

FINDINGS

(As amended by the City Planning Commission at its meeting on July 22, 2021)

General Plan/Charter Findings

1. General Plan Land Use Designation.

The project site is located within the Central City North Community Plan area, which was adopted by the City Council on December 15, 2000 (CF 97-0282) with an amendment in conjunction with the Mobility Plan 2035 update on September 7, 2016 (CF 15-0719). The subject property is a level, irregularly shaped site consisting of 11 lots with a gross lot area of 62,111 square feet before street dedications and a net lot area of 58,970 square feet after dedications. The Central City North Community Plan designates the subject property as Heavy Manufacturing with the corresponding zone of M3. The current zone of the site is M3-1-RIO. The recommended General Plan Amendment will change the land use designation to Commercial Industrial with the corresponding zones of CM and P.

The General Plan Amendment also includes the removal of Footnote Nos. 1 and 6 from the project site. Footnote No. 1 limits the Height District of the site to No. 1, and Footnote No. 6 states that for properties designated on zoning maps as Height District Nos. 1, 1L, 1VL, or 1XL (or their equivalent), development exceeding an FAR of 1.5:1 up to 3:1 may be permitted through a Zone Change Height District Change procedure, including an environmental clearance. With Footnote No. 1, the project site would be limited to a maximum FAR of 1.5:1 even with the Zone Change to CM. With Footnote No. 6, the project site would be permitted a maximum FAR of 3:1 through a Zone and Height District Change. However, the project proposes a maximum floor area of 257,287 square feet with an FAR of 4.37:1, which exceeds the maximum allowable FAR with Footnote Nos. 1 and 6. The Applicant requests the removal of Footnote Nos. 1 and 6 from the project site to permit Height District No. 2 in the CM Zone. This would allow the project site with a [T][Q]CM-2D-RIO Zone to have a maximum FAR of 6:1 in lieu of 1.5:1 or 3:1 as otherwise required.

The project site is located in close proximity to the evolving Artists-in-Residence District, also known as the Arts District, neighborhood that has been undergoing a transition of land uses. In an area historically characterized by warehouse and industrial uses, the Artists-in-Residence District is now comprised of a diversity of land uses that includes creative office, incubator spaces, artist production spaces, retail and restaurant use, live/work units in both new buildings and older adaptive reuse buildings, and new industrial and production spaces which have evolved due to technical advances and development of new industry sectors. While the project site is technically outside the boundaries of the Artists-in-Residence District as defined in the Central City North Community Plan, as it is located a few blocks south of the southerly boundary of the Artists-in-Residence District, the Community Plan states that “the purpose of the boundaries is to identify the presence of artists as a distinct and integral part of the Central City North Community” rather than to confine them to a strictly defined area. The Plan further states: “Although a large population of artists is located within these boundaries, they are not restricted to the boundary.” The Community Plan further encourages “the continued and expanded development of a thriving artists-in-residence community in the plan area.” Furthermore, the proposed project includes 106 live/work units in addition to 119,845 square feet of non-residential uses, including 13,979 square feet of retail, 92,740 square feet of creative office space, and 13,126 square feet of restaurant uses. As such, the project would include uses which are consistent with the

existing light industrial and manufacturing uses in the surrounding area of the project site. Approval of the General Plan Amendment is necessary to modify the project site's land use designation to accommodate the proposed project that would retain critical job-producing uses such as retail, restaurant and office while also supporting the economic base of Downtown Los Angeles with housing.

2. General Plan Text.

The Los Angeles General Plan sets forth goals, objectives, policies, and programs that guide both citywide and community specific land uses. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 Community Plans that establish parameters for land use decisions with those sub-areas of the City. The proposed project is in conformance with the goals, objectives, policies, and programs of the following Elements of the General Plan: Framework Element, Housing Element, Mobility Plan 2035, Land Use Element – Central City North Community Plan, Health and Wellness Element, Air Quality Element, and Sewerage Facilities Element. The project site is also located within the Central Industrial Redevelopment Plan Area. Although the Redevelopment Plan is not part of the City's General Plan, findings demonstrating consistency with the provisions of the Redevelopment Plan is included herein pursuant to Ordinance No. 186,325, which transferred the land use-related plans and functions from the Designated Local Authority, the former local CRA/LA, to the City of Los Angeles.

Framework Element

The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The project will comply with the following goals, objectives and policies set forth in the Framework Element:

Land Use Chapter

Goal 3A: *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards,*

while at the same time conserving existing neighborhoods and related districts.

Industrial Definition: It is the intent of the General Plan Framework Element to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents. As indicated in the Economic Development Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be the subject of future planning studies. Policies provide for the consideration of a broader array of uses within the industrial zones than has traditionally been acceptable to facilitate the clustering of uses, which may include retail, that support the basic industries or the location of industries in the same area where the waste products of one can be recycled as a resource for another ("industrial ecology") or a campus-like cluster of related uses.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.3: Promote the re-use of industrial corridors for small scale incubator industries.

Policy 3.14.6: Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:

e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas.

f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses.

g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts.

Housing Chapter

Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

Economic Development Chapter

Goal 7G: A range of housing opportunities in the City.

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and

to enable a reasonable portion of the City's work force to both live and work in the City.

The Land Use Chapter encourages growth to be located within neighborhood districts, commercial and mixed-use centers, along boulevards, industrial districts, and in proximity to transportation corridors and transit stations. The Land Use Chapter also identifies "targeted growth areas" which refer to those districts, centers and boulevards where new development is encouraged. These areas are located within proximity to major rail and bus transit corridors and stations; in centers that serve as identifiable business, service and social places for the neighborhood, community and region; as reuse of the City's boulevards; and as reuse of the City's industrial districts to facilitate the development of new job-generating uses. The project site is located outside the Artists-in-Residence District of the Central City North Community Plan area. However, despite the site being outside the boundaries, the surrounding neighborhood has a significant economic identity from the industrial uses that have historically populated the area. As that economy has evolved, heavy manufacturing uses are transitioning to more digital and creative uses. The proposed project would be consistent with this evolving economic identity as it replaces a surface parking lot and two buildings that were previously used by Metro as a service center for transit buses with a project that will enhance and activate the area through the introduction of 106 live/work units, including nine (9) Very Low Income units and three (3) Moderate Income Units, and 119,845 square feet of non-residential space. The project would be designed to accommodate retail and restaurant tenants as well as a variety of creative office and productive commercial uses that will foster job creation and provide valuable services to the residents, employees and visitors. The project would be re-using one of the main industrial corridors of Downtown, Mateo Street, to promote and encourage small scale incubator industries by providing 92,740 square feet of creative office and productive spaces within multiple levels of the proposed building.

The project also meets the objectives of the Framework Element by constructing a mixed-use building with new live/work units, retail commercial and office development near regional transit which will facilitate the reduction of vehicle miles traveled and improve air quality. The project site is located within an area of Los Angeles which is well-served by local and regional transit lines. In particular, public bus transit service in the immediate vicinity of the Project Site is currently provided by the Metro bus lines. Additional public bus transit service in the Downtown Los Angeles area is provided by Foothill Transit and the LADOT DASH Transit Service. Specifically, Metro Lines 18, 53, 60, 62, 66, Metro Rapid 720, and Metro Rapid 760 have stops near the Project Site. Metro Line Rapid 760 has a stop at the intersection of 7th and Alameda Street, approximately 2,375 feet northwest of the Project Site. Metro Lines 18, 60, 62, and Metro Rapid 720 have stops closest to the Project Site at the intersection of 7th Street and Decatur Street, approximately 1,400 feet northwest of the Project Site.

The project's proposed land use designation is Commercial Industrial, which falls under the Industrial land use designation in the General Plan Land Use Map for the Central City North Community Plan. The Framework Element states that policies provide for the consideration of a broader array of uses within the industrial zones than has traditionally been acceptable to facilitate the clustering of uses, which may include retail, that support the basic industries or a campus-like cluster of related uses. The proposed project meets the criteria for a campus-like cluster, as the project proposes job-focused uses in the form of creative office as well as live/work units with workspace that can allow for small businesses. The project

also proposes retail and restaurant spaces that meets the criteria for a “broader array of uses” that supports the economic viability of the industrial uses in the vicinity.

The Framework Element also encourages that Industrial land be preserved for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City’s residents. As indicated in Chapter 3 of the Framework Element, the General Plan recognizes that some industrially zoned lands may be converted for other land uses, and the appropriate use shall be subject of future planning studies.

The future planning studies are met in several ways. The proposed project and its request for a General Plan Amendment and a Vesting Zone and Height District Change to convert an industrially zoned land to a commercial industrial zone to allow for the construction of a mixed-use containing residential, commercial, retail and office uses have been analyzed in the SB 375 Sustainable Communities Environmental Assessment (SCEA) dated August 20, 2020. Per Chapter XI Land Use and Planning in the SCEA, the proposed project would not create a physical barrier causing an impediment to travel or access in the area surrounding the project site. Furthermore, Tables 6.XI-1 and 6.XI-2 of Chapter XI Land Use and Planning in the SCEA has detailed consistency analysis with applicable land use policies, including those that pertain to industrial land uses, and determined that although the project is not wholly consistent with all policies related to industrial land uses, it is consistent with the majority of applicable policies and objectives promoting employment, economic vitality and the provision of a variety of housing types and styles. As such, the CEQA process assessed the surrounding land uses as well as an analysis of the proposed land use in relation to the General Plan and CEQA Guidelines threshold for land use compatibility.

