site is currently developed with a garage, parking lot, warehouse, industrial, commercial, retail and restaurant uses. Similar uses surround the Site, including commercial, residential, industrial, and residential uses, consistent with the Hybrid-Industrial designation and nature of the area. The Site will remain compatible with the surrounding neighborhood.

D. The Site is Physically Suitable for the Proposed Density of Development

The Site is located within an urbanized area with a mix of commercial, industrial, and residential land uses. The immediate vicinity of the Site, along Central Avenue, Alameda Street, and 7th street, is improved with buildings similar to and compatible with those existing on the Site and any future development at the Site. The surrounding area features one and multi-story commercial, industrial, and residential buildings. The area is well served by City streets and is adequately serviced with existing utilities.

E. The design of the Subdivision and Proposed Improvements proposed Are Not Likely to Cause Substantial Environmental Damage or Substantially and Unavoidably Injure Fish or Wildlife in Their Habitat

The Site, as well as the surrounding area are in a highly urbanized area and are presently developed with structures and do not provide a natural habitat for either fish or wildlife. Therefore, the design of the subdivision and the improvements are not likely to cause substantial environmental damage or substantial and unavoidable injury to fish or wildlife or their habitat.

F. The Design of the Subdivision and the Type of Improvements Are Not Likely to Cause Serious Public Health Concerns

The proposed subdivision is subject to the provisions of the LAMC (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Los Angeles Building Code. Other health and safety related requirements, as mandated by law, would apply where applicable to ensure the well-being of public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The Project is not located on a hazardous materials site, flood hazard area, and is not located on a site having unsuitable soil conditions. The Project would not place any occupants near a hazardous materials site or involve the use or transport of hazardous materials or substances.

The area surrounding the Site is fully developed with similar uses indicating that sewers and other services are presently available. Therefore, the design of the subdivision and the improvements are not likely to cause serious public health problems.

G. The Design of the Subdivision and the Type of Improvements Will Not Conflict with Easements, Acquired by the Public at Large, for Access Through or Use of, Property Within the Proposed Subdivision.

The Site does not contain any easements acquired by the public at large for access through or use of the property within the proposed subdivision. Any necessary public access for roads and utilities will be acquired by the City prior to the recordation of the proposed VTTM.

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.

The Applicant has assessed the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design and prepared and submitted materials which took into consideration the local climate, contours, configuration of the lots to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure

under applicable planning and zoning in effect at the time the tentative map was filed. The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation. The topography of the Site has been considered in the maximization of passive or natural heating and cooling opportunities.

The building design of the Project also considered architectural features such as overhangs, location of windows, low reflective glass, and planting of trees, and other Green Building features that would assist with passive heating and cooling of the building.





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ROW DTLA RESIDENTIAL PROJECT

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LOS ANGELES, CA 90021

ALAMEDA SQUARE OWNER, LLC
40 W 57TH STREET, 29TH FLOOR
NEW YORK, NY 10019

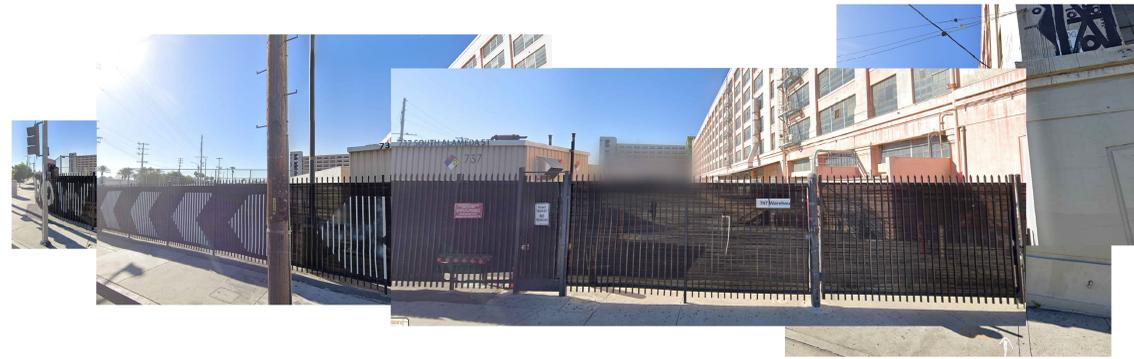
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09/09/2025
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SHEET TITLE SITE PHOTOS

