



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: July 22, 2021
Time: After 8:30 a.m.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at:

<https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org.

Public Hearing: Held on February 25, 2021
Appeal Status: General Plan Amendment is not appealable. Zone and Height District Changes are appealable only by the applicant to City Council if disapproved in whole or in part. Density Bonus and Affordable Housing Incentives Program Review and Site Plan Review are appealable to the City Council.
Expiration Date: July 22, 2021
Multiple Approval: Yes

PROJECT LOCATION: 1000, 1016, 1026 South Mateo Street; 2006, 2010, 2016, 2018 East Bay Street; 2001, 2007, 2011, 2015, 2019, 2023 East Sacramento Street

PROPOSED PROJECT: The proposed project is the demolition of existing buildings and a surface parking lot; and construction, use and maintenance of an eight-story mixed-use building containing 106 live/work condominium units, including nine (9) units set aside for Very Low Income Households, and 119,845 square feet of commercial space, including retail, restaurant, and office, on a 62,111-square foot site. The proposed building would be 127 feet in height, as measured to the top of the parapet, and contain 257,287 square feet of floor area with a Floor Area Ratio (FAR) of 4.37:1. The project would provide 402 vehicle parking spaces within a three-level parking garage (two above-grade levels and one subterranean level), 145 bicycle

Case No.: CPC-2016-4554-GPA-VZC-HD-DB-SPR
CEQA No.: ENV-2016-4555-SCEA
Related Case: VTT-74596-1A
Council No.: 14 – de León
Plan Area: Central City North
Specific Plan: None
Certified NC: Downtown Los Angeles
Existing GPLU: Heavy Manufacturing
Proposed GPLU: Commercial Industrial
Existing Zone: M3-1-RIO
Proposed Zone: [T][Q]CM-2D-RIO
Applicant: Sammi Shaaya, Mateo Arts, LLC
Representative: Joel Miller, Gensler

parking stalls, and 18,862 square feet of usable open space. A maximum of 38,985 cubic yards of earth material would be exported from the project site. A total of six (6) trees, including three (3) street trees, are proposed for removal.

REQUESTED ACTION:

1. Pursuant to California Public Resources Code Section 21155 and the California Environmental Quality Act (CEQA), consideration of the whole of the administrative record, including the Senate Bill (SB) 375 **Sustainable Communities Environmental Assessment (SCEA)** 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, and all comments received;
2. Pursuant to Los Angeles Charter Section 555 and LAMC Section 11.5.6, a **General Plan Amendment** to the Central City North Community Plan to amend the land use designation of the project site from Heavy Manufacturing to Commercial Industrial and remove Footnote Nos. 1 and 6 of the General Plan Land Use Map from the project site to permit Height District 2 in the CM Zone;
3. Pursuant to LAMC Sections 12.32 F and Q, a **Vesting Zone Change** and **Height District Change** from M3-1-RIO to CM-2-RIO to permit residential uses on the project site and allow a maximum Floor Area Ratio of 4.37:1;
4. Pursuant to LAMC Section 12.22 A.25(g), a **Density Bonus and Affordable Housing Incentive Program Review** for a Housing Development Project containing a total of 106 live/work condominium units, reserving nine (9) units for Very Low Income Households for a period of 55 years to permit an On-Menu Incentive allowing 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; and
5. Pursuant to LAMC Section 16.05, a **Site Plan Review** for a development project which creates 50 or more dwelling units and 50,000 gross square feet or more of nonresidential floor area.