Additionally, the discretionary, legislative entitlement process for the proposed project involves a detailed analysis of the goals, objectives and policies of the General Plan. As demonstrated herein, the proposed project meets the overall intent of the General Plan by providing compatible and complementary non-industrial uses that reflect the larger, evolving employment and economic trends in the general area of the Central City North Community Plan.

Lastly, the City is currently undertaking an update of the Central City and Central City North Community Plans to the Downtown Community Plan, also known as DTLA 2040. As part of the update, the Department of City Planning held numerous outreach events and public hearings to obtain stakeholders’ comments on the plan and conducted research that includes reviewing existing plans, policies and maps; gathering development activity case filings; and conducting site visits to understand the existing built environment, land use and zoning. The Department also analyzed existing and potential land uses and zones in Downtown through the Environmental Impact Report and the Zoning Code Evaluation Report. As currently proposed, DTLA 2040 would modify the land use designations and zoning for Downtown Los Angeles. According to the draft Downtown Community Plan, the project site would be designated as Hybrid Industrial, which is a land use designation designed to allow for a greater variety of industrial and employment-generating uses while permitting limited residential uses such as live/work units and adaptive reuse of existing buildings. The project would be consistent with the proposed Community Plan update that envisions industrial uses as well as live/work units to coexist in the Central City North Community Plan area, as long as projects set allocate a certain amount of square footage towards industrial and productive uses, which this project does.

Housing Element

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City's housing conditions and needs, and establishes goals, objectives and policies that are the foundation of the City's housing and growth strategy. The City has launched the 2021-2029 update to the Housing Element, which has not been adopted yet. The proposed project is consistent with several objectives and policies of the Housing Element, as follows:

Goal 1: *Housing production and preservation.*

Objective 1.1: *Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.*

Policy 1.1.1: *Expand affordable home ownership opportunities and support current homeowners in retaining their homeowner status.*

Policy 1.1.3: *Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.*

Objective 1.2: *Preserve quality rental and ownership housing for households of all income levels and special needs.*

Goal 2: *Safe, livable and sustainable neighborhoods*

Objective 2.1: *Promote safety and health within neighborhoods.*

Objective 2.2: *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.*

Policy 2.2.3: *Promote and facilitate a jobs/housing balance at a citywide level.*

The proposed General Plan Amendment to Commercial Industrial and Zone Change to CM would increase the land area available for the production of housing near job-rich Downtown. The General Plan Amendment and Vesting Zone and Height District Change in conjunction with the Density Bonus and Affordable Housing Incentive Program would enable the redevelopment of the project site with 106 live/work units, including 30 studios, 25 one-bedroom units, 16 one-bedroom and den units, 29 two-bedroom units, and 2 two-bedroom and loft units. Of the 106 units, nine (9) units would be set aside for Very Low Income Households and three (3) units would be set aside for Moderate Income Households. In conjunction with the approval of Vesting Tentative Tract Map No. 74596, all 106 units will be condominium units, which expands not only home ownership opportunities but also affordable home ownership opportunities as well. Additionally, the proposed project would provide unique housing opportunities that are designed to accommodate residents who prefer to have an adequate workspace in the same unit that they reside in. These live/work units address the needs of artists and owners of small businesses within the City. The project would provide much needed live/work and affordable housing in an area with a limited housing stock near transit, amenities, and jobs.

Mobility Plan 2035

Mobility Plan 2035 was adopted on August 11, 2015 and last amended on September 7, 2016. The Mobility Plan includes goals that define the City's high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled (VMT) per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and offering more non-vehicle alternatives, including transit, walking and bicycling. The proposed project is consistent with the following objectives and policies of the Mobility Plan.

Policy 2.3 Pedestrian Infrastructure: *Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Policy 3.3 Land Use Access and Mix: *Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

Policy 3.8 Bicycle Parking: *Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

The proposed project will greatly improve the pedestrian, bicyclist and driver experience along all three abutting streets: Bay Street to the north, Mateo Street to the west, and Sacramento Street to the south. Bay Street is a designated Collector that is currently dedicated to a width of 60 feet and improved with a roadway without curb, gutter or sidewalk. The project will dedicate three feet along Bay Street to complete a 33-foot wide half right-of-way per the Collector Street standards of the Mobility Plan and also improve the street to provide concrete curbs, gutters, a 13-foot wide sidewalk with tree wells and suitable surfacing to complete a 20-foot wide half roadway. Mateo Street is a designated Avenue III that is currently dedicated to a width of 60 feet and improved with a roadway, curb, gutter, and sidewalk. The project will provide a six-foot wide dedication to complete a 36-foot wide half right-of-way per the Avenue III standards of the Mobility Plan and improve the street with concrete curb, gutter, a 13-foot wide sidewalk with tree wells and suitable surfacing to complete a 23-foot wide half roadway. Sacramento Street is a designated Collector that is currently dedicated to a width of 60 feet and improved with a roadway and partial curb, gutter and sidewalk. The project will provide concrete curbs, gutters, a 13-foot full width sidewalk with tree wells, and suitable surfacing to complete a 20-foot half roadway. The project will also provide 20-foot radius property line returns at the intersections of Bay Street and Mateo Street as well as Sacramento Street and Mateo Street. These dedications and improvements will ensure that all abutting streets will be adequately modified to provide a safe and comfortable environment for all users of the streets. Additionally, per the landscape plans submitted by the applicant, the project will provide three street trees along Bay Street, six street trees along Mateo Street and six street trees along Sacramento Street, which would further enhance the pedestrian experience.

The project would generate fewer vehicle trips due to its proximity to jobs, neighborhood services and transit in Central Downtown and Arts District and because of the live/work units that would allow residents to live and work at the same location, thereby eliminating the need for vehicle trips. Additionally, the proposed mixed-use building would not only have live/work units but also retail, restaurant and office uses, which would reduce vehicle trips compared to single-use, automobile-dependending developments. The project also proposes a

total of 145 bicycle spaces on the ground floor, including 46 long-term spaces near Sacramento Street, 66 long-term spaces near Bay Street, five (5) short-term spaces along Mateo Street and 28 short-term spaces off Bay Street. As such, the project would provide bicyclists with convenience and secure bicycle parking facilities.

Land Use Element – Central City North Community Plan

The Central City North Community Plan, one of 35 Community Plans that the Land Use Element of the General Plan is comprised of, was adopted on December 15, 2000 with an update currently underway (DTLA 2040). The Community Plan designates the uses of land and is intended to guide development in order to create a healthful, pleasant environment.

The Community Plan goals and objectives include: preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing; improving the function, design and economic vitality of the commercial corridors, preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance; maximizing the development opportunities of future transit systems while minimizing any adverse impacts; and planning the remaining commercial and industrial development opportunity sites for needed job producing uses that will improve the economic and physical condition of the Central City North area.

The proposed project is consistent with several objectives and policies of the Community Plan, as follows.

Residential

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area to the year 2010.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Objective 1-4: To promote and insure the provision of adequate housing for all persons regardless of income, age or ethnic background.

Policy 1-4.1: To promote greater individual choice in type, quality, price and location of housing.

Policy 1-4.2: Ensure that new housing opportunities minimize displacement of the existing residents.

The proposed project would provide 106 live/work units with nine (9) units reserved for Very Low Income Households and three (3) units reserved for Moderate Income Households and will not displace any existing housing or residents. The units will vary in size and will be constructed to meet the Building Code requirements for live/work units, providing unique housing and economic opportunities to meet the needs of the existing and projected population of Central City North. The units would include space for productive work activities

and consist of a wide range of unit types from studios to two-bedroom units with a loft. These units will also increase homeownership opportunities in the area, as they would be approved for residential condominium units per Vesting Tentative Tract Map No. 74596. As a result, the project would development new housing to meet the diverse economic and physical needs of the existing and projected future population of the Community Plan area and promote individual choice in the available type, quality, and price of housing.

Vehicular trips will be reduced through the mix of uses offered on-site, the proximity to nearby jobs, commercial uses, restaurants and entertainment, and the proximity to transit. The residents of the proposed project would have access to a variety of transit options nearby including Metro bus lines. Additional public bus transit service in the Downtown Los Angeles area is provided by Foothill Transit and the LADOT DASH Transit Service. Specifically, Metro Lines 18, 53, 60, 62, 66, Metro Rapid 720, and Metro Rapid 760 have stops near the Project Site. Metro Line Rapid 760 has a stop at the intersection of 7th and Alameda Street, approximately 2,375 feet northwest of the Project Site. Metro Lines 18, 60, 62, and Metro Rapid 720 have stops closest to the Project Site at the intersection of 7th Street and Decatur Street, approximately 1,400 feet northwest of the Project Site.

Additionally, the proposed project would support the expansion and continued evolution of the Artists-in-Residence District by adding 106 new live-work residential units. The project is consistent with the numerous existing and under-construction live/work buildings in the vicinity, including the Toy Factory Lofts (1855 Industrial Street) and Biscuit Company Lofts (1850 Industrial Street), located approximately 0.3 miles (seven-minute walking distance) north of the project site; AMP lofts (695 S. Santa Fe Avenue), located approximately 0.3 miles (eight-minute walking distance) northeast of the project site; and the Walnut Growers building (1745 E. 7th Street) and Hillcrest Company's project (1800 E. 7th Street), located approximately 0.4 miles (seven-minute walking distance) northwest of the project site.