SHEET NUMBER:
G086
5/26/25 5:40 PM



7TH STREET LOOKING SOUTH

1



ALAMEDA STREET LOOKING WEST - NORTH LOT

2



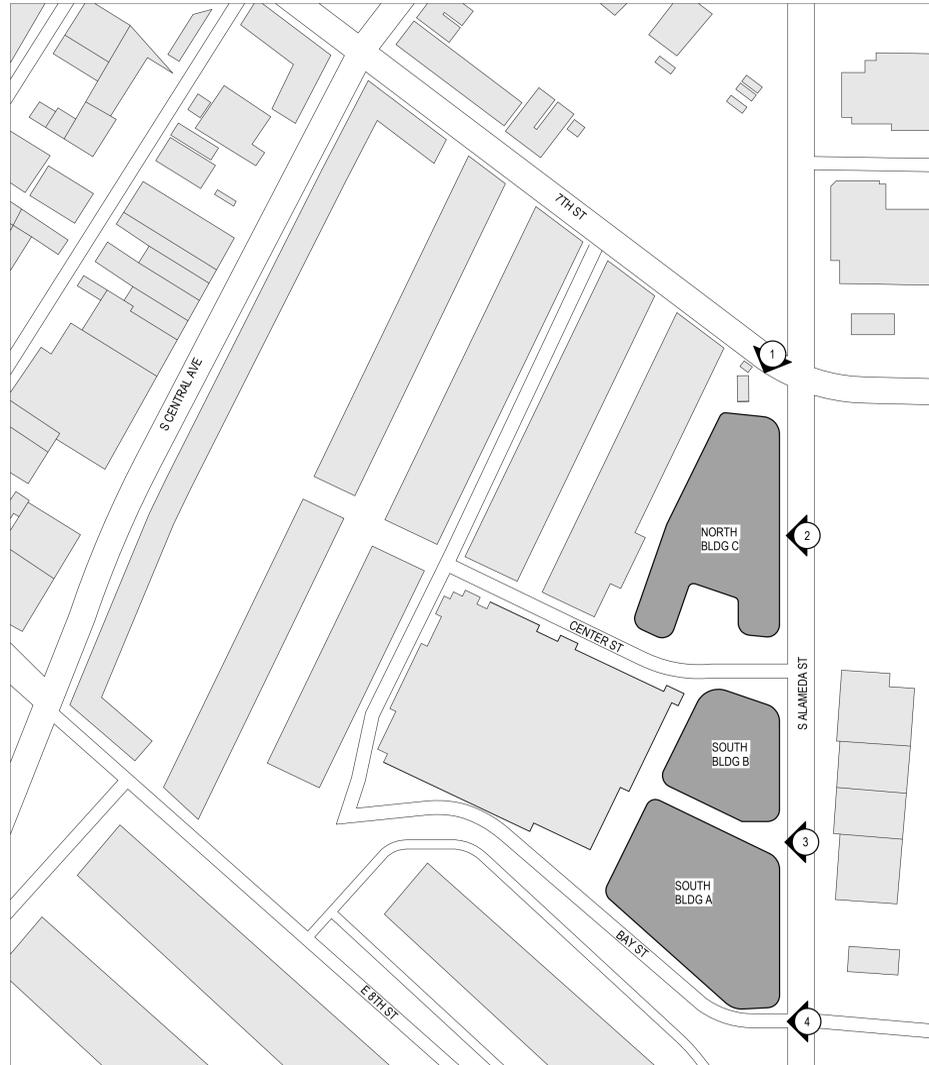
ALAMEDA STREET LOOKING WEST - NORTH LOT

4



BAY ST LOOKING WEST

3



ALAMEDA STREET LOOKING WEST - NORTH LOT

4



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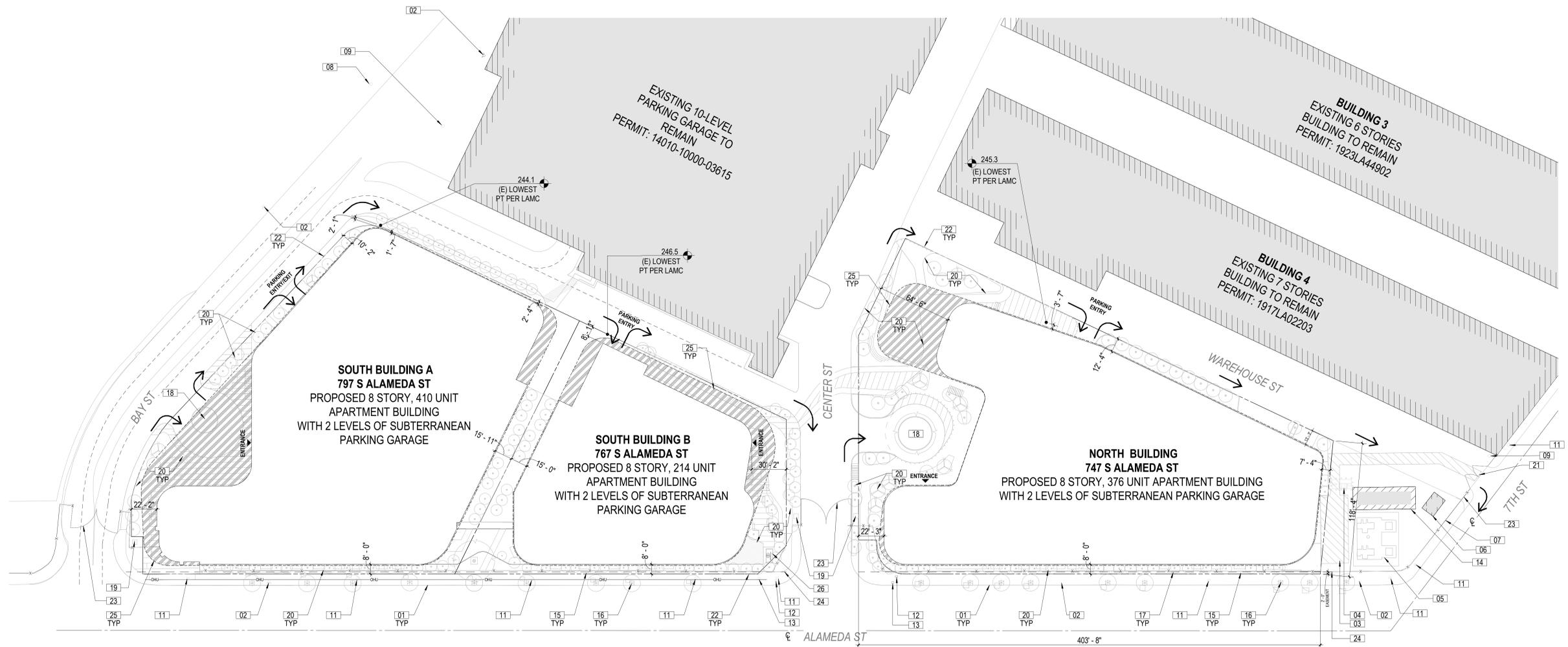
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ENTITLEMENT SET

JOB NUMBER:
2022-039.00
DATE:
09/09/2025
REVISIONS:

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
A000
5/26/25 12:42 PM



(E) ONE STORY COMMERCIAL

(E) TWO STORY COMMERCIAL

SITE PLAN
1" = 40'-0"



SHEET NOTES

NOTES

LEGEND

- | | |
|--|--|
| 01 (E) CURB AND GUTTER | 21 LADWP SUBSTATION ACCESS |
| 02 (E) FIRE HYDRANT | 22 PROPERTY LINE |
| 03 (E) DWP STAGING AREA | 23 (E) 8'-0" HIGH FENCE WITH HEDGE |
| 04 (E) TEMPORARY ELECTRICAL EQUIPMENT TO BE REMOVED BEFORE DEVELOPMENT | 24 2'-0" EASEMENT FOR PUBLIC STREET PURPOSES IN FAVOR OF THE CITY OF LOS ANGELES |
| 05 (E) LADWP TRANSFORMER YARD AND ENCLOSURE | 25 FLOOR ABOVE |
| 06 (E) FIRE PUMP ROOM | 26 (E) BACKFLOW PREVENTER |
| 07 (E) FIRE DEPT. CONNECTION FOR PUMP ROOM | |
| 08 (E) SANITARY MANHOLE | |
| 09 (E) MANHOLE | |
| 10 (E) LIGHT POLE | |
| 11 (E) UTILITY PULL BOX | |
| 12 (E) TRAFFIC SIGNAL POST | |
| 13 (E) TRAFFIC SIGNAL BOX | |
| 14 (E) ELECTRICAL BUILDING TO REMAIN | |
| 15 (E) HEDGE | |
| 16 (E) STREET TREE | |
| 17 PROPOSED TREE, SEE LANDSCAPE DWGS | |
| 18 LANDSCAPED DROP OFF ROUNDABOUT | |
| 19 SIGNAGE STRUCTURE | |
| 20 LANDSCAPE AREA, SEE LANDSCAPE DWG | |