RECOMMENDED ACTIONS:

1. **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;

2. **Approve** and **Recommend** that the Mayor and the City Council **Adopt** a General Plan Amendment to the Central City North Community Plan to amend the land use designation of the project site from Heavy Manufacturing to Commercial Industrial and remove Footnote Nos. 1 and 6 of the General Plan Land Use Map from the project site to permit Height District 2 in the CM Zone, pursuant to Los Angeles Charter Section 555 and LAMC Section 11.5.6;
3. **Approve** and **Recommend** that the City Council **Adopt** a Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]CM-2D-RIO to permit residential uses on the project site and allow a maximum Floor Area Ratio of 4.37:1, pursuant to LAMC Sections 12.32 F and Q;
4. **Approve** a Density Bonus and Affordable Housing Incentive Program Review for a Housing Development Project containing a total of 106 live/work condominium units, reserving nine (9) units for Very Low Income Households for a period of 55 years to permit an On-Menu Incentive allowing 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 LAMC Section 12.22 A.25(g);
5. **Approve** a Site Plan Review for a development project which creates 50 or more dwelling units and 50,000 gross square feet or more of nonresidential floor area, pursuant to LAMC Section 16.05;
6. **Adopt** the attached Conditions of Approval;
7. **Adopt** the attached Findings; and
8. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.

VINCENT P. BERTONI, AICP
Director of Planning

Jane Choi

Jane J. Choi, AICP
Principal City Planner

Debbie Lawrence

Debbie Lawrence, AICP
Senior City Planner

Nuri Cho

Nuri Cho
City Planner

ADVICE TO PUBLIC: * The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Requirements for submission of materials can be found on the Department of City Planning website at <https://planning.lacity.org/about/virtual-commission-instructions>. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than seven (7) working days prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

TABLE OF CONTENTS

Project Analysis A-1
 Project Summary
 Background
 Requested Entitlements
 Considerations
 Professional Volunteer Program
 Public Hearing
 Conclusion

[T] Tentative Classification..... T-1

[Q] Qualified Conditions Q-1

“D” Development Limitations D-1

Conditions of Approval C-1

Findings..... F-1
 General Plan/Charter Findings
 Entitlement Findings
 CEQA Findings

Public Hearing and Communications P-1

Exhibits:
 A – Project Plans (Dated January 22, 2021)
 B – Mitigation Monitoring and Reporting Program
 C – Maps
 Radius Map
 Vicinity Map
 ZIMAS Map
 D – Site Photos
 E – VTT-74596 Letter of Determination
 F – DTLA 2040 Draft Zoning Map Subarea I9
 G – Industrial Land Use Policy, Central City North – Alameda: Analysis Area 5
 H – Public Comments

CEQA Sustainable Communities Environmental Assessment (SCEA) Links:

SCEA and Appendices: <https://planning.lacity.org/development-services/environmental-review/scea/1024-mateo-project-0>

Mitigation Monitoring and Reporting Program:

https://planning.lacity.org/odocument/59ba5c7e-620c-41fc-86f0-77f9abf84ecd/Mateo_MMRP_Final.pdf

Response to Public Comments: <https://planning.lacity.org/odocument/3e1ea662-84dd-49f3-8aad-226aaf452bbc/ENV-2016-4555->

[SCEA_Response_to_Comments_Final_Signed.pdf](https://planning.lacity.org/odocument/3e1ea662-84dd-49f3-8aad-226aaf452bbc/ENV-2016-4555-SCEA_Response_to_Comments_Final_Signed.pdf)

Errata Dated February 23, 2021: https://planning.lacity.org/odocument/7ee28ac4-8c1f-4a1a-adda-4af02a72819a/ENV-2016-4555-SCEA_Errata_Final_Signed.pdf

Errata No.2 Dated April 29, 2021: https://planning.lacity.org/odocument/30cb2161-e06b-4b91-b635-3de2fd7d3b12/ENV-2016-4555-SCEA_Errata_No._2.pdf

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project involves the demolition of two existing buildings, which were formerly operated by the Los Angeles County Metropolitan Transit Authority (Metro) and used as a service center for transit buses and a surface parking lot; and the construction, use and maintenance of a mixed-use building containing 106 live/work condominium units, including nine (9) units set aside for Very Low Income Households, and 119,845 square feet of commercial space, including retail, restaurant, and office for a total floor area of 257,287 square feet, resulting in a Floor Area Ratio (FAR) of 4.37:1 (see Exhibit A – Project Plans). Table 1 below provides a summary of the proposed program, and Figure 1 shows a rendering of the project's West Elevation along Mateo Street.