Commercial

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

Objective 2-1: *To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.*

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

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

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

Policy 2-3.1: *New development needs to add to and enhance the existing pedestrian activity.*

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

Policy 2-4.1: *Require that any proposed development be designed to enhance and be compatible with adjacent development.*

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

The proposed project would support the Community Plan's overall goals, objectives and policies relative to commercial land uses. The project is a mixed-use development that would contain 119,845 square feet of non-residential uses, including 13,979 square feet of retail, 92,740 square feet of creative office space, and 13,126 square feet of restaurant. As such, the project would strengthen viable commercial development, provide opportunities for new commercial development and services, support the economic base, and expand market opportunities for existing and new businesses. These commercial activities would be sited in proximity to existing residential and employment centers in the nearby Central Downtown, as well as to existing residential uses located throughout the Arts District neighborhood.

The existing site conditions include two large structures constructed of metal and shipping container materials, a tall perimeter wall painted with graffiti along Mateo Street, and a wrought iron fence along Sacramento Street, without a sidewalk, curb and gutter along Bay Street and Sacramento Street, and a sidewalk, curb and gutter partially covered with graffiti along Mateo Street. As such, the project site, as it currently exists, is not pedestrian-friendly. The proposed project will bring a new building into the area that is designed to be compatible with the industrial characteristics of the surrounding area while having a distinctive character. All facades of the building will be constructed with various materials that reflect the industrial character, such as exposed concrete, expanded metal skin, metal mesh guardrails, brick, and metal mullions in addition to large industrial-style gridded windows that can be found on many industrial warehouses in Downtown Los Angeles. The project also features a high degree of transparency on all facades, keeping eyes on the street.

Furthermore, the ground floor mainly consists of multiple retail spaces that are lined up along Mateo Street and intersections of Mateo Street, Bay Street and Sacramento Street. The residential lobby would be located off Bay Street, adjacent to one of the two driveways, and the office lobby would be located off Mateo Street. Parking on the ground floor would be located at the rear of the project site, adjoining the neighboring industrial property to the east and would not be visible from the street. The ground floor would have an 18-foot clearance from floor to ceiling, and the exterior facades would have tall transparent storefront glass that would enhance the pedestrian street activity. As designed, the proposed project would significantly improve the built environment and be compatible with the evolving neighborhood.

Industrial

Goal 3: *Sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and the work force and which have minimal adverse impact on adjacent uses.*

Policy 3-1.1: Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities.

Policy 3-1.3: Require that any proposed development be designed to enhance and be compatible with adjacent development.

Objective 3-2: Encourage the continued development and maintenance of the artists-in-residence community in industrial areas of the proposed redevelopment plan areas and of the plan, as appropriate.

Policy 3-2.1: Support the existing artists-in-residence in Central City North as a cultural resource for the community.

The Central City North Community Plan recognizes seven subareas within the Plan with each with its own unique identity. The project site is located in the South Industrial subarea, which is bounded by the City of Vernon to the south, the Los Angeles River to the east, Third Street to the north and Alameda Street to the west. Industrial uses dominate this section of Central City North with large warehouses and truck and railroad yards. However, a portion of the South Industrial subarea overlaps with the Artists-in-Residence District, which is bounded by First Street to the north, the Los Angeles River to the east, Sixth Street to the south and Alameda Street to the west. The Artists-in-Residence District is primarily made up of old warehouses that are now converted to artists' lofts and studios.

The project site is located just a few blocks south of the southerly boundary of the Artists-in-Residence District, as defined in the Community Plan. While the project site (see yellow star in Figure 9 below) is technically outside the boundaries of the Artists-in-Residence District, the Plan states that "the purpose of the boundaries is to identify the presence of artists as a distinct and integral part of the Central City North Community" rather than to confine them to a strictly defined area. The Plan further states: "Although a large population of artists is located within these boundaries, they are not restricted to the boundary." The Community Plan further encourages "the continued and expanded development of a thriving artists-in-residence community in the plan area." The proposed project would encourage the continued development and maintenance of the artists-in-residence community in an industrial area through the construction of 106 live/work units, retail, restaurant and creative office spaces.

According to the Central City North Community Plan, there are 914 acres planned for industrial use (approximately 45.5 percent of the total 2,010 acres) in the Community Plan area. The project site comprises approximately 1.42 acres, which is approximately 0.15 percent of the 914 acres planned for industrial use. Although the proposed project would not retain the current Heavy Manufacturing land use designation or the M3 Zone, the proposed land use designation of Commercial Industrial would still be under the Industrial land use category per the Community Plan General Plan Land Use Map. Additionally, the proposed CM Zone stands for Commercial Manufacturing Zone per LAMC Section 12.17.2, which not only allows uses that are permitted in the C2 Zone, such as retail and commercial, but also certain manufacturing and industrial establishments and uses, when conducted within the limitations set forth in the LAMC. The permitted manufacturing and industrial uses include but are not limited to:

- The manufacturing, assembling, compounding or treating of articles or merchandise from the following previously prepared materials: bone, canvas, cloth, felt, fur, glass, leather (except machine belting), paper, plastics, shell, textiles and yarn;
- Assembly of electrical appliances, electronic instruments and devices, and radios and phonographs, including the manufacture of small parts only, such as coils, condensers, transformers, crystal holders, and the like;
- Ceramic products manufacturing, provided that the total capacity of all kilns in any one establishment may not exceed eight cubic feet and that there shall be no pulverizing of clay;
- Scientific instrument and equipment manufacturing or precision machine shop;
- Box lunch preparation or catering establishment;
- Cosmetics, toiletries (except soap) or perfume manufacturing or blending;
- Jewelry manufacturing, including manufacturing of products from precious or semi-precious stones or metals; and
- Storage building or warehouse.

As such, while the General Plan Amendment is requested in order to allow for live/work uses, the proposed Commercial Industrial land use designation and CM zone would continue to allow for limited manufacturing uses on the project site. The proposed project not only includes live/work uses but 119,845 square feet of non-residential space within the building, which could be occupied by businesses that could allow for the continuation of existing industry and development of new light manufacturing and research and development uses, thereby increasing employment opportunities while being compatible with the existing industrial developments in the vicinity.

Health and Wellness Element and Air Quality Element

Adopted in March 2015, the Plan for a Healthy Los Angeles (Health and Wellness Element) lays the foundation to create healthier communities for all Angelenos. The Plan provides high level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development.

The Air Quality Element was adopted by the City Council on November 24, 1992. The Air Quality element aims to aid the region in attaining and maintaining the National and State Ambient Air Quality Standards while continuing economic growth and improvement in the quality of life afforded to City residents and to document how the City plans to implement local programs contained in the regional plan.

Policy 5.1 and 5.7 of the Plan for a Healthy Los Angeles and Policy 4.2.3 of the Air Quality Element are policy initiatives related to the reduction of air pollution and greenhouse gases. The project would comply with applicable provisions of the CALGreen Code and the Los Angeles Building Code, which will serve to reduce the project's energy usage. Furthermore, as conditioned, the project is required to comply with electric vehicle ready and electric vehicle charging requirements that exceed current State standards, as set forth Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC (Ordinance No. 186,485). According to Ordinance No. 186,485, the project is required to provide 30 percent of the total number of parking spaces provided as electric vehicle charging spaces (EV spaces) capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total number of parking spaces provided as electric vehicle charging stations (EVCS). Additionally, the project is conditioned to comply with Section 99.05.211 of the Los Angeles Municipal Green Building Code for the solar panels. As conditioned, the project would be

consistent with the aforementioned policies as well as Policy 5.1.2 of the Air Quality element, by ensuring that future developments are energy efficient and shift to efficient and non-polluting sources of energy. The solar and EV conditions are also good zoning practices because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions. As such, the Project provides service amenities to improve habitability for future residents of the project and to minimize impacts on neighboring properties.

Sewerage Facilities Element

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

Central Industrial Redevelopment Plan

The project site is in the Central Industrial Redevelopment Plan (Redevelopment Plan) Area. The Redevelopment Plan was adopted on November 15, 2002, with an end date of November 15, 2032. The primary objective of the Redevelopment Plan is to revitalize the area through new commercial, industrial, and residential development and the rehabilitation of existing development, to maintain and expand residential neighborhoods and preserve/reuse cultural resources, while eliminating blight.

Enacted on June 29, 2011, Assembly Bill 1x-26 revised provisions of the Community Redevelopment Law of the State of California to dissolve all redevelopment agencies and community development agencies in existence and designate successor agencies, as defined, as successor entities. Among the revisions, the amendments to the law withdrew all authority to transact business or authorizes powers previously granted under the Community Redevelopment Law (Section 34172.a.2), and vested successor agencies with all authority, rights, powers, duties and obligations previously vested with the former redevelopment agencies (Section 34172.b).

Pursuant to Ordinance No. 186,325, as of November 11, 2019, the land use-related plans and functions of the Designated Local Authority, the former local CRA/LA, have been transferred to the City of Los Angeles. Therefore, the City can take action regarding any Redevelopment Plan Amendment or land use approval or entitlement pursuant to LAMC Section 11.5.14 and other applicable provisions.

The findings below demonstrate that the project is in substantial conformance with the purpose, intent and provisions of the Redevelopment Plan.

Section 502 – Redevelopment Plan Map

Section 502 pertains to the relationship between the Redevelopment Plan and the other plans that address development in Central Industrial area and defers to the General Plan, Community Plan, and any applicable zoning ordinance regarding allowable land uses and

is further clarified by the CRA/LA in a memorandum dated June 21, 2012¹. The project site is designated as Heavy Manufacturing in the Central City North Community Plan and zoned M3-1-RIO. The recommended General Plan Amendment would change the site's land use designation from Heavy Manufacturing to Commercial Industrial and the recommended Vesting Zone and Height District Change would change the zoning from M3-1-RIO to [T][Q]CM-2D-RIO. Therefore, the project would comply with Section 502 of the Redevelopment Plan.