- PROPOSED BUILDING FOOTPRINT
- PROPOSED UPPER FLOORS FOOTPRINT
- EXISTING NEIGHBORHOOD BUILDINGS (NOT A PART)
- BUILDING ENTRANCE



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JOB NUMBER:
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OVERALL P2 LEVEL PLAN

SHEET NUMBER:
A100

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OVERALL P2 LEVE PLAN
1" = 40'-0"



1

NOTES

SHEET NOTES

P2 PARKING COUNT

(A) SOUTH BUILDING A	
01) STANDARD	106
04) EVCS W/ EV CHARGER - STANDARD	15
07) EV READY W/ RECEPTACLE	62
TOTAL	183
(B) SOUTH BUILDING B	
01) STANDARD	58
04) EVCS W/ EV CHARGER - STANDARD	3
07) EV READY W/ RECEPTACLE	30
TOTAL	91
(C) NORTH BUILDING C	
01) STANDARD	111
04) EVCS W/ EV CHARGER - STANDARD	11
07) EV READY W/ RECEPTACLE	66
TOTAL	188
TOTAL	462



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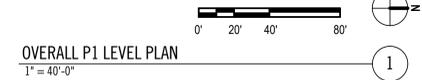
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JOB NUMBER:
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OVERALL P1 LEVEL PLAN

SHEET NUMBER:
A101
5/26/25 5:28:16 PM



NOTES

SHEET NOTES

P1 PARKING COUNT

(A) SOUTH BUILDING A	
01) STANDARD	102
04) EVCS W/ EV CHARGER - STANDARD	15
07) EV READY W/ RECEPTACLE	62
TOTAL	179
(B) SOUTH BUILDING B	
01) STANDARD	57
04) EVCS W/ EV CHARGER - STANDARD	3
07) EV READY W/ RECEPTACLE	30
TOTAL	90
(C) NORTH BUILDING C	
01) STANDARD	110
04) EVCS W/ EV CHARGER - STANDARD	11
07) EV READY W/ RECEPTACLE	66
TOTAL	187
TOTAL	456



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ROW DTLA RESIDENTIAL PROJECT

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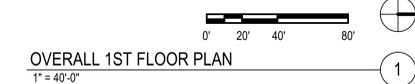
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ENTITLEMENT SET

JOB NUMBER:
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DATE:
09/09/2025
REVISION:

SHEET TITLE: OVERALL FIRST FLOOR PLAN

SHEET NUMBER:
A110
9/25/21 KFA



SHEET NOTES

- A. PROJECT COMPLIES WITH SEC.4C.10.1 OUTDOOR LIGHTING AND GLARE REGULATIONS.
- B. PROJECT COMPLIES WITH SEC.4C.12.1 SITE ELEMENTS REGULATIONS.
- C. PROJECT MEETS RECYCLING AREA REQUIREMENTS PER SEC.4C.12.7

NOTES

- 01 (E) CURB AND GUTTER
- 02 (E) FIRE HYDRANT
- 03 (E) DWP STAGING AREA
- 04 (E) TEMPORARY ELECTRICAL EQUIPMENT TO BE REMOVED BEFORE DEVELOPMENT
- 05 (E) LADWP TRANSFORMER YARD AND ENCLOSURE
- 06 (E) FIRE PUMP ROOM
- 07 (E) FIRE DEPT. CONNECTION FOR PUMP ROOM
- 08 (E) SANITARY MANHOLE
- 09 (E) MANHOLE
- 10 (E) LIGHT POLE
- 11 (E) UTILITY PULL BOX
- 12 (E) TRAFFIC SIGNAL POST
- 13 (E) TRAFFIC SIGNAL BOX
- 14 (E) ELECTRICAL BUILDING TO REMAIN
- 15 (E) HEDGE
- 16 (E) FENCE AND GATE
- 17 (E) STREET TREE
- 18 PROPOSED TREE, SEE LANDSCAPE DWGS
- 19 LANDSCAPED DROP OFF ROUNDABOUT
- 20 SIGNAGE STRUCTURE
- 21 LANDSCAPE AREA, SEE LANDSCAPE DWG
- 22 LADWP SUBSTATION ACCESS
- 23 PROPERTY LINE
- 24 OUTLINE OF BUILDING ABOVE
- 25 DOUBLE-TIER BIKE PARKING
- 26 SHORT TERM BICYCLE PARKING
- 27 (E) BACKFLOW PREVENTER
- 28 FREIGHT LOADING, 400 SF WITH 14' HEIGHT CLEARANCE
- 29 BUILDING SETBACK
- 30 PARKING SETBACK

L1 PARKING COUNT

(A) SOUTH BUILDING A		(C) NORTH BUILDING C	
01) STANDARD	52	01) STANDARD	33
02) ADA	7	02) ADA	7
03) ADA VAN	2	03) ADA VAN	2
04) EVCS W/ EV CHARGER - STANDARD	12	04) EVCS W/ EV CHARGER - STANDARD	19
05) EVCS W/ EV CHARGER - ADA	2	05) EVCS W/ EV CHARGER - ADA	2
06) EVCS W/ EV CHARGER - ADA VAN	1	06) EVCS W/ EV CHARGER - ADA VAN	1
07) EV READY W/ RECEPTACLE	11		
	87	TOTAL	64
(B) SOUTH BUILDING B			
01) STANDARD	2		
02) ADA	4		
03) ADA VAN	1		
04) EVCS W/ EV CHARGER - STANDARD	13		
05) EVCS W/ EV CHARGER - ADA	1		
06) EVCS W/ EV CHARGER - ADA VAN	1		
07) EV READY W/ RECEPTACLE	1		
	23		

LEGEND

- EXISTING NEIGHBORHOOD BUILDINGS (NOT A PART)
- BUILDING ENTRANCE



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ROW DTLA RESIDENTIAL PROJECT