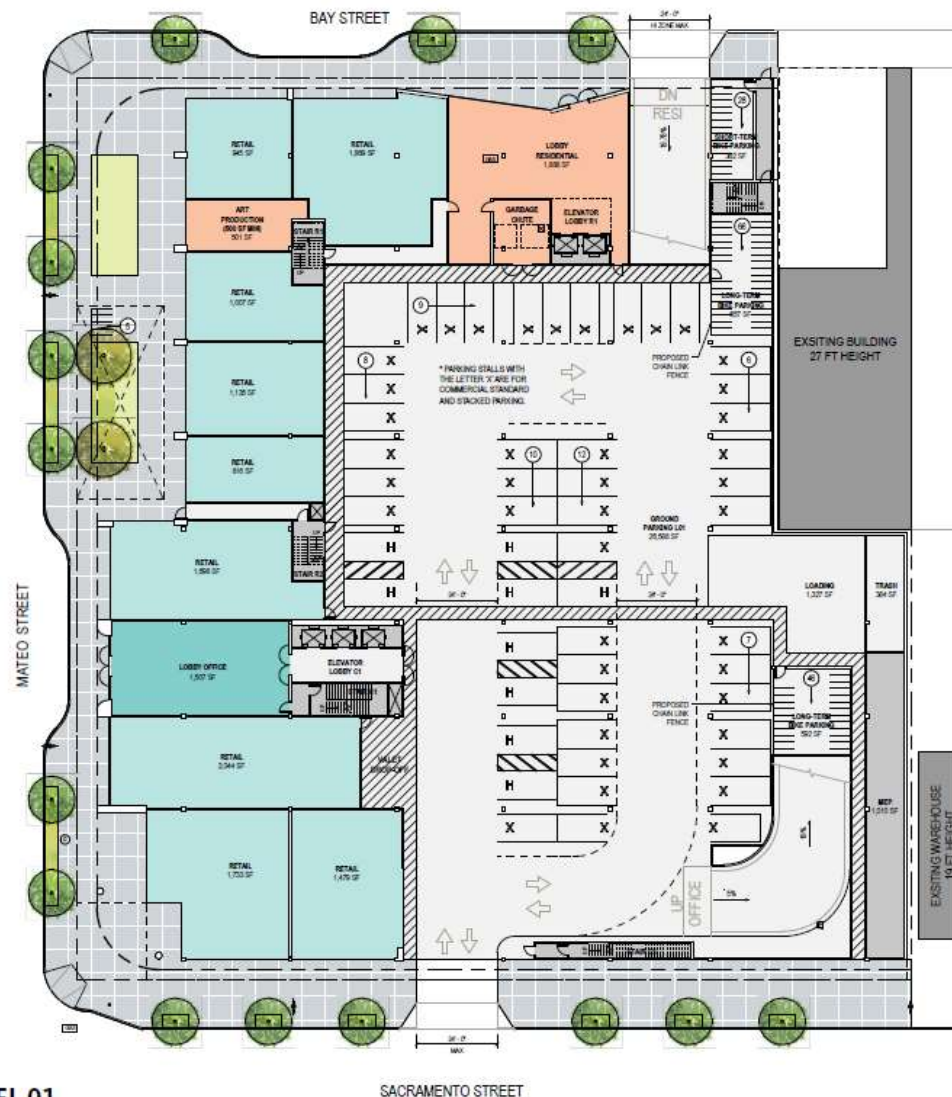
Table 1. Proposed Development Program

Land Uses	Units	Floor Area (SF)
Live/Work Condominium	106	137,442
Market Rate	97	-
Very Low Income	6	-
Non-Residential	-	119,845
Retail	-	13,979
Office	-	92,740
Restaurant	-	13,126
Total Floor Area	-	257,287