Section 503.1 – Industrial Uses

Section 503.1 states that Industrial areas as shown on the Redevelopment Map Plan shall be maintained as consistent with the Community Plan as it now reads or as it may be amended and as permitted by the zoning and LAMC as it now reads or as it maybe be amended. The project site is designated as Heavy Manufacturing in the Central City North Community Plan and zoned M3-1-RIO. The recommended General Plan Amendment would change the Site's land use designation from Heavy Manufacturing to Commercial Industrial and the recommended Vesting Zone and Height District Change would change the zoning from M3-1-RIO to [T][Q]CM-2D-RIO. Therefore, the Project would comply with Section 503 of the Redevelopment Plan.

Section 504.2 – Public Street Layout, Rights-of-Way and Easements

Section 504.2 requires that roadway dedications as illustrated in Exhibit 1 of the Redevelopment Plan Map shall remain substantially in existing configuration. However additional public streets, rights-of-way, and easements may be created in the Project as needed for development and circulation. The Bureau of Engineering (BOE) would require a three-foot dedication along Bay Street and Sacramento Street to complete a 33-foot wide half public street right-of-way in accordance with Collector Street standards, and a six-foot dedication along Mateo Street to complete a 36-foot wide half public street right-of-way in accordance with Avenue III Street standards. The Project would be required to comply with the required street dedications and improvements to the satisfaction of BOE. Therefore, the Project would comply with Section 504.2 of the Redevelopment Plan.

Section 507 – New Construction and Rehabilitation of Properties

Section 507 requires that new construction and rehabilitation of existing structures located in the Project Area shall comply with all existing regulations. The Project would comply with all applicable federal, state, and local regulations in conjunction with the approval of Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR and VTT-74596. Therefore, the Project would comply with Section 507 of the Redevelopment Plan.

Section 509 – Limitation on Type, Size, and Height of Buildings

Section 509 states that the type, size and height of buildings shall be limited by applicable federal, state, and local statutes, codes, ordinances and regulations and as generally diagrammed in Exhibit No. 4 of the Redevelopment Plan. The Project would be consistent with the intent of the Redevelopment Plan as well as the Central City North Community Plan and applicable sections of the LAMC. The recommended General Plan Amendment would change the Site's land use designation from Heavy Manufacturing to Commercial Industrial

¹ CRA/LA, A Designated Local Authority. Clarification Regarding Discretionary Land Use Actions. http://www.crala.org/internet-site/Meetings/Board_Agenda_2012/upload/June_21_2012_Item_13.pdf

and remove Footnote Nos. 1 and 6 pertaining to the Height District and maximum floor area permitted, and the recommended Vesting Zone and Height District Change would change the zoning from M3-1-RIO to [T][Q]CM-2D-RIO, allowing for the proposed residential, commercial and office uses, unlimited height, and a maximum FAR of 6:1. Therefore, the Project would comply with Section 509 of the Redevelopment Plan.

Section 512.1 – Maximum Floor Area Ratios

Section 512.1 requires that the maximum floor area ratios (FAR) for any parcel in the Redevelopment Plan Area to be no more than three times the parcel area. However, pursuant to the CRA/LA Board memorandum dated June 21, 2012, titled Clarification Regarding Discretionary Land Use Actions², the Governing Board adopted a resolution that for the purposes of CRA/LA review of City development applications, the land use designations on the Redevelopment Plan Map defer to and are superseded by the underlying City of Los Angeles Community Plan and Zoning Ordinance designations within the Central Industrial Redevelopment Project Area, and future development permit applications will not require CRA/A discretionary land use approvals in this Project Area. As such, the FAR limit per the City's Community Plan and Zoning Ordinance supersedes the Redevelopment Plan's FAR limit.

The project would contain a maximum of 257,287 square feet of floor area with a maximum FAR of 4.37:1. The project will not comply with the maximum FAR of 3:1 per the Redevelopment Plan Area but has requested a General Plan Amendment and Vesting Zone and Height District Change that would allow for a maximum FAR of 6:1. As stated in Section 502 of the Redevelopment Plan, "the land uses permitted in the Project Area shall be those permitted by the General Plan, the applicable Community Plan, and any applicable City zoning ordinance, all as they now exist or are hereafter amended and/or supplemented from time to time. In the event that the General Plan, the applicable Community Plan, or any applicable City zoning ordinance is amended or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including without limitation, all Exhibits attached hereto, shall be automatically modified accordingly without the need for any formal plan amendment process." Thus, with approval of the requested General Plan Amendment and Vesting Zone and Height District Change, the Project would comply with Section 512.1 of the Redevelopment Plan.

Section 513 - Open Space, Landscaping, Light, Air and Privacy

Section 513 of the Redevelopment Plan defines the approximate amount of total open space to be provided in the Redevelopment Plan area and also states that sufficient space shall be maintained between buildings to provide adequate light, air, and privacy. While this provision applies to the entire CRA Project Area and is not meant to be directly applied to individual development projects, the project would provide open space areas to generally support this plan provision. The project site is bounded by three streets to the north, west and south. The only property line that abuts another building is the easterly property line. While the building would observe a zero-foot setback on the ground floor, which is permitted by the proposed CM Zone, all upper levels would be set back from the property line by 20 feet. The Project would also comply with open space requirements under LAMC Section 12.21 G. Therefore, the Project complies with Section 513 of the Redevelopment Plan.

² CRA/LA, A Designated Local Authority. Clarification Regarding Discretionary Land Use Actions. http://www.crala.org/internet-site/Meetings/Board_Agenda_2012/upload/June_21_2012_Item_13.pdf

Section 514 – Signs and Billboards

Section 514 prohibits billboards and requires that all other signage conform to the City's signage standards. The project does not include any billboards, and all signage would comply with the City's sign standards. Therefore, the Project conforms with Section 514 of the Redevelopment Plan.

Section 515 – Utilities

Section 515 requires that all utilities be placed underground if physically and economically feasible. The project conforms to Section 515 as all utility lines would be placed underground or screened from public view.

Section 516 – Parking and Loading Facilities

Section 516 requires that all parking be provided consistent with the standards of the LAMC and that parking and loading areas be screened/out of view from the public. The project would provide commercial and residential parking that meets the requirements of the LAMC. Parking for the project would be located on-site and provided within a three-level parking garage consisting of two above-grade levels and one subterranean level. In addition, the loading areas for the residential and commercial ground floor space would be located on-site. The commercial loading dock and area would be located along the easterly property line, adjacent to the trash area and a long-term bicycle parking room. Therefore, the Project conforms with Section 516 of the Redevelopment Plan.

Section 517 – Setbacks

Section 517 requires that all setback areas be landscaped, paved for accessibility, and maintained by the owner. The project is not required to provide any setbacks for any portion of the building used for commercial or industrial purposes and for the front yard of the residential portion per the CM Zone. The project is required to provide side and rear yard setbacks conforming to the requirements of the R4 Zone for the residential portion. The project fronts on Bay Street to the north, Mateo Street to the west and Sacramento Street to the South. The applicant requested the Deputy Advisory Agency to designate the lot lines along all three streets as Front Lot Lines, and the easterly lot lines as the Side Lot Lines as part of Vesting Tentative Tract Map No. 74596. The Deputy Advisory Agency approved the request in its Letter of Determination dated June 2, 2021. The Decision has been appealed by an aggrieved party and is pending decision by the City Planning Commission. With the approval of the requested lot line designation, the project is required to provide zero-foot front yard setbacks for both commercial and residential uses along Mateo, Bay and Sacramento Streets and an 11-foot side yard setback for the residential portion along the easterly lot lines for an eight-story building. The project proposes varying front-yard setbacks on the first and second floors along Mateo Street and zero-foot front yard setbacks for the rest of the building along Mateo, Bay and Sacramento Streets and a 14-foot side yard setback for the residential portion along the easterly lot lines. Therefore, the Project conforms with Section 517 of the Redevelopment Plan.

Section 518 – Incompatible Uses

Section 518 prohibits the construction/operation of incompatible uses with the surrounding area and/or the extraction of oil, gas, or other mineral substances. The project proposes 106 live/work units and 119,845 square feet of restaurant, retail and creative office uses. The project would not introduce any incompatible uses and/or result in the extraction of oil, gas, or other mineral substances. Therefore, the Project conforms with Section 518 of the Redevelopment Plan.

Section 519 – Resubdivision of Parcels

Section 519 states that no parcel shall be resubdivided without Agency approval. As described in the tract report prepared for the project for the associated case VTT-74596, the project is approved for of **one (1) master ground lot and six (6) airspace lots** for a maximum of **106 live/work condominium units**, as shown on the map stamp-dated October 3, 2019. On June 2, 2021, the Letter of Determination for Case No. VTT-74596 was issued. The determination of the Deputy Advisory Agency was appealed by an aggrieved party and is pending decision by the City Planning Commission concurrent with the subject case. The applicant would be required to obtain an Administrative Clearance from the City of Los Angeles, Department of City Planning, Redevelopment Plan Unit for the subdivision case after the City Planning Commission or City Council's decision on the Vesting Tentative Tract Map becomes final. Therefore, the Project would conform with Section 519 of the Redevelopment Plan.

Section 521 – Nondiscrimination and Nonsegregation

Section 521 requires that the Project shall not result in discrimination or segregation based upon age, race, color, creed, religion, sex, sexual orientation, marital status, disability, national origin, or ancestry. The project would include the construction of a new mixed-use development. The Project would be required to comply with all applicable federal, state, and local laws that prohibit discrimination and segregation. Therefore, the Project would conform with Section 521 of the Redevelopment Plan.