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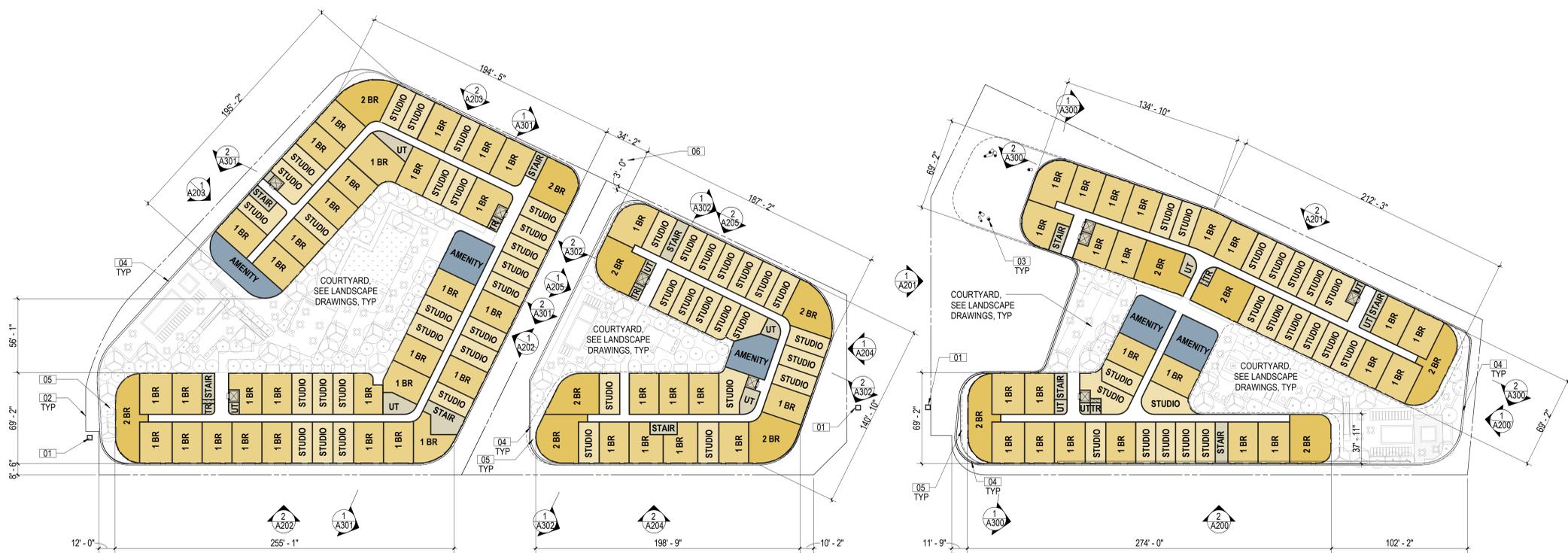
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JOB NUMBER:
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OVERALL SECOND FLOOR PLAN

SHEET NUMBER:
A120
9/9/25 2:51:40PM



SHEET NOTES

NOTES

- 01 (E) PYLON SIGNAGE
- 02 OUTLINE OF BUILDING ABOVE
- 03 COLUMNS
- 04 STEEL GUARDRAIL, PAINTED
- 05 PRIVATE PATIOS
- 06 BUILDING SETBACK



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757-787 SOUTH ALAMEDA STREET, 1390-1396 EAST 7TH STREET
LOS ANGELES, CA 90021

ALAMEDA SQUARE OWNER, LLC
40 W 57TH STREET, 29TH FLOOR
NEW YORK, NY 10019

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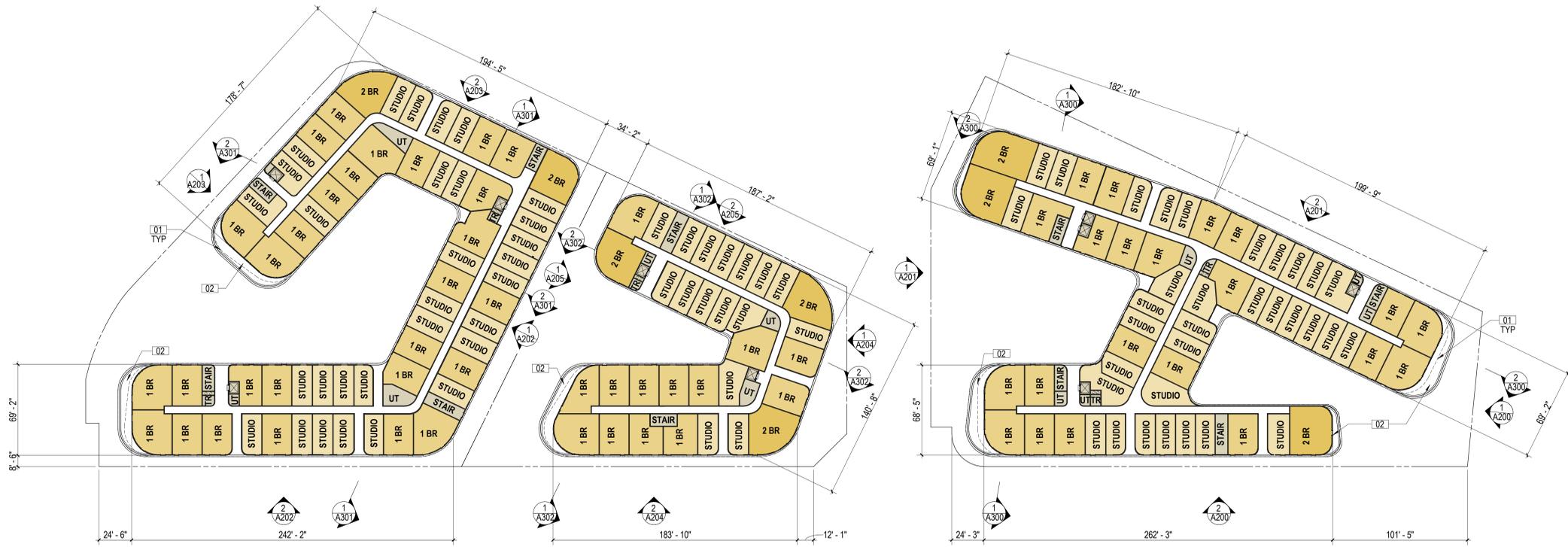
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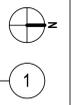
OVERALL FOURTH FLOOR PLAN

SHEET NUMBER:
A140

5/26/23 12:34 PM



OVERALL 4TH FLOOR PLAN
1" = 40'-0"