Figure 1. Project Rendering of the West Elevation on Mateo Street

The proposed building will stand eight (8) stories tall, 127 feet in height, as measured from Grade to the top of the parapet. The building will consist of a subterranean level for residential parking spaces; a ground floor with a residential lobby along Bay Street, an office lobby along Mateo Street, an art production space, retail spaces, and commercial parking spaces (see Figure 2 below); a second floor with an office space, live/work condominium units, and commercial parking spaces; a third floor with a large office space along Sacramento Street to the south, live/work condominium units, and an uncovered courtyard facing Mateo Street; levels four through seven with office spaces and live/work condominium units; and an eighth floor with a restaurant and office space, amenity rooms including lounges, a fitness room, and a shower room, and a roof deck.



FLOOR PLAN - LEVEL 01

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

Figure 2. Ground Floor Plan

The project will provide a total of 18,862 square feet of usable open space on-site, including a private balcony in each of the 106 units for a total of 5,300 square feet; a 3,669-square-foot courtyard on the third floor; 6,924 square feet of roof deck on the eighth floor; and 5,481 square feet of indoor common open space on the eighth floor.

A total of 402 vehicle parking spaces will be provided, including 151 residential stalls in the subterranean parking level and 251 commercial stalls in the two above-grade parking levels.

Vehicular access to the project site will be provided via two two-way driveways: one along Sacramento Street and one along Bay Street. The project will also provide 33 short-term stalls, including five (5) along Mateo Street and 28 along Bay Street, and 112 long-term bicycle parking stalls in two bicycle parking storage rooms on the ground floor.

There are six (6) trees on the project site, three (3) of which are located along Sacramento Street and three (3) others fronting Mateo Street in the public right-of-way. All six (6) trees will be removed as part of the project. The project also requires the export of a maximum of 38,985 cubic yards of earth material.

On May 4, 2021, the City Council Planning and Land Use Management Committee (PLUM) held a public hearing for the Sustainable Communities Environmental Analysis (SCEA), prepared for the project under Case No. ENV-2016-4555-SCEA (see SCEA links in Table of Contents). In consideration of the whole administrative record, including the Mitigation Monitoring and Reporting Program, Errata dated February 23, 2021, Errata No. 2 dated April 29, 2021, and public comments, PLUM recommended that the City Council adopt the SCEA. On May 19, 2021, the full City Council adopted the SCEA that was prepared for the proposed project.

On June 2, 2021, the Advisory Agency approved Vesting Tentative Tract Map No. 74596, stamped October 3, 2019, composed of one (1) master ground lot and six (6) airspace lots for a maximum of 106 live/work condominium units (see Exhibit E – VTT-74596 Letter of Determination). The Advisory Agency approved the haul route to export 38,985 cubic yards of earth material and limited dedication on Bay Street, Mateo Street, and Sacramento Street, and designated the lot lines along Bay Street, Mateo Street, and Sacramento Street as the Front Lot Lines and easterly lot lines as the Side Lot Lines of the tract map. The Advisory Agency dismissed the request to waive the parking requirements pertaining to new condominiums in Advisory Agency Policy No. 2006-2 inasmuch as the project is subject to the Central City Parking District parking requirements in LAMC Section 12.21 A.4(p) or Density Bonus and Affordable Housing Incentive Program parking requirements in LAMC Section 12.22 A.25(d)(1). The decision was subsequently appealed and will be heard concurrently by the City Planning Commission on July 22, 2021.

BACKGROUND

Project Site

The project site is located in the urbanized area of Downtown Los Angeles. Specifically, the site is located in an area identified as South Industrial within the Central City North Community Plan area. The South Industrial area is located just south of the Artists-in-Residence District, 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.