Section 522 – Design Guidelines and Development Controls

Section 522 requires that all new improvements to existing and proposed developments be in accordance with the Redevelopment Plan and any other applicable design guidelines and development controls. As clarified by CRA/LA, land use regulations shall defer to and are superseded by the underlying General Plan, Community Plan, and Zoning Ordinance, including the codified sections of the RIO Overlay. The Design for Development standards in this area focus on Residential Hotels, Recycling Centers, and Pallet Yards. As the project is not proposing any of these uses, the project conforms to Section 522 of the Redevelopment Plan.

Section 523 - Variances, Conditional Use Permits, Building Permits and Other Land Development Entitlements

Section 523 requires that no zoning variance, conditional use permit, building permit, demolition permit or other land development entitlement be issued without approval from the CRA/LA. The project requests the following entitlements: a General Plan Amendment, Vesting Zone and Height District Change, a Density Bonus and Affordable Housing Incentive Program Review for an On-Menu Incentive to use the pre-dedication lot area for the purpose of calculating maximum density permitted, and Site Plan Review. As stated in

Ordinance No. 186,325, the City Planning Department has assumed the roles and authority of the former CRA/LA, so the City Planning Department would ensure that all entitlements are consistent with the intent of the Central Industrial Redevelopment Plan. Therefore, the Project conforms to Section 523 of the Redevelopment Plan.

Section 524 – Buildings of Architectural and Historical Significance

Section 524 states that prior to redevelopment or rehabilitation of any parcel within the Project Area, the Agency shall determine if any structures located on the applicable parcel(s) are of architectural or historic significance. Further, to the extent practical, special consideration shall be given to the protection, rehabilitation, or restoration of any such structure. According to the Redevelopment Project Area – Central Industrial Administrative Review and Referral Form signed by the Planning Department's Redevelopment Plan Unit on May 25, 2021, the Planning Department's Office of Historic Resources has determined that the site is not identified as an eligible or designated historic resource and is not located in a potential or designated historic district. Therefore, the project would comply with Section 524 of the Redevelopment Plan.

Section 525 – Design for Development

Section 525 authorizes the Agency to establish FAR, height, setback, design, access, and other applicable development and design controls as necessary for both private and public parcels located within the Project Area. The Design for Development standards in this area focus on Residential Hotels, Recycling Centers, and Pallet Yards. As the project is not proposing any of these uses and is consistent, the Project conforms to Section 525 of the Redevelopment Plan.

3. Charter Finding – City Charter Finding 555.

The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

The General Plan Amendment represents an Amendment of the Central City North Community Plan, representing a change to the social, physical and economic identity of the project site. The site is currently designated as Heavy Manufacturing and zoned M3-1-RIO. The project's proposed General Plan Amendment from Heavy Manufacturing to Commercial Industrial and Vesting Zone and Height District from M3-1-RIO to [T][Q]CM-2D-RIO would allow for the construction of the proposed mixed-use development containing live/work units, commercial and office uses, supporting the City's efforts to provide housing in appropriate infill locations near existing activity centers, while retaining complementary commercial and office uses.

The surrounding neighborhood has a significant economic identity from the industrial uses that have historically populated the area. As that economy has evolved, heavy manufacturing uses are evolving to more digital and creative uses. The project is in keeping with this economic identity and evolution as it replaces an underutilized property that was formerly used as a transit bus service center and a surface parking lot with a project that will activate the area through the introduction of live/work units, including affordable units, and 119,845 square feet of restaurant and retail space, and creative office space. The development of mixed-use projects containing live/work units is beneficial for the City's long-

term fiscal and economic vitality in this area, as these units generate small business activity and economic opportunities through home-based occupations.

The project has significant physical identity as a mixed-use project on a property that consists of 11 contiguous parcels totaling 62,111 square feet (1.43 acres) in size near regional and local transit in the Los Angeles area. Public bus and rail transit service is available within the area of the Project Site with regular service intervals of 15 minutes during the peak hours. In particular, public bus transit service in the immediate vicinity of the Project Site is currently provided by the Metro bus lines. Additional public bus transit service in the Downtown Los Angeles area is provided by Foothill Transit and the LADOT DASH Transit Service. Specifically, Metro Lines 18, 53, 60, 62, 66, Metro Rapid 720, and Metro Rapid 760 have stops near the Project Site. Metro Line Rapid 760 has a stop at the intersection of 7th and Alameda Street, approximately 2,375 feet northwest of the Project Site. Metro Lines 18, 60, 62, and Metro Rapid 720 have stops closest to the Project Site at the intersection of 7th Street and Decatur Street, approximately 1,400 feet northwest of the Project Site.

Furthermore, the proposed project would contribute to the physical identity through its unique yet compatible building design and improvement of the streets adjacent to the project site. The project proposes a design that ensures compatibility with neighboring existing warehouse and commercial structures, which strengthens the commercial and industrial character of the district. Proposed building materials include exposed concrete on all facades with expanded metal skin, metal mesh guardrails, brick, and metal mullions in addition to large industrial-style gridded windows that can be found on many industrial warehouses in Downtown Los Angeles. The project also features a high degree of transparency on all facades with floor to ceiling windows on all facades. As designed, the proposed project would significantly improve the built environment and be compatible with the evolving district. Furthermore, the project would involve three- to six-foot dedications along Bay Street, Mateo Street and Sacrament Street as well as street improvements to provide concrete curb, gutter, sidewalks and meet the Mobility Plan 2035 street standards.

Lastly, the project contributes to the social identity of both the Arts District and commercial and industrial district of Downtown Los Angeles. While the site is not located within the boundaries of the Artists-in-Residence District, as identified in the Central City North Community Plan, the project site is located within 0.4 miles (walking distance) from major live/work and mixed-use developments in the Arts District. Although the site is not directly adjacent to these Arts District developments, the project proposes 13,979 square feet of retail space and 13,126 square feet of restaurant space along with the pedestrian and bicycle-friendly design and improvements which have the potential to create a significant pedestrian and bicycle connection to the Arts District. The project also has the potential to become a commercial and economic hub in the immediate area by providing a mix of retail, restaurant and creative office space. As proposed, the project would enhance and encourage the future social, economic, and physical development and identity of the project site and surrounding areas.

- 4. Charter Finding – City Charter Finding 556. When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission’s findings and recommendations, the Council shall make its own findings.**

The project site is located within the Central City North Community Plan area, which is one of 35 community plans that the Land Use Element of the General Plan is comprised of. The Community Plan designates the site with a land use designation of Heavy Manufacturing with the corresponding zone of M3, which is consistent with the existing land use designation. As recommended, the amendment would re-designate the project site from Heavy Manufacturing to Commercial Industrial and remove Footnote Nos. 1 and 6 from the project site, in conjunction with the recommended Vesting Zone and Height District Change to [T][Q]CM-2-RIO, to allow for the redevelopment of the site with a new mixed-use project consisting of 106 live/work units and 119,845 square feet of non-residential uses.

While the project would change the land use designation from Heavy Manufacturing and Commercial Industrial to allow for the construction of the proposed live/work units, the proposed project would still be compatible with the land use patterns in the immediate area as well as the Arts District that is located a few blocks north of the project site. The proposed Commercial Industrial land use designation and CM Zone would allow certain manufacturing and industrial uses when conducted within the limitations set forth in the LAMC. The 119,845 square feet of non-residential space in the proposed building could be occupied by businesses that could allow for the continuation of existing and new industry and development of new light industrial establishments.

Furthermore, as detailed in Finding No. 2 above, the recommended General Plan Amendment complies with the purposes, intent and provisions of the General Plan, including the Framework Element, Housing Element, Mobility Plan, Land Use Element – Central City North Community Plan, Health and Wellness Plan, Air Quality Element, and Sewerage Facilities Element, as the project would increase housing choices, provide a unique housing option and homeownership opportunity, introduce new land uses while providing complementary economically productive uses, enhance the pedestrian environment by activating ground floor uses, enhance the built environment through the building design that is compatible with the existing industrial warehouses, and place a mixed-use development within proximity to transit and existing employment, entertainment, and commercial centers.

5. Charter Finding – City Charter Finding 558. The proposed Amendment to the Central City Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The recommended amendment to the Central City North Community Plan would re-designate the land use designation of the Project Site from Heavy Manufacturing to Commercial Industrial and remove Footnote Nos. 1 and 6 from the project site to allow a maximum FAR of 6:1. In conjunction with the recommended amendment, the recommended Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]CM-2D-RIO would permit the development of the Project Site a mixed-use development containing 106 live/work units, including nine (9) units set aside for Very Low Income and three (3) units set aside for Moderate Income, and 119,845 square feet of retail, restaurant and office space.

Public necessity, convenience and general welfare will be better served by approving the proposed General Plan Amendment and corresponding Vesting Zone and Height District Change, as they would allow an underutilized industrial site to be redeveloped with a mixed-use project that will add 106 new units to the City's housing stock near jobs-rich Downtown as well as new commercial and office floor area that is designed to accommodate

restaurants and retail businesses and an array of creative office uses in a neighborhood that is transforming with the development of new residential and commercial uses.

The project site is in a Transit Priority Area (areas located within 0.5 miles of an existing or planned major transit stop, which includes the intersection of two or more bus routes having a service frequency interval of 15 minutes or less during peak commute periods). The project residents, visitors and workers will have access to a wide range of public transit options that would connect the project site to various local and regional destinations. Additionally, the proposed project is designed with materials and architectural style that would enhance the currently blighted site and revitalize the general vicinity. The project will provide improved sidewalks and street trees, and line the street frontages with retail and restaurant spaces, enhancing the pedestrian environment.

