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**SCH #:** 2022030295

**Project Title:** Fourth & Central Project

**Lead Agency:** City of Los Angeles

**Contact Name:** Tamar Gharibian **Email:** [tamar.gharibian@lacity.org](mailto:tamar.gharibian@lacity.org) **Phone Number:** (213) 978-1797

**Project Location:** Los Angeles, Los Angeles County  
*City County*

**Project Description (Proposed actions, location, and/or consequences).**

The Fourth & Central Project (Project) would generally be located at 400 S. Central Avenue and consist of three distinct sites (North, South, and West Sites), with a total land area of approximately 7.6 acres [333,603 gross square feet (sf) of lot area pre-dedication]. The Project Site is comprised of the following areas: North Site (1.35 acres) located at the northeast corner of 4th Street and Central Avenue; South Site (5.98 acres) located south of 4th Street between Central Avenue and Alameda Street; and West Site (0.32 acres) located at the northwestern intersection of Gladys Avenue and S. Central Avenue. The Project would demolish the existing surface parking and cold storage facility uses on the West and South Sites, and would adaptively reuse, if feasible, a portion of a six-story cold storage building on the North Site, while demolishing the remaining warehouse uses. The Project would include a mix of residential, office, restaurant/retail, and hotel uses within 10 distinct buildings over the three Sites totaling up to 2,318,534 square feet (sf) of floor area. The Project would include: 1,521 residential units, including affordable housing units, totaling 1,731,849 sf; 411,113 sf of office uses; 101,088 sf of restaurant/retail uses; and 68 hotel rooms, totaling 74,484 sf of hotel floor area. The Project would include 90,113 sf of publicly-accessible open space, including paseos between Central Avenue and Alameda Street, plazas, and pocket parks, within the North and South Sites. The proposed buildings would range in height from 2 to 44 stories, with a maximum height of approximately 500 feet. Parking would be provided in up to four levels of subterranean parking and in above-grade parking podiums.

**Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.**

1. Air Quality - Construction. The Project will have a potentially significant impact as it relates to consistency with applicable air quality plans and toxic air contaminants. These impacts would be reduced to a less than significant level with implementation of Mitigation Measure AQ-MM-1 (Construction Equipment) and/or Mitigation Measure AQ-MM-2 (Concrete truck features). However, impacts regarding cumulatively considerable increases in criteria pollutants [(regional construction-related emissions of nitrogen oxides (NO<sub>x</sub>) and carbon monoxide (CO))] would be significant and unavoidable with mitigation (Project-Level and Cumulative). Mitigation Measure AQ-MM-1 requires

the Applicant to maintain construction equipment to reduce exhaust emissions and to utilize equipment that meets USEPA Tier 4 Final off-road emissions standards or equivalent for equipment. Mitigation Measures AQ-MM-2 requires concrete trucks to reduce emissions of air pollutants by maximizing loads (reducing trips), providing an inventory of concrete trucks to the lead agency and SCAQMD, and other measures specific to concrete delivery.