SHEET NOTES

NOTES

- 01 OUTLINE OF BUILDING ABOVE
- 02 BALCONY



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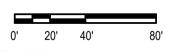
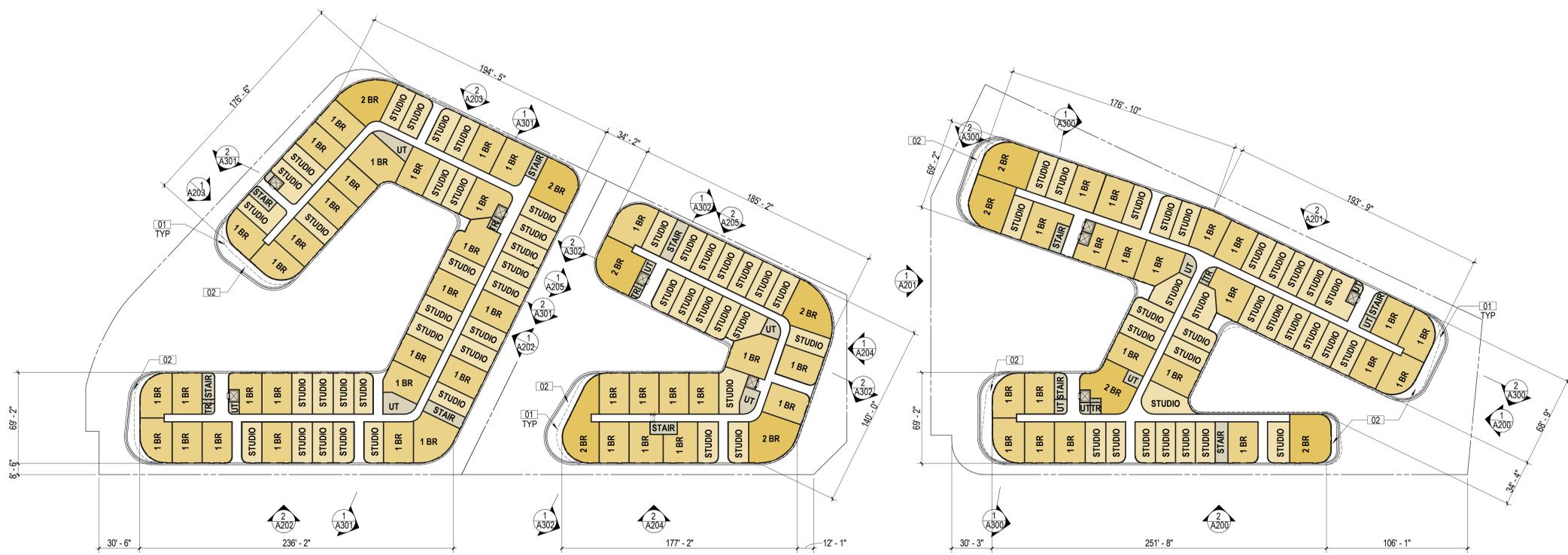
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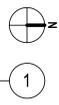
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OVERALL FIFTH FLOOR PLAN

SHEET NUMBER:
A150
5/26/25 11:42 AM



OVERALL 5TH FLOOR PLAN
1" = 40'-0"



SHEET NOTES

NOTES

- 01 OUTLINE OF BUILDING ABOVE
- 02 BALCONY

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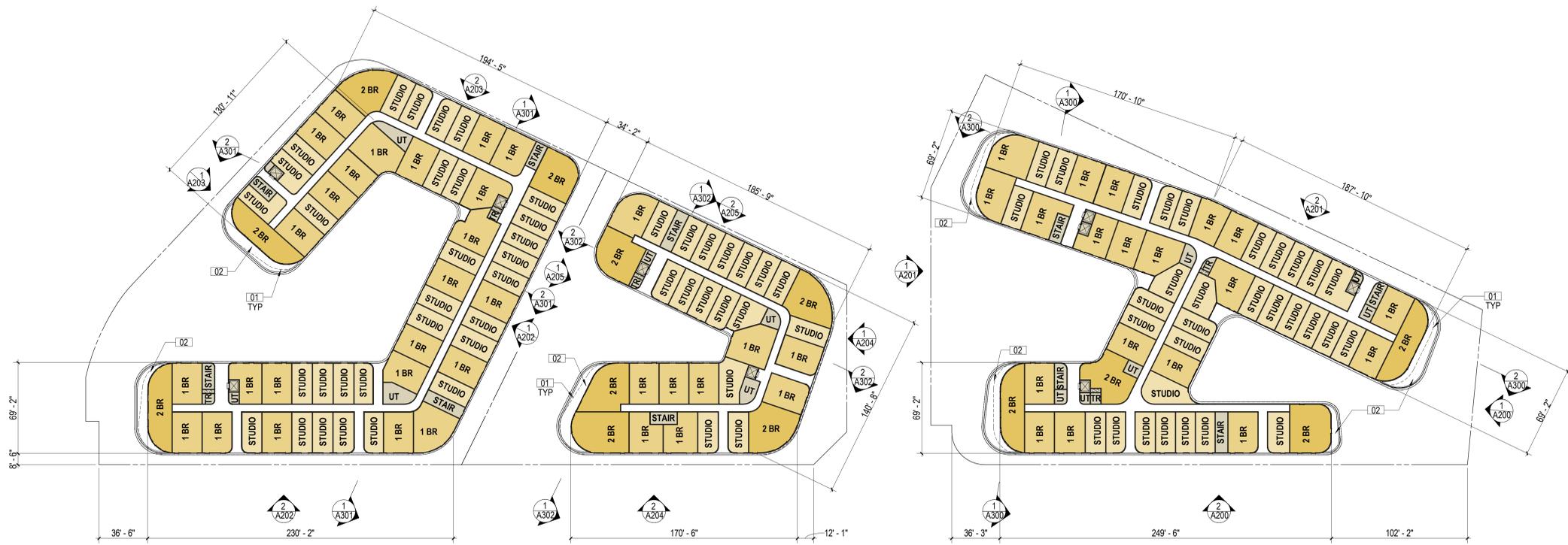
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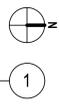
SHEET TITLE:
**OVERALL SIXTH
FLOOR PLAN**

SHEET NUMBER:
A160

5/26/25 12:15 PM



OVERALL 6TH FLOOR PLAN
1" = 40'-0"