The project provides job-producing uses through its live/work units as well as commercial and office spaces in proximity to existing goods, services and facilities. The site not only incorporates commercial uses that can serve its residents, as well as live-work units that combine residences with business uses, but is also close to new and proposed offices and commercial establishments providing residents the opportunity to walk to their destinations. Also, by locating live-work units close to major transit and the Downtown employment center and shopping areas and providing ample bicycle parking, the proposed project will facilitate resident's interaction with the community, bringing more people onto the street, without the need for their cars, and providing more customers for local businesses. It will create a public convenience by reducing reliance on the automobile, alleviating traffic congestion as a result. As such, the proposed General Plan Amendment in conjunction with the Vesting Zone and Height District Change is in conformity with public necessity, convenience, general welfare and good zoning practice.

Entitlement Findings

6. Vesting Zone Change and Height District Change Findings.

- a. Pursuant to Section 12.32 C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

Public Necessity, Convenience, and General Welfare

The subject property is currently designated and zoned for Heavy Manufacturing, which prohibits residential uses. The Project Site is located in proximity to several existing and proposed residential and commercial developments providing a range of housing types, including artist lofts and employment opportunities. The General Plan Amendment to Commercial Industrial in conjunction with the recommended Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]CM-2D-RIO will allow for the establishment of residential and office uses on a Site that is compatible with the existing surrounding residential, light industrial and commercial development while providing neighborhood-serving ground floor commercial uses and expanding employment opportunities on the site. The proposed project would serve as a cluster of uses already existing in the area. The proposed project would provide 106 new housing units for a mix of incomes, including a set-aside of nine (9) units for Very Low Income Households and three (3) units for Moderate Income Households, without the

direct displacement of any existing housing units. Furthermore, the Project includes private amenities that would improve the quality of life for future residents.

Approval of the recommended Vesting Zone and Height District Change would allow the proposed project to contribute to help alleviate the City's housing shortage by providing a mixed-income, mixed-use residential development, thus serving to address the City's housing shortage and need for affordable housing. Locating both a greater residential density and neighborhood-serving commercial uses and office along major bus routes would also greatly benefit the residents in offering efficient transit alternatives and contribute to building the critical mass necessary to support a more efficient regional transit system. The proposed project would accommodate projected population growth in the area, while being compatible with its surrounding uses. Accordingly, the initiated General Plan Amendment would be in conformity with public necessity.

Furthermore, the recommended Vesting Zone and Height District Change would facilitate the redevelopment of the existing underutilized site with a new mixed-use development, while expanding housing, including affordable units, and employment opportunities on a site that is proximate to public transit options. The project density and scope are appropriate for the site and the surrounding properties, as it locates needed residential density near several transit options that afford easy access to employment centers, entertainment, and services, creates new commercial uses for the neighborhood, promotes pedestrian activity in the general area, and provides a community gathering point with new recreational and open space amenities available to residents and the surrounding community. Accordingly, the initiated General Plan Amendment would result in a project that would provide a convenience to the Arts District and the City as a whole.

Additionally, the recommended Vesting Zone and Height District Change would allow the development of a mixed-use building containing office, commercial, and residential uses while expanding employment opportunities. As discussed above, the area is served by transit that would afford residents access to jobs, entertainment, and services within Downtown and the Greater Los Angeles region. As an infill development project, the Vesting Zone and Height District Change will allow a residential and commercial development at a higher density near transit while providing neighborhood-serving commercial opportunities for future Project residents and the existing surrounding neighborhood; encourage mixed-use development that would allow for a cluster of uses reflective of the nearby area which contains a mix of industrial, residential, and commercial uses, including former industrial sites that have been redeveloped or replaced with arts-focused live-work projects within 0.5 mile; and increase the City's housing stock, while significantly expanding employment opportunities on-site. Additionally, the proposed project would activate and enhance the aesthetic character of an infill Site in an area serviced by transit. The Project will further promote foot traffic through the use of a strong street wall with storefronts along Mateo, Sacramento and Bay Streets in pair with higher density living, creative office, and comfortable transitions to the neighboring uses. The existing buildings at the project site are generally in poor condition and in need of substantial maintenance and repair. The Vesting Zone and Height District Change allows for the development of the Proposed Project, which will enable the revitalization of not only the existing blighted project site but the general surrounding area as well, and will allow the Arts District to continue being a regional economic driver for the City of Los Angeles. Accordingly, the

proposed Vesting Zone and Height District Change would be in conformity with general welfare.

Furthermore, according to the Central City North Community Plan, there are 914 acres planned for industrial use (approximately 45.5 percent of the 2,010 acre total) in the Community Plan area. The project site comprises approximately 1.42 acres, which is approximately 0.15 percent of the 914 acres planned for industrial use. As such, the proposed General Plan Amendment would convert only a fraction of the available industrial land to allow live/work units. It is important to note that although the proposed project would not retain the current Heavy Manufacturing land use designation or the M3 Zone, the proposed land use designation of Commercial Industrial would still be under the Industrial land use category per the Community Plan General Plan Land Use Map. Additionally, the proposed CM Zone stands for Commercial Manufacturing Zone per LAMC Section 12.17.2, which not only allows uses that are permitted in the C2 Zone, such as retail and commercial, but also certain manufacturing and industrial establishments and uses, when conducted within the limitations set forth in the LAMC. The permitted manufacturing and industrial uses include but are not limited to:

- The manufacturing, assembling, compounding or treating of articles or merchandise from the following previously prepared materials: bone, canvas, cloth, felt, fur, glass, leather (except machine belting), paper, plastics, shell, textiles and yarn;
- Assembly of electrical appliances, electronic instruments and devices, and radios and phonographs, including the manufacture of small parts only, such as coils, condensers, transformers, crystal holders, and the like;
- Ceramic products manufacturing, provided that the total capacity of all kilns in any one establishment may not exceed eight cubic feet and that there shall be no pulverizing of clay;
- Scientific instrument and equipment manufacturing or precision machine shop;
- Box lunch preparation or catering establishment;
- Cosmetics, toiletries (except soap) or perfume manufacturing or blending;
- Jewelry manufacturing, including manufacturing of products from precious or semi-precious stones or metals; and
- Storage building or warehouse.

As such, while the General Plan Amendment is requested in order to allow for live/work uses, the proposed Commercial Industrial land use designation and CM zone would continue to allow for limited manufacturing uses on the project site. The proposed project not only includes live/work uses but 119,845 square feet of non-residential space within the building, which could be occupied by businesses that could allow for the continuation of existing industry and development of new light manufacturing and research and development uses, thereby increasing employment opportunities while being compatible with the existing industrial developments in the vicinity. As such, the project is in conformity with good zoning practice.

- b. **Pursuant to Section 12.32 G and Q of the Municipal Code, “T” and “Q” Classification Findings.** The current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval imposed herein for the proposed project. As recommended, the Zone Change has been placed in permanent “T” and “Q” Classification in order to ensure consistency with the

amendment to the land use designation from Heavy Manufacturing to Commercial Industrial. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The “Q” Conditions that limits the scale and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

- c. **Pursuant to Section 12.32 G and Q of the Municipal Code, “D” Development Limitation Findings. In establishing “D” Development Limitations, the Council shall find that any or all the limitations are necessary: (1) to protect the best interests of and assure a development more compatible with the surrounding property or neighborhood, and (2) to secure an appropriate development in harmony with the objectives of the General Plan, or (3) to prevent or mitigate potentially adverse environmental effects of the Height District establishment or change.**

The project site is located within the Central City North Community Plan area. The project is requesting a General Plan Amendment to change the land use designation from Heavy Manufacturing to Commercial Industrial and remove Footnote Nos. 1 and 6 from the project site in conjunction with a Vesting Zone and Height District Change from M3-1-RIO to [T][Q]CM-2D-RIO, which would permit a maximum 6:1 FAR with no limitation on the height of the building in the CM Zone. The recommended “D” Development Limitations would limit the total FAR to 4.37:1. In addition, the proposed “D” Development Limitations would limit the building to 127 feet in height, as measured from Grade to the top of the parapet, and roof structures to 137 feet in height, as measured from Grade to the top of the structures, as shown in Exhibit “A.” Without the limitation, the maximum 6:1 FAR with no height limitation would lead to a taller and potentially incompatible building with the surrounding properties. The limitation would ensure that the proposed development is physically compatible with the surrounding properties. The proposed limitations would permit the development of the project, which as described above, which would promote the objectives of the General Plan and Central City North Community Plan. As such the “D” Development Limitations would protect the best interest of and assure a development that is more compatible with the surrounding property or neighborhood and secure an appropriate development in harmony with the objectives of the General Plan.

7. Density Bonus/Affordable Housing Incentives Program Review Findings.

The applicant requests a 35-percent Density Bonus and one On-Menu Incentive to allow the area of any land required to be dedicated for street or alley purposes to be included as lot area for purposes of calculating the maximum density permitted by the underlying zone in which the project is located, pursuant to the Density Bonus and Affordable Housing Incentives Program. Following is a delineation of the findings related to the request for the On-Menu Incentives pursuant to Government Code 65915 and LAMC 12.22 A.25.