2. Air Quality – Operations. Project operational impacts were evaluated at full Project build out and as part of an Interim scenario. That is, prior to full Project buildout, the Project would have a portion of the Project in operation and areas of the Project Site undergoing construction activities (Interim scenario). This Interim scenario is considered under the Operational impacts. The Project would implement Mitigation Measure AQ-MM-3 which requires that the Applicant schedule routine maintenance and testing of emergency generators on different days during Project operation, Mitigation Measure AQ-MM-4 which requires electric landscaping equipment to reduce VOC and NO<sub>x</sub> emissions during Project operation, and Mitigation Measure AQ-MM-5 which requires the use of Super-Compliant VOC paints to reduce VOC emissions associated with coating activities during Project operations. The Project will have a potentially significant impact as it relates to consistency with applicable air quality plans, and localized emissions. These impacts would be reduced to a less than significant level with implementation of Mitigation Measure AQ-MM-1 to AQ-MM-4. However, impacts regarding cumulatively considerable increases in criteria pollutants would be significant and unavoidable for regional emissions of CO even with mitigation during the Interim scenario (Project-Level and Cumulative). It is noted that these impacts would be less than significant with mitigation during full Project operations.
3. Historic Resources – On the North Site Ste, the Project intends to preserve and adaptively reuse a portion of the existing six-story Los Angeles Cold Storage (LACS) Building. However, because the currently operating LACS Building has been “frozen” for over 100 years, a confirmation of its structural integrity cannot be made until the existing operations cease (when and if the Project is approved) and the LACS building is “unfrozen.” For purposes of the Draft EIR to provide a conservative analysis of impacts, the Project is assumed to demolish the LACS Building (both the East and West Volumes), which is a historical resource as defined by CEQA. The demolition of a historical resource constitutes a significant adverse impact that cannot be mitigated to a less-than-significant level. However, CEQA requires that all feasible mitigation be undertaken even if it does not mitigate below a level of a significant effect on the environment. Accordingly, Mitigation Measures CUL-MM-1 to CUI-MM-8 would be implemented by the Project. Mitigation Measures CUL-MM-1 to CUL-MM-4 provide for historic documentation of the LACS Building, development of an interpretative program describing the history of the LACS Building and its origin, a thawing plan for the LACS Building, and structural analysis of the LACS Building. The additional mitigation measures include: Mitigation Measures CUL-MM-5, use of an historic architect; CUL-MM-6, preparation of a historic structure report; CUL-MM-7, mothballing plan; and CUL-MM-8, protection plan for the West Volume of the LACS Building should it be retained.

Despite the potential benefits of retaining the West Volume if it is determined that it would remain substantially intact and structurally sound following the thawing process, the demolition of the East Volume represents a loss of approximately 50% of the historic square footage and the corresponding historic fabric of the LACS Building. The West Volume would therefore represent a remnant of a

historical resource; for purposes of historic analysis, it would not be considered a historical resource as defined by CEQA because it is only a portion of the LACS Building as it exists prior to implementation of the Project. As a result, even if it is determined that the West Volume can be retained and rehabilitated as specified in the recommended mitigation measures, impacts to historical resources would be lessened but would not be reduced to a less-than-significant level. Therefore, whether the LACS Building is demolished in whole or in part, the Project would result in a significant and unavoidable adverse impact to a historical resource on the Project Site that cannot be mitigated to a less-than-significant level.

4. Archeological Resources – Potentially significant impacts to unknown archeological resources could occur during Project construction activities. Mitigation Measures CUL-MM-9 to CUL-MM-12 require the retention of a Qualified Archaeologist prior to ground-disturbing activities, archaeological sensitivity training for construction workers, and other activities related to monitoring, protection, and documenting of archaeological resources. With implementation of these mitigation measures, potentially significant impacts would be reduced to a less than significant level.
5. Paleontological Resources – Potentially significant impacts to unknown paleontological resources could occur during Project construction activities. Mitigation Measure PALEO-MM-1 requires the retention of a Qualified Paleontologist and PALEO-MM-2 establishes monitoring procedures for construction excavations as well as procedures, including disposition of fossil remains in the event of a paleontological find. Mitigation Measure PALEO-MM-3 requires that any significant fossils recovered during Project-related excavations be prepared to the point of identification and curated into an accredited repository, as well as the preparation of a final monitoring and mitigation report for submittal to the appropriate repository and the Department of City Planning. With implementation of these mitigation measures, potentially significant impacts would be reduced to a less than significant level.
6. Noise – Construction. The Project will have significant and unavoidable impact (Project-level and cumulative) from on-site construction noise to nearby noise sensitive receptors even with implementation of Mitigation Measures NOI-MM-1 through NOI-MM-3. Mitigation Measure NOI-MM-1 requires and establishes standards for construction noise barriers at the Project Site. Mitigation Measure NOI-MM-2 establishes distance standards for compressors and generators from off-site sensitive uses. Mitigation Measure NOI-MM-3 requires noise muffling and shielding devices on all stationary and mobile construction equipment, requiring a flexible sound control curtains with a minimum Sound Transmission Class (STC) rating of 25.