SHEET NOTES

NOTES

- 01 OUTLINE OF BUILDING ABOVE
- 02 BALCONY

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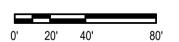
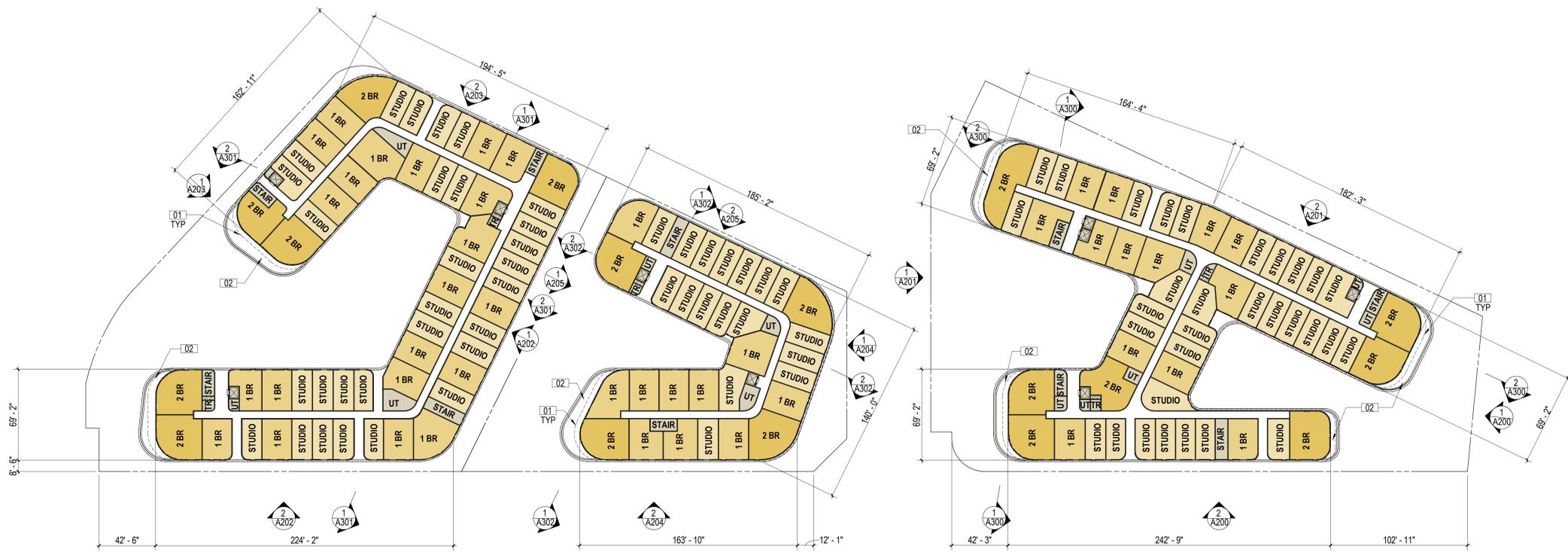
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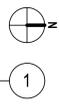
SHEET TITLE:
OVERALL SEVENTH FLOOR PLAN

SHEET NUMBER:
A170

5/26/25 12:18 PM



OVERALL 7TH FLOOR PLAN
1" = 40'-0"



SHEET NOTES

NOTES

- 01 OUTLINE OF BUILDING ABOVE
- 02 BALCONY

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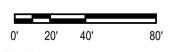
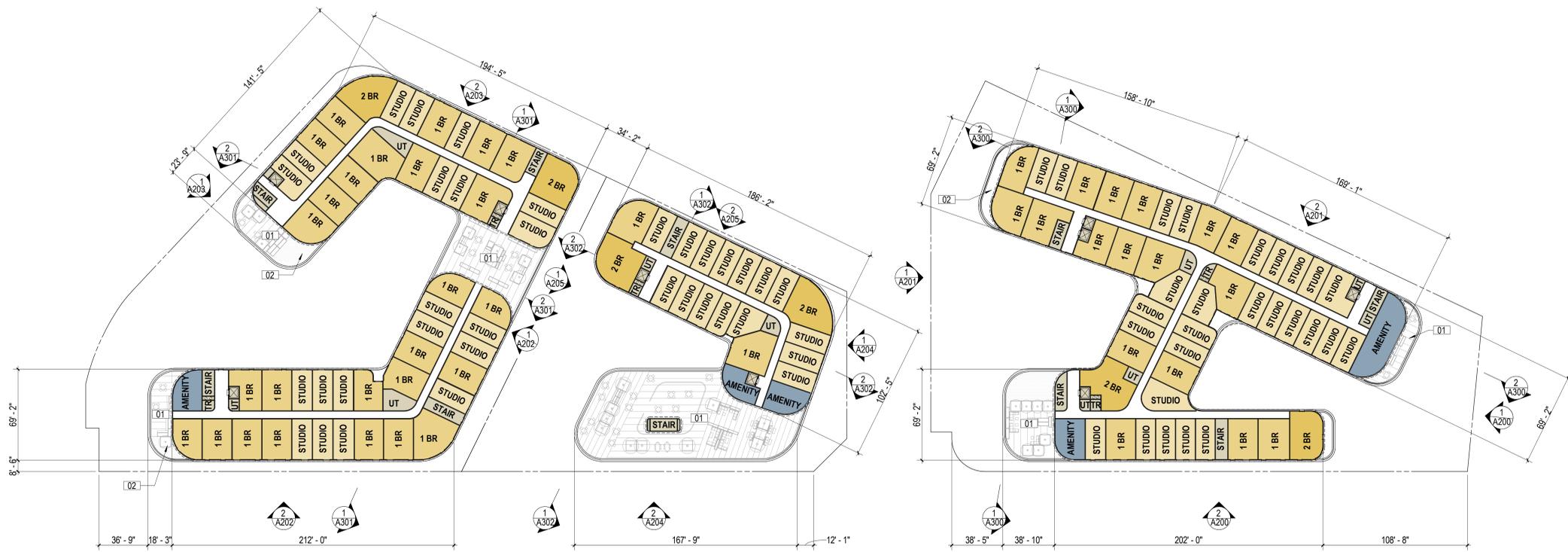
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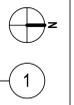
OVERALL EIGHTH FLOOR PLAN

SHEET NUMBER:
A180

5/20/25 10:15 AM



OVERALL 8TH FLOOR PLAN
1" = 40'-0"



SHEET NOTES

NOTES

01 LANDSCAPE AREA, SEE LANDSCAPE DWG

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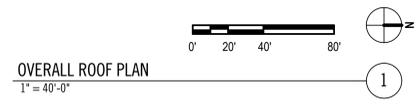
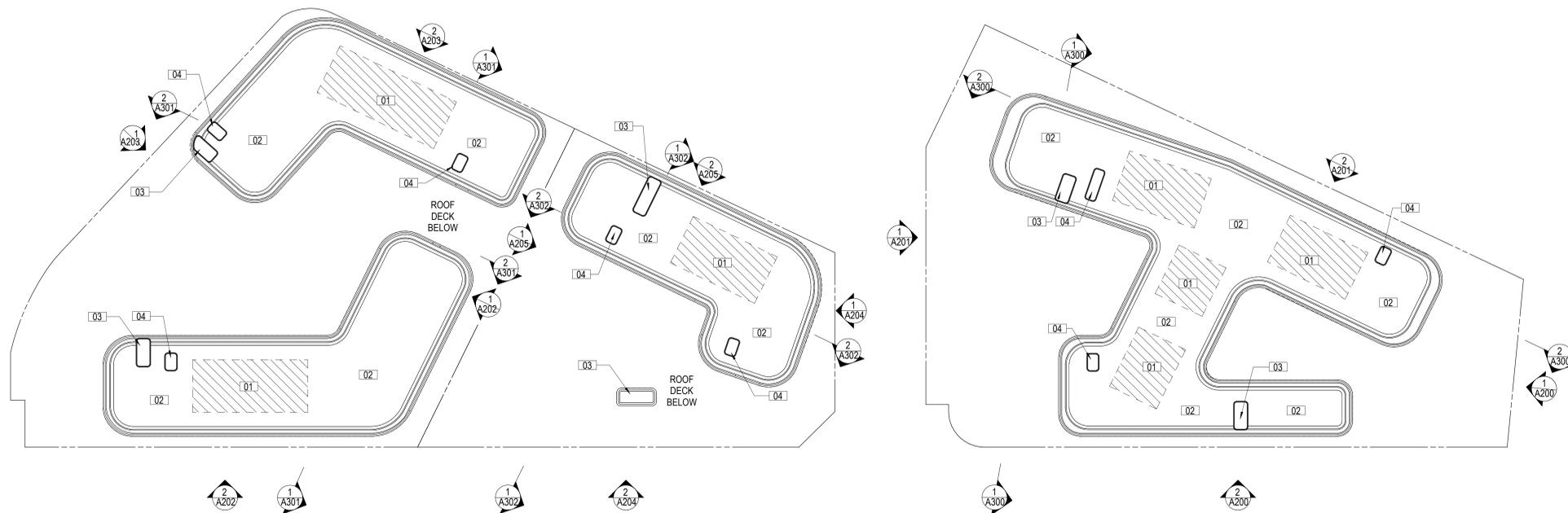


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OVERALL ROOF FLOOR PLAN

SHEET NUMBER:
A190
5/26/25 12:12 PM

SHEET NOTES

NOTES

- 01 SOLAR READY ZONE: MIN 15% OF TOTAL ROOF AREA PER CALIFORNIA ENERGY CODE 110.10.b.1.B
- 02 MECHANICAL EQUIPMENT AREA
- 03 STAIR
- 04 ELEVATOR OVERRUN



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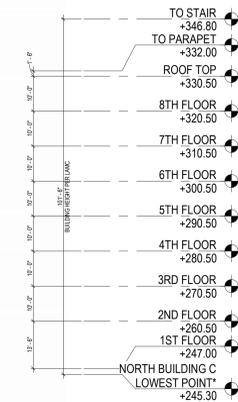
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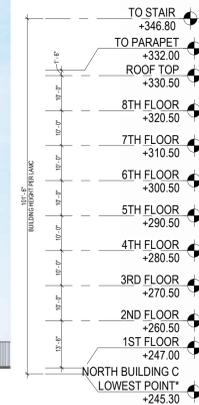
SHEET TITLE:
**NORTH
BUILDING C
ELEVATIONS**

SHEET NUMBER:
A200
5/26/25 12:22 PM



NORTH BUILDING C - NORTH ELEVATION
1" = 20'-0"
7TH STREET

1



NORTH BUILDING C - EAST ELEVATION
1" = 20'-0"
ALAMEDA STREET

2

SHEET NOTES

NOTES

- *LOWEST POINT = FROM LOWEST POINT WITHIN 5 FT OF BUILDING PERIMETER PER LAMC HEIGHT CALCULATION



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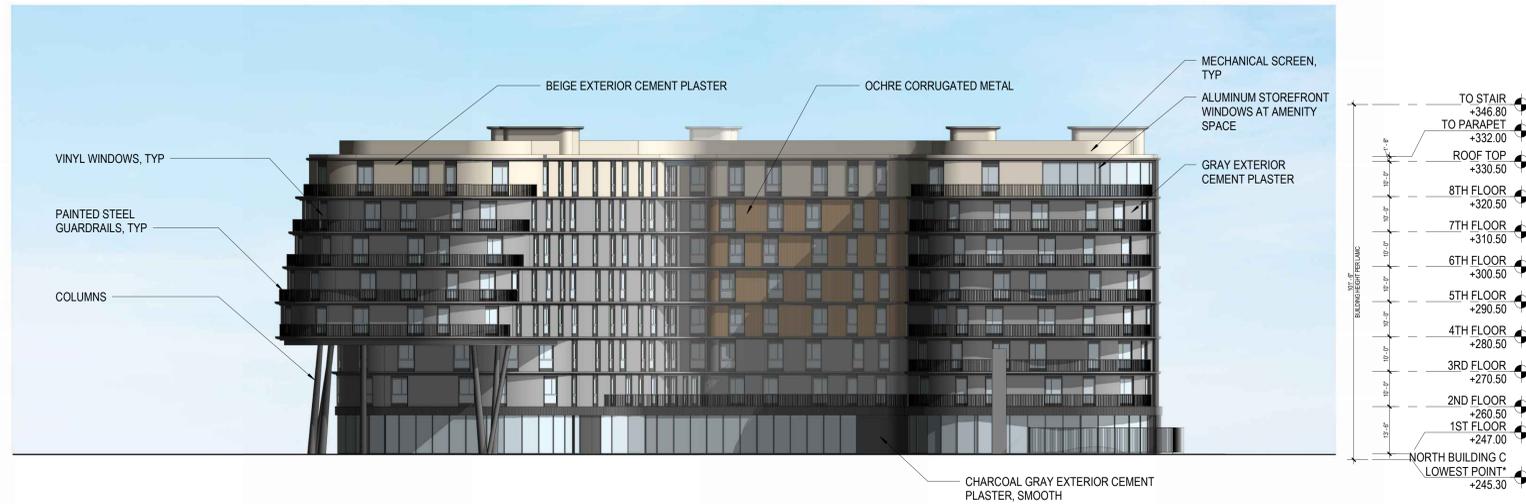
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SHEET TITLE:
**NORTH
BUILDING C
ELEVATIONS**

SHEET NUMBER:
A201
5/26/25 5:22:37 PM



NORTH BUILDING C - SOUTH ELEVATION
1" = 20'-0"
CENTER STREET

1



NORTH BUILDING C - WEST ELEVATION
1" = 20'-0"
WAREHOUSE STREET

2

SHEET NOTES

NOTES

1. *LOWEST POINT = FROM LOWEST POINT WITHIN 5 FT OF BUILDING PERIMETER PER LAMC HEIGHT CALCULATION



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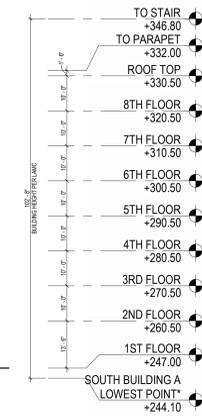
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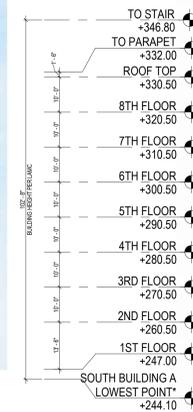
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SOUTH BUILDING A ELEVATIONS

SHEET NUMBER:
A202
5/26/25 5:22:25 PM



SOUTH BUILDING A - NORTH ELEVATION
1" = 20'-0"

1



SOUTH BUILDING A - EAST ELEVATION
1" = 20'-0"

2

ALAMEDA STREET

SHEET NOTES

NOTES

- *LOWEST POINT = FROM LOWEST POINT WITHIN 5 FT OF BUILDING PERIMETER PER LAMC HEIGHT CALCULATION



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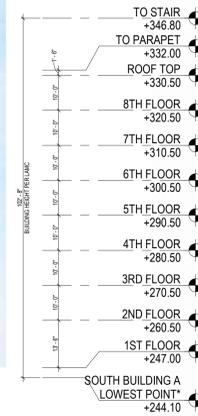
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SHEET TITLE:
**SOUTH
BUILDING A
ELEVATIONS**

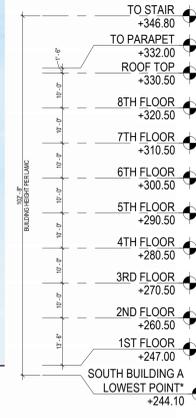
SHEET NUMBER:
A203
5/26/25 12:42 PM



CHAMPAGNE EXTERIOR CEMENT PLASTER
CHARCOAL GRAY EXTERIOR CEMENT PLASTER, SMOOTH

SOUTH BUILDING A - SOUTH ELEVATION
1" = 20'-0"
BAY STREET

1



VINYL WINDOWS, TYP

CHARCOAL GRAY EXTERIOR CEMENT PLASTER, SMOOTH
CHAMPAGNE EXTERIOR CEMENT PLASTER

SOUTH BUILDING A - WEST ELEVATION
1" = 20'-0"

2

SHEET NOTES

NOTES

- *LOWEST POINT = FROM LOWEST POINT WITHIN 5 FT OF BUILDING PERIMETER PER LAMC HEIGHT CALCULATION



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SHEET TITLE:
SOUTH BUILDING B ELEVATIONS

SHEET NUMBER:
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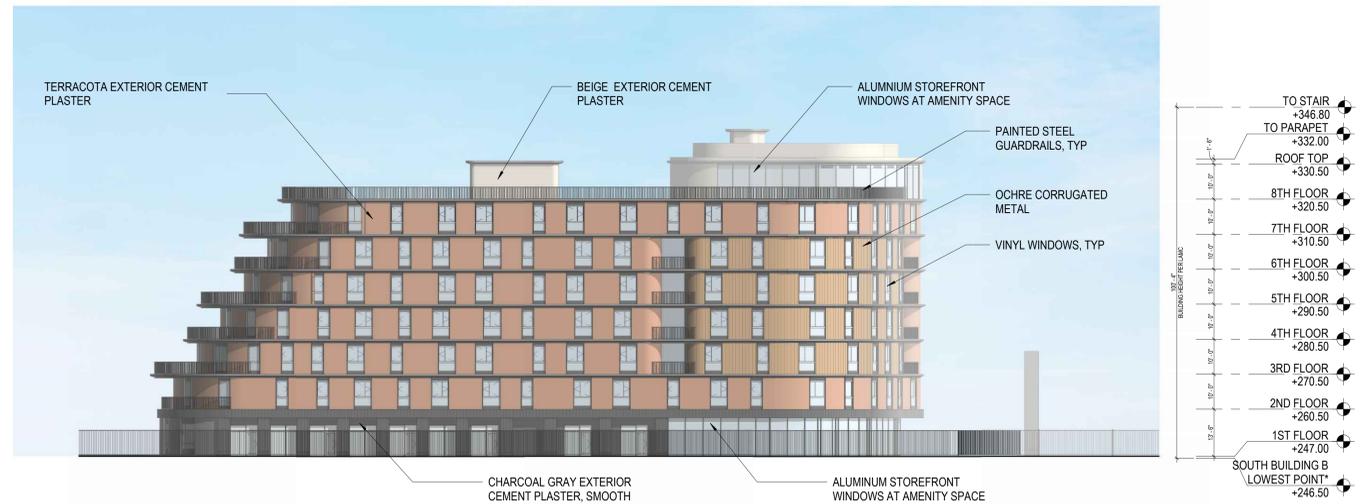


SOUTH BUILDING B - NORTH ELEVATION

1" = 20'-0"

CENTER STREET

1



SOUTH BUILDING B - EAST ELEVATION

1" = 20'-0"

ALAMEDA STREET

2

SHEET NOTES

NOTES

- *LOWEST POINT = FROM LOWEST POINT WITHIN 5 FT OF BUILDING PERIMETER PER LAMC HEIGHT CALCULATION

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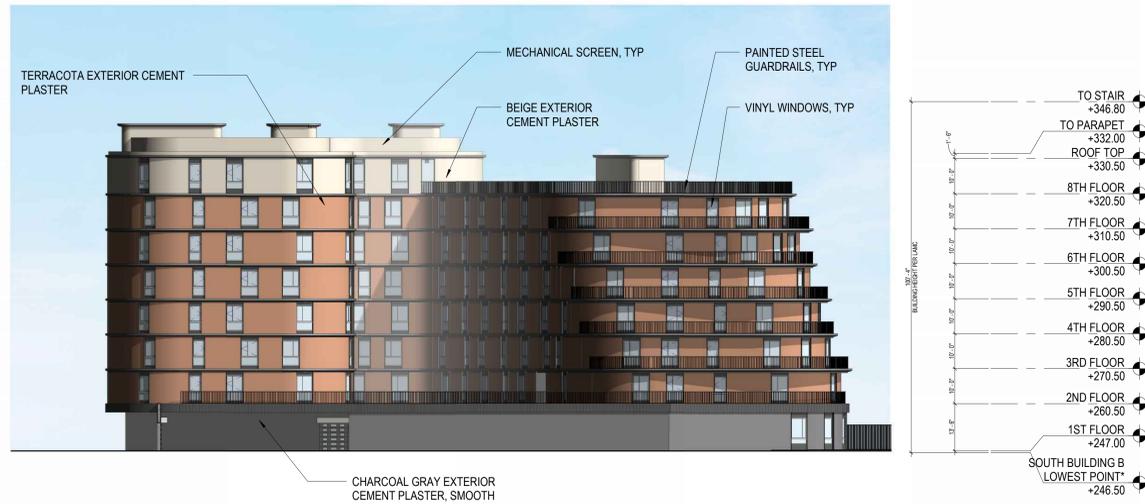
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**SOUTH
BUILDING B
ELEVATIONS**

SHEET NUMBER:
A205
5/26/25 5:24 PM



SOUTH BUILDING B - SOUTH ELEVATION
1" = 20'-0" (1)



SOUTH BUILDING B - WEST ELEVATION
1" = 20'-0" (2)

SHEET NOTES

NOTES

- *LOWEST POINT = FROM LOWEST POINT WITHIN 5 FT OF BUILDING PERIMETER PER LAMC HEIGHT CALCULATION