HOUSING REPLACEMENT (AB 2556 DETERMINATION)

On September 27, 2014, Governor Jerry Brown signed Assembly Bill (AB) 2222, as amended by AB 2556 on August 19, 2016, to amend sections of California's Density Bonus Law (Government Code Section 65915). AB 2556 requires applicants of Density Bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated February 10, 2017, there were no residential units on the property within the last five years. AB 2222 does not apply to commercial land, so no AB 2222 replacement affordable units are required.

a. Pursuant to LAMC Section 12.22 A.25(e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

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

All facades of the proposed building are well articulated with various materials, including exposed concrete, expanded metal skin, metal mesh guardrails, brick, and metal mullions in addition to large industrial-style gridded windows. The materiality changes between office uses and live/work units on upper floors to distinguish the different land uses within the building. Additionally, the building has multiple breaks in the plane on each elevation. The massing on the west elevation is broken up by the courtyard located on the third floor. The live/work portions on the north and east elevations have a break in the plane through projecting balconies, and the office portion on the east, south and west elevations have subtle changes in the massing through insets on different floor levels.

- ii. **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 elevation.**

The project site is bounded by Bay Street to the north, Mateo Street to the west, and Sacramento Street to the south. The ground floor of the building has a residential lobby along Bay Street, an office lobby along Mateo Street, and multiple retail stores and an art production space, each with an entrance facing the street it is fronting on. The project features a high degree of street façade transparency on all elevations, and all live/work units have a balcony facing a street.

- iii. **The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and**

shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).

The proposed project is not located within a designated HPOZ, nor does it involve a property that is designated as an HCM.

- iv. **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 57.25.01 of the LAMC.**

The project site is bounded by Bay Street to the north, Mateo Street to the west, and Sacramento Street to the south. Bay Street and Sacramento Street are designated as Collector Streets and Mateo Street is designated as Avenue III per Mobility Plan 2035. As such, the project site is not located on a substandard street in a Hillside Area. The project site is not located in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.

- b. **Pursuant to Section 12.22 A.25(g) of the LAMC and Government Code 65915(d), the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

- i. **The incentives do not result in identifiable and actual cost reductions 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 record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentive does not result in identifiable and actual cost reduction to provide for affordable housing costs per State Law. 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.

The list of On-Menu Incentives in LAMC Section 12.22 A.25 was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Planning Department will always arrive at the conclusion that the Density Bonus On-Menu Incentives provide identifiable and actual cost reductions that provide for affordable housing costs, because the Incentives by their nature increase the scale of the project, allow the construction of increased residential floor area, allow for processing, construction and design efficiencies, and collectively allow more market-rate floor area whose rents will subsidize the affordable units.

The requested On-Menu Incentive is expressed in the Menu of Incentives per LAMC Section 12.22 A.25(f) and as such, allows exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs.

The requested Vesting Zone and Height District Change would change the zone to [T][Q]CM-2D-RIO. The CM Zone allows the density of an R3 Zone, which is 800 square feet of lot area per dwelling unit. The project site has a gross lot area of 62,111 square feet prior to the required street dedications along Bay Street (three feet), Mateo Street (six feet) and Sacramento Street (three feet) and corner cut dedications. After the required street dedications, the net lot area is 58,970 square feet. Because the project involves a Vesting Tentative Tract Map, the project would have been required to calculate the maximum density permitted on the site using the net lot area after dedications. However, the Applicant requests an On-Menu Incentive for Density Calculation, which states that the area of any land required to be dedicated for street or alley purposes may be included as lot area for purposes of calculating the maximum density permitted by the underlying zone in which the project is located. The On-Menu Incentive would allow the density to be calculated using the gross lot area of 62,111 square feet, which yields a by-right density of 78 units (rounded up per AB 2501) in lieu of 74 units using the net lot area of 58,970 square feet. With the 35-percent density bonus, the project is permitted a maximum density of 106 dwelling units in lieu of 100 units as otherwise permitted using the net lot area of 58,970 square feet. The requested On-Menu Incentive would allow the developer to provide six (6) more dwelling units on the site, which results in cost reductions to provide for affordable housing costs and supports the project to set aside 11 percent, that is nine (9) units for Very Low Income Households for 55 years. In addition, the project will set aside three (3) additional units for Moderate Income Households for 55 years.

- ii. **The incentive(s) 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 are 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 the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Gov. Code 65915(d)(1)(B) and 65589.5(d)).**

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. 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" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25(e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentive(s) will have a specific adverse impact on public health and safety.

- iii. **The incentives are contrary to state or federal law.**

There is no substantial evidence in the record that the requested incentives are contrary to state or federal law.

8. Site Plan Review Findings.

In order for the site plan review to be granted, all three of the legally mandated findings delineated in Section 16.05 F of the Los Angeles Municipal Code must be made in the affirmative:

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

As discussed in Finding No. 2, the recommended project would be consistent with the purposes, intent and provisions of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element and the Land Use Element – Central City North Community Plan, as it would provide mixed-income housing opportunities, supporting the City's desire for more affordable housing options by reserving nine (9) units for Very Low Income households and three (3) units for Moderate Income Households and facilitating the expansion of housing choices in order to attract new and diverse households. Additionally, the project would provide creative office space thereby increasing employment opportunities in an area designated for jobs-producing uses; is in proximity to several mass transit options, qualifying as a Transit Priority Project, ideal for those wishing to live in the urban environment of Downtown Los Angeles and in close proximity to regional employment centers; and activate the streets with more pedestrians while strengthening the commercial base.

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 project site is located within the Central City North Community Plan Area. Adjacent properties are improved with structures containing a variety of commercial and manufacturing uses, including textiles, light manufacturing, industrial, office, and general warehouse uses. Most structures range from one to three stories in overall height. The properties located in proximity to the Project Site to the north, south, east, and west (across Mateo Street) have a land use designation of Heavy Manufacturing and are zoned M3-1-RIO.

Height and Bulk

The proposed project is an eight-story mixed-use building with a maximum height of 127 feet, as measured from Grade to the top of the parapet. The elevator structure will have a maximum height of 137 feet, as measured from Grade to the top of the structure. The proposed building will contain a total floor area of 257,287 square feet at a 4.37:1 FAR. While the proposed building would be taller than the existing one- to three-story industrial buildings in the vicinity, the project height and massing will still be compatible with future and existing development in the area by providing building articulation, break in massing,

and design variation along with commercial frontages along the ground floor street frontages that enhance the surrounding industrial character. The design concept consists of an interplay between the three main program elements of commercial, live/work and creative office. While the three main program elements are distinctively designed, an interplay of pattern, massing, materials and slab alignment tie the overall project together, as demonstrated in Exhibit "A" renderings. The retail and restaurant spaces will predominantly be located on the ground floor with large transparent storefront systems. The live/work units are primarily located on the northern portion of the building on upper levels. The live/work units will have smaller patterns of fenestration with character-defining shutters on the façade while still maintaining a high degree of transparency. The creative office spaces will primarily be located on the southern portion of the building on upper levels. The geometry of the shutters from the live/work units repeats in the creative office facades as a form liner pattern in the concrete wall patterns. A large courtyard located at the third floor of the building facing Mateo Street provides a large break in the massing, which eliminates a box-like character of the building. In addition, the building provides various breaks in the plane throughout its facades on all elevations through balconies, open space areas, and changes in the slab patterns. Building materials such as exposed concrete, expanded metal skin, metal mesh guardrails, brick, and metal mullion system, also assist in breaking up the height and bulk while maintaining compatibility and consistency with other industrial buildings in the area. Lastly, the CM-2 Zone does not have any height limitations. As such, the project height and bulk would be compatible with future and existing development in the area.

Setbacks

The project is not required to provide any setbacks for any portion of the building used for commercial or industrial purposes and for the front yard of the residential portion per the CM Zone. The project is required to provide side and rear yard setbacks conforming to the requirements of the R4 Zone for the residential portion.

The project fronts on Bay Street to the north, Mateo Street to the west and Sacramento Street to the South. The applicant requested the Deputy Advisory Agency to designate the lot lines along all three streets as Front Lot Lines, and the easterly lot lines as the Side Lot Lines as part of Vesting Tentative Tract Map No. 74596. The Deputy Advisory Agency approved the request in its Letter of Determination dated June 2, 2021. The Decision has been appealed by an aggrieved party and is pending decision by the City Planning Commission. With the approval of the requested lot line designation, the project is required to provide zero-foot front yard setbacks for both commercial and residential uses along Mateo, Bay and Sacramento Streets and an 11-foot side yard setback for the residential portion along the easterly lot lines for an eight-story building.

The project proposes varying front-yard setbacks on the first and second floors along Mateo Street and zero-foot front yard setbacks for the rest of the building along Mateo, Bay and Sacramento Streets and a 14-foot side yard setback for the residential portion along the easterly lot lines. The varying front-yard setbacks on the first floor along Mateo would create a visually interesting building frontage on the street, and the zero-foot front yards would create strong street walls, consistent with other existing industrial buildings with zero-foot front yard setbacks in the surrounding neighborhood. The 14-foot side yard setback for the residential portion would provide a buffer between the proposed live/work units and the adjacent industrial building to the east.

Off-Street Parking Facilities and Loading Areas

The proposed project will provide a total of 402 vehicular parking spaces, including 151 spaces for residential and 251 spaces for commercial. These spaces will be provided in a three-level parking garage that consists of one subterranean level and two above-grade levels. Vehicular access to the project site would be provided via two ingress and egress driveways – one along Bay Street, providing access to the residential spaces in the subterranean level and one along Sacramento Street, providing access to the commercial spaces at the above-grade levels. All parking spaces will be enclosed and hidden from view from all three streets.

The project also proposes a total of 145 bicycle parking stalls, including 33 short-term stalls along Bay and Mateo Streets and 112 long-term stalls within two long-term bicycle parking areas – one off Bay Street and one off Sacramento Street – located within the first floor of the parking garage.

A commercial loading area would be provided along the easterly property line within the first floor of the parking garage, adjacent to one of the long-term bicycle parking areas. The loading area will be designed and provided in accordance with the requirements of LAMC Section 12.21 C.6.