Construction noise from off-site mobile sources would be potentially significant. Implementation of Mitigation Measure NOI-MM-4, which requires the use of flag persons to direct concrete truck traffic and that concrete trucks during foundation pours be prohibited from travel on sections of Central Avenue during the duration of concrete pouring, would reduce potentially significant Project-level impacts to a less than significant level. However, given that it is possible that the Project and related projects could contribute to cumulative off-site construction traffic noise levels and could exceed a significance threshold with sufficiently high cumulative traffic levels, it is conservatively concluded that the Project's contribution to cumulative construction noise associated with off-site construction truck traffic would be cumulatively considerable and would represent a significant and unavoidable cumulative impact.

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7. Noise – Operation. Potentially significant operational noise impacts to offsite noise sensitive receptors could occur from activities within the on-site open space activities during Project operations. Mitigation Measure NOI-MM-5 provides limitations on noise from amplified speakers and special events during Project operations. With implementation of this mitigation measure, potentially significant impacts would be reduced to a less than significant level.
  8. Vibration – Construction. The Project will have significant and unavoidable impact as it relates to vibration impacts regarding structural damage (Project-level and cumulative). Mitigation Measure NOI-MM-6 provides limitations on construction equipment that generates high levels of vibration (except shoring), such as large bulldozers, loaded trucks, jackhammers, and small bulldozers near adjacent off-site buildings and documentation in a vibration management plan. Mitigation Measure NOI-MM-7 requires inspection and documentation of vibration-related damage at the adjacent commercial buildings, with repairs to be undertaken by a qualified contractor licensed by the State of California to conduct commercial building repairs, as needed. With implementation of Mitigation Measures NOI-MM-6 and NOI-MM-7, impacts with regard to structural damage for off-site vibration sensitive receptors would be mitigated to less than significant. However, because the potentially affected off-site receptor includes privately-owned structures, inspections and repairs pursuant to Mitigation Measure NOI-MM-7 would require the consent of the property owner, who may not agree. Thus, impacts to receptor would be significant and unavoidable.
  9. Public Services – Fire Protection. Potentially significant operational impacts to fire protection services would occur during operation as a result of inadequate fire flow. Mitigation Measure PS-MM-1 would: 1) upgrade approximately 110 linear feet of the existing six-inch line in 4th Street to an eight-inch line; 2) relocate the hydrant (FH 16418) to the north due to the proposed 4th Street dedication and reconnect it to the upsized eight-inch line; and 3) reconnect the hydrant (FH 9377) on the south to the upsized eight-inch line. With implementation of this mitigation measure, potentially significant impacts would be reduced to a less than significant level.
  10. Tribal Cultural Resources. Potentially significant impacts to tribal cultural resources could occur during Project construction activities. Mitigation Measure TCR-MM-1 requires a Native American Monitor from the Gabrieleño Band of Mission Indians (Kizh Nation or Tribe) to monitor construction activities. Mitigation Measure TCR-MM-2 requires monitoring logs to be kept to by a Native American monitor to document any discovered tribal cultural resources. Mitigation Measure TCR-MM-3 requires that, in the event prehistoric/Native American archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the find. A treatment plan shall be developed for treatment of the resources and may include curation. With implementation of these mitigation measures, potentially significant impacts would be reduced to a less than significant level.
  11. Utilities and Service Systems – Water infrastructure. Potentially significant operational impacts related to water infrastructure would occur during operation as a result of inadequate fire flow and water infrastructure. Mitigation Measure PS-MM-1 would: 1) upgrade approximately 110 linear feet of the existing six-inch line in 4th Street to an eight-inch line; 2) relocate the hydrant (FH 16418) to the north due to the proposed 4th Street dedication and reconnect it to the upsized eight-inch line; and 3) reconnect the hydrant (FH 9377) on the south to the upsized eight-inch line. With implementation of this mitigation measure, potentially significant impacts would be reduced to a less than significant level.