Regional vehicular access to the project site is provided by the U.S. 101 (Hollywood) Freeway, located less than 1.0 mile to the east; the I-10 (Santa Monica) Freeway, located approximately 0.2 miles to the south; U.S. 101 Freeway, located approximately one mile to the north and east of the project site; and State Route 110/I-110 (Pasadena/Harbor) Freeway, located approximately 2.0 miles to the west (see Exhibit C - Maps).

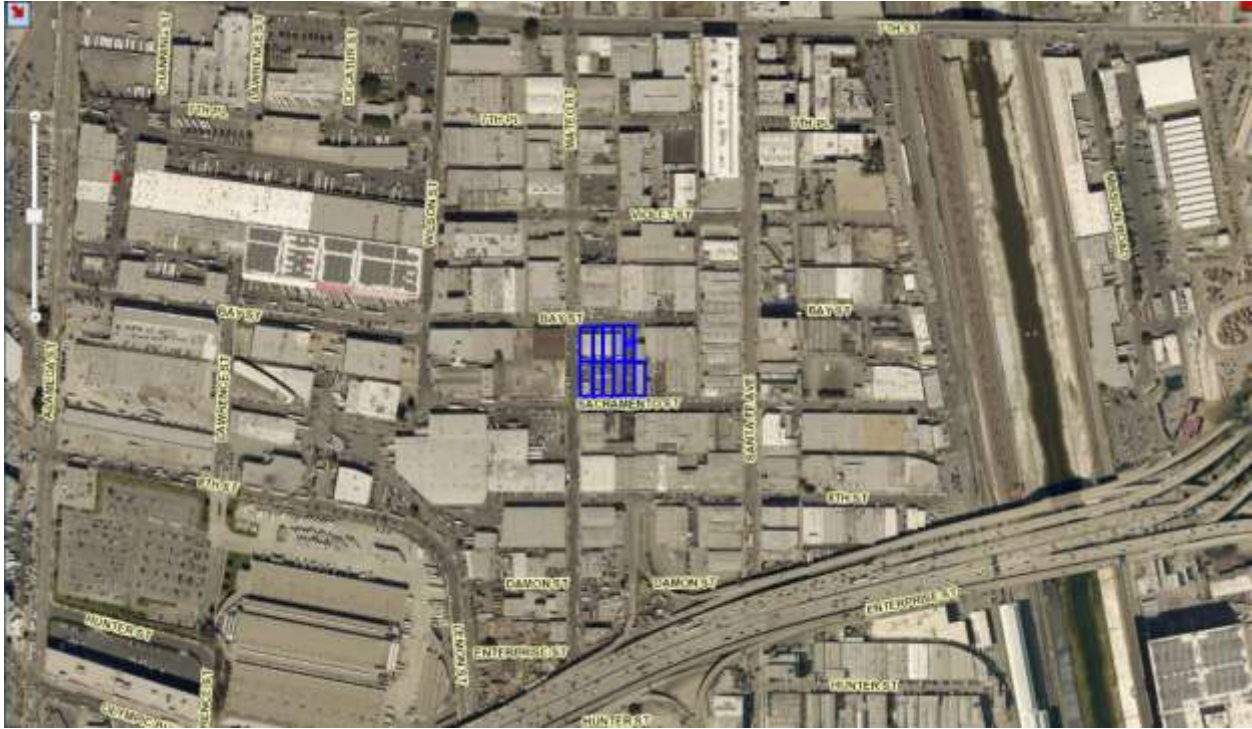


Figure 3. Vicinity Map

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 street dedications (see Exhibit C - Maps). The site is currently developed with a surface parking lot and two buildings, which were formerly operated by Metro and used as a service center for transit buses (see Exhibit D – Site Photos). The project site is a through lot fronting on Bay Street to the north with a street frontage of approximately 209 feet, Mateo Street to the west with a street frontage of approximately 270 feet, and Sacramento Street to the south with a street frontage of approximately 250 feet. Just east of the project site is a private property developed with light industrial buildings.



Figure 4. View of the Project Site from Southwest

Current landscaping on the project site is limited to six trees: two (2) Trees of Heaven and one (1) Mexican Fan Palm trees on the project site along Sacramento Street; and two (2) *robusta* Palms and an Acacia tree in the right-of-way along Mateo Street. All six (6) trees will be removed as part of the project and replaced to the satisfaction of the Urban Forestry Division of StreetsLA. The three (3) street trees to be removed along Mateo Street would be replaced at a 2:1 ratio to the satisfaction of the Urban Forestry Division during the permitting phase of the project.

Existing General Plan Land Use Designation and Zoning

The adopted Central City North Community Plan designates the project site for Heavy Manufacturing land uses with the corresponding zone of M3. The project site is currently zoned M3-1-RIO, which is consistent with the Heavy Manufacturing Land Use Designation and the corresponding zone of the Community Plan (see Exhibit C - Maps). The M3 Zone allows commercial and industrial uses but not residential uses. Height District No. 1 for an M3 Zone allows a maximum FAR of 1.5:1 with no height limits. The RIO suffix refers to the River Improvement Overlay (RIO) District per Ordinance Nos. 183,144 and 183,145, which is established to regulate development projects along the Los Angeles River to promote the river identity of river adjacent communities and promote pedestrian, bicycle and other multi-modal connection between the river and its surrounding neighborhoods. All projects within the RIO District are required to obtain an Administrative Clearance from the Department of City Planning, Development Services Center.

The site is not located within a specific plan, community design overlay or interim control ordinance area. The site is located within a Transit Priority Area, Central Industrial Redevelopment Project Area, East Los Angeles State Enterprise Zone and Central City Parking District.

Surrounding Properties

All properties located in proximity to the project site to the north, south, east, and west have a land use designation of Heavy Manufacturing and are zoned M3-1-RIO (see ZIMAS map in Exhibit C - Maps). These properties are improved with structures containing a variety of commercial and manufacturing uses, including textiles, light manufacturing, industrial, office, and general warehouse uses. The buildings range from one to three stories in overall height.

Streets and Circulation

Bay Street, adjoining the project site to the north, is a designated Collector that is currently dedicated to a width of 60 feet and improved with a roadway without curb, gutter or sidewalks. As required by Vesting Tentative Tract Map No. 74596, a three-foot wide public right-of-way must be dedicated along Bay Street adjoining the project site to complete a 33-foot wide half right-of-way in accordance with Collector Street Standards of Mobility Plan 2035. Bay Street must be improved to provide concrete curb, gutter, a 13-foot full width sidewalk with tree wells, and suitable surfacing to complete a 20-foot half roadway. The project must also provide a 20-foot radius property line return at the intersection of Bay Street and Mateo Street.

Mateo Street, adjoining the project site to the west, is a designated Avenue III that is currently dedicated to a width of 60 feet and improved with a roadway, curb, gutter, and sidewalk. As required by Vesting Tentative Tract Map No. 74596, a six-foot wide public right-of-way must be dedicated along Mateo Street adjoining the project site to complete a 36-foot wide half right-of-way in accordance with Avenue III Standards of Mobility Plan 2035. Mateo Street must be improved to provide concrete curb, gutter, a 13-foot full width sidewalk with tree wells, and suitable surfacing to complete a 23-foot half roadway.

Sacramento Street, adjoining the project site to the south, 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. As required by Vesting Tentative Tract Map No. 74596, a three-foot wide public right-of-way must be dedicated along Sacramento Street adjoining the project site to complete a 33-foot wide half right-of-way in accordance with Collector Street Standards of Mobility Plan 2035. Sacramento Street must be improved to 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 must also provide a 20-foot radius property line return at the intersection of Sacramento Street and Mateo Street.

Public Transit

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. 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 Los Angeles Department of Transportation (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.

Relevant Cases

Subject Property:

Case No. VTT-74596 – On June 2, 2021, the Advisory Agency approved Vesting Tentative Tract Map No. 74596, stamp-dated October 3, 2019, composed of one (1) master ground lot and six (6) airspace lots for a maximum of 106 live/work condominium units. The Advisory Agency approved the haul route to export 38,985 cubic yards of earth material and limited dedication on Bay Street, Mateo Street, and Sacramento Street, and designated the lot lines along Bay Street, Mateo Street, and Sacramento Street as the Front Lot Lines and easterly lot lines as the Side Lot Lines of the tract map. The Advisory Agency dismissed the request to waive the parking requirements pertaining to new condominiums in Advisory Agency Policy No. 2006-2 inasmuch as the project is subject to the Central City Parking District parking requirements in LAMC Section 12.21 A.4(p) or Density Bonus and Affordable Housing Incentive Program parking requirements in LAMC Section 12.22 A.25(d)(1). The decision was subsequently appealed and will be heard concurrently by the City Planning Commission on July 22, 2021.

Ordinance No. 164,855 – SA2520 – On June 27, 1989, Ordinance No. 164,855 became effective, amending Section 12.04 of the Los Angeles Municipal Code by amending the Zoning Map. The Ordinance changed the Height District of the subject property located within Subarea 2520 from 3 to 1.

Surrounding Properties within a 1,000-Foot Radius:

Case No. CPC-2021-2231-GPA-VZC-HD-VCU-ZV-SPR – A pending application for a General Plan Amendment to amend the Central City North Community Plan to redesignate a portion of the project site from Heavy Manufacturing to Regional Center Commercial, a Vesting Zone and Height District Change from M3-1-RIO to C2-2-RIO, a Vesting Conditional Use for a Major Development Project and floor area ratio averaging in a Unified Development, a Zone Variance to permit a loading zone to be provided with

vehicular access from a public street, and a Site Plan Review for a project creating more than 50,000 gross square feet of non-residential floor area, for a new commercial creative office campus located at 2045 East Violet Street.

Case No. VTT-83382 – A pending application for a Vesting Tentative Tract Map for the merger and resubdivision of land of portions of 7th Place, Violet Street, Santa Fe Avenue, and the abutting public alley; maintenance of the existing 30-foot width of the abutting half right-of-way of Violet Street, existing 40-foot width of the abutting half right-of-way of Santa Fe Avenue, and existing 40-foot width of the abutting half right-of-way of 7th Street; and the haul route of more than 1,000 cubic yards of earth material, for a new commercial creative office campus located at 2045 East Violet Street.

Case No. CPC-2017-624-VZC-HD-MCUP-ZAA-SPR – A pending application for a Vesting Zone and Height District Change from M3-1-RIO to M3-2D-RIO, a Master Conditional Use Permit for the sale and/or dispensing of a full line of alcoholic beverages for on- and off-site consumption for up to six establishments, a Zoning Administrator's Adjustment to allow the use of pre-dedication lot area to calculate FAR, and a Site Plan Review for an eight-story mixed-use development comprised of 222,189 square feet of creative office uses with accessory retail and restaurant spaces, located at 2159 East Bay Street.

Case No. VTT-74928 – A pending application for a Vesting Tentative Tract Map for one ground lot and four commercial condominium units for an eight-story mixed-use development comprised of 222,189 square feet of creative office uses with accessory retail and restaurant spaces, located at 2159 East Bay Street.

Case No. CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR – On April 8, 2021, the City Planning Commission approved and recommended that the Mayor and City Council adopt a General Plan Amendment to the Central City North Community Plan to change the land use designation from Heavy Industrial to Regional Center Commercial; approved and recommended that the City Council adopt a Vesting Zone and Height District Change from M3-1-RIO to [T][Q]C2-2-RIO and a Developer Incentive to permit a zero-foot side yard in lieu of the 16 feet for the residential floors along the eastern property line; approved a Vesting Conditional Use Permit to permit floor area averaging and density transfer within a Unified Development in a C Zone; approved a