Lighting and Building Signage

The proposed plans do not indicate a lighting plan; however, the project is conditioned so that all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. As conditioned, all outdoor lighting provided on-site will be shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky.

The applicant has not submitted a sign program for the proposed project. However, the project is required to comply with all signage requirements set forth in Article 4.4 of the LAMC.

Landscaping

The project will provide landscaping in the form of the landscaped parkways with trees in the right-of-way, front yard along Mateo Street, courtyard and an office balcony on the third floor and roof deck areas. The landscaping on the ground floor will consist of 15 Pink Trumpet Trees in the right-of-way: three (3) along Bay Street, six (6) along Mateo Street, and six (6) along Sacramento Street. The project will provide two (2) Star Magnolia with Golden Yarrow and Sonoma Sage groundcover within the front yard along Mateo Street. The third-floor courtyard will be landscaped with two (2) Saucer Magnolia trees, three (3) Chilean Mesquite trees, and a Dessert Museum Palo Verde tree along with some groundcover, including California Fuchsia, Foxtail Agave, Huntington, Texas Sage, Blue Fescue, Pink Muhly, and Buffalo Grass. The office balcony will be landscaped with Emerald Carpet, California Fuchsia and Foxtail Agave ground cover with some planers. The roof deck area will be attractively landscaped with a variety of trees and groundcover plants, including but not limited to, eight (8) Chilean Mesquite trees, five (5) Dessert Museum Palo Verde trees, two (2) Fruitless Olive trees, three (3) Strawberry Trees, Dwarf Myrtle, Deer Grass, English Lavender, Parry's Agave, and California Fuchsia.

The project is conditioned to landscape all open areas not used for buildings, driveways, parking areas, recreational facilities or pedestrian pathways, including an automatic irrigation system. The condition also requires the landscaped areas to be maintained in accordance with a landscape plan prepared by a licensed landscape architect or architect and submitted for approval to the Department of City Planning, Development Services Center. Additionally, the landscape plan must indicate landscape points for the project equivalent to 10 percent more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines.

Trash Collection

Trash storage and collection is proposed to be located within the parking garage on the ground floor and is therefore not visible from the drive aisle or public view.

Fences and/or Walls

The proposed project does not incorporate fences and/or walls.

Solar Panels

As shown on Exhibit "A," the project proposes to set aside a portion of the roof above the office and restaurant space on the eight floor as the solar panel area but does not indicate the percentage or square footage. The project is conditioned to comply with the Los Angeles Municipal Green Building Code Section 99.05.211, to the satisfaction of the Department of Building and Safety for solar panels. Additionally, the project is conditioned to power generators used during the construction process through electric or solar. Solar generator and electric generator equipment must be located as far away from sensitive uses as feasible.

Electric Vehicle Charging Stations

The project is conditioned to provide electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) per the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

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

The project proposes to provide 30 studio, 25 one-bedroom, 16 one-bedroom-with-den, 29 two-bedroom, and 6 two-bedroom-with-den units for a total of 106 units. Pursuant to LAMC Section 12.21 G, the project would be required to provide 12,175 square feet of usable open space and 27 trees. The project proposes a total of 18,862 square feet of usable open space, including a 3,669-square-foot courtyard on the third floor, 6,924 square feet of roof deck area, 2,969 square feet of interior open space on the eighth floor including a 2,552-square-foot co-work lounge, 1,949 square feet of fitness room, and a 980-square-foot lounge area, and a private balcony in each of 106 live/work units for a total of 5,300 square feet of private open space. As proposed, the project would provide open space and recreational amenities which would improve habitability for its residents and minimize impacts on neighboring properties.

CEQA Findings

- 9. Environmental Finding.** The City of Los Angeles (City), as the Lead Agency, prepared Sustainable Communities Environmental Assessment (SCEA) dated August 20, 2020 and a Mitigation Monitoring and Reporting Program (MMRP) under Case No. ENV-2016-4555-SCEA for the following project:

Demolition of the surface parking lot and the 16,960 square-foot maintenance service building; and construction, use and maintenance of a single 257,287 square-foot mixed-use building containing a total of 106 live/work condominium units and approximately 119,843 square feet of commercial space, including 13,978 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square-feet of office space. Of the 106 units, 9 units would be set aside for Very Low Income Households. The proposed building would be eight stories tall and approximately 127 feet in height with a floor area ratio of 4.37:1. The Project would provide 402 vehicular parking spaces within a parking garage consisting of one subterranean, one at-grade and second floor levels. Vehicular access to the subterranean level will be provided via an ingress and egress driveway along Bay Street, and access to the ground level parking will be provided via an ingress and egress driveway along Sacramento Street. A third driveway will be provided along the easterly property line on Sacramento Street for the trash and loading area. A total of 145 bicycle parking stalls, including 33 short-term and 112 long-term stalls, would be provided at the ground level. The Project would provide 24,020 square feet of usable open space within an outdoor courtyard, a rooftop deck, a recreation room and balconies. The Project requires approximately 39,985 cubic yards of export and removal of six trees including three on-site trees and three street trees along Mateo Street.

The Initial Study identified significant impacts related to Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Transportation and Traffic and included mitigation measures to reduce impacts to less-than-significant levels.

The SCEA and the MMRP were published for public comments for 30 days between August 20, 2020 and September 21, 2020. During the public comment review period of the SCEA, the Department of City Planning received the following written comments:

- California Department of Transportation (Caltrans), September 21, 2020
- Ford Allen, August 22, 2020
- Ford Allen, August 24, 2020

On February 23, 2021, the City prepared a Response to Comments to address all three comment letters and concluded that the comments do not raise any new CEQA issues nor require any change to the conclusion identified in the SCEA. The comment letters do not provide substantial evidence or a fair argument that further review under CEQA is required, or that the project may have a significant environmental impact. As such, the whole of the record supports the conclusion that the project would result in impacts below a level of significance with mitigation measures, as analyzed in the SCEA.

On February 23, 2021, the City prepared an Errata for the proposed project to address minor corrections and modifications to the project description resulting from changes to the project plans, including the buildable area, total proposed floor area, minimum usable open space required, proposed building height, and minimum automobile parking required. The Errata

also addresses an addition of two requests regarding the condominium guest parking policy and lot lien designation under the Vesting Tentative Tract Map that were erroneously left out in the original SCEA. Lastly, the Errata includes an analysis of the SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal that was newly adopted by SCAG's Regional Council on September 3, 2020 and accepted by California Air Resources Board (CARB) on October 30, 2020. The Errata concluded that these modifications do not alter the conclusions of the SCEA or any other environmental document associated with the project nor represent significant new information as defined in CEQA Guidelines Section 15088.5(a). As such, the Errata does not require recirculation, consistent with CEQA Guidelines Section 15088.5(b).

On April 29, 2021, the City prepared Errata No. 2 to correct the total floor area of the commercial space of the proposed project from 119,843 to 119,845 square feet and the floor area of the retail space from 13,978 to 13,979 square feet. As these are minor corrections addressing typographical errors in the SCEA, they do not require recirculation of the SCEA prior to the adoption, pursuant to CEQA Guideline Section 15088.5(b).

At its meeting on May 4, 2021 (CF 21-0163), the Planning and Land Use Management Committee of the City Council conducted a public hearing and recommended the full City Council to adopt the SCEA, MMRP, Errata dated February 23, 2021 and Errata No. 2 dated April 29, 2021. At its meeting on May 19, 2021, the full City Council adopted the SCEA, MMRP, Errata dated February 23, 2021 and Errata No. 2 dated April 29, 2021 pursuant to Public Resources Code (PRC) Section 21155.2, finding that after consideration of the whole of the administrative record and all comments received, after imposition of all mitigation measures, there is no substantial evidence that the proposed project will have a significant effect on the environment; the proposed project is a "transit priority project" as defined by PRC Section 21155; the project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in prior EIRs, including SCAG's 2020-2045 RTP/SCS Program EIR, SCH No. 2019011061; all potentially significant effects required to be identified in the initial study have been identified and analyzed in the SCEA; with respect to each significant effect on the environment required to be identified in the initial study for the SCEA, changes or alterations have been required in or incorporated into the proposed project that avoid or mitigate the significant effects to a level of insignificance or those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; the SCEA reflects the independent judgment and analysis of the City; and mitigation measures have been made enforceable conditions on the proposed project.

Based on all of the above, staff recommends the City Planning Commission to:

Find, pursuant to Public Resources Code (PRC) Section 21155.2, after consideration of the whole of the administrative record, including the Senate Bill (SB) 375 Sustainable Communities Environmental Assessment dated August 20, 2020, Mitigation Monitoring and Reporting Program, Errata dated February 23, 2021, and Errata No. 2 dated April 29, 2021 under Case No. ENV-2016-4555-SCEA (collectively known as the SCEA), and all comments received, after imposition of all mitigation measures there is no substantial evidence that the project will have a significant effect on the environment; Find that the City Council held a hearing on and adopted the SCEA on May 19, 2021 (CF 21-0163) pursuant to PRC Section 21155.2(b)(6); Find the Project is a "transit priority project" as defined by PRC Section 21155 and the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in prior Environmental Impact Reports (EIR), including Southern California

Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal) Program EIR SCH No. 2019011061; Find all potentially significant effects required to be identified in the initial study have been identified and analyzed in the SCEA; Find with respect to each significant effect on the environment required to be identified in the initial study for the SCEA, changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of insignificance or those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; Find the SCEA reflects the independent judgment and analysis of the City; Find the mitigation measures have been made enforceable conditions on the project; and Adopt the SCEA.

- 10. Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.