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**Areas of controversy include:**

- The Draft EIR should evaluate air quality impacts to nearby residential uses (Refer to Section IV.A, *Air Quality*, of the EIR).
- The Draft EIR should evaluate the potential of the Project to exceed the South Coast Air Quality Management District's (SCAQMD) regional air quality CEQA threshold levels during all phases of construction and during operation (Refer to Section IV.A, *Air Quality*, of the EIR).
- The Draft EIR should evaluate the potential of the Project to exceed SCAQMD's regional air quality CEQA threshold levels from indirect sources, such as sources that generate or attract vehicle trips (Refer to Section IV.A, *Air Quality*, of the EIR).
- The Draft EIR should evaluate the potential of the Project to exceed SCAQMD's regional air quality CEQA threshold levels from overlapping construction and operation activities (Refer to Section IV.A, *Air Quality*, of the EIR).
- The Draft EIR should analyze direct and indirect impacts to historic resources, including impacts to the on-site Los Angeles Cold Storage (LACS) Building (Refer to Chapter II, Project Description, and Section IV.B, *Cultural Resources*, of the EIR).
- The Draft EIR should evaluate the adaptive reuse of the on-site historic building as well as a range of preservation-based alternatives that maintain the building's eligibility for local, state, and national designation (Refer to Section IV.B, *Cultural Resources*, and Chapter V, *Alternatives*, of the EIR).
- Concern that the depth of excavation for subterranean garages would adversely impact archaeological resources (Refer Sections IV.B, *Cultural Resources*, of the EIR).
- Concern that greenhouse gas emissions would adversely impact nearby seniors and persons with chronic illnesses (Refer to Sections IV.A, *Air Quality* and IV.E, *Greenhouse Gas Emissions*, of the EIR).
- Concern that the Project would generate greenhouse gas emissions and impact climate change (Refer to Section IV.E, *Greenhouse Gas Emissions*, of the EIR).
- The Draft EIR should evaluate the Project's consistency with applicable land use plans and policies (Refer to Section IV.F, *Land Use and Planning*, of the EIR).
- The Draft EIR should address noise impacts to nearby residential uses (Refer to Section IV.G, *Noise*, of the EIR).
- The Draft EIR should evaluate the Project's growth in relation to the Southern California Association of Governments (SCAG) regional and local forecasts and potential to displace working class neighborhoods (Refer to Section IV.H, *Population and Housing*, of the EIR).
- Concern that the Project would impact police protection services (Refer to Section IV.I.2, *Public Services - Police Protection*, of the EIR).
- The Draft EIR should evaluate vehicle miles traveled (VMT) transportation-related impacts (Refer to Section IV.J, *Transportation*, of the EIR).

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- The Draft EIR should evaluate the impacts on alternative transportation facilities (Refer to Section IV.J, *Transportation*, of the EIR).
  - The Draft EIR should evaluate the potential of transportation demand management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements (Refer to Section IV.J, *Transportation*, of the EIR).
  - The Draft EIR should include a traffic safety impact analysis (Refer to Section IV.J, *Transportation*, of the EIR).
  - The Draft EIR should evaluate strategies to reduce parking (Refer to Section IV.J, *Transportation*, and Chapter V, *Alternatives*, of the EIR).
  - Concerns about hazardous materials impacts, including those related to methane (Refer to the analysis of hazardous materials in the Initial Study, which is provided in Appendix A of this Draft EIR).

**Provide a list of the responsible or trustee agencies for the project.**

N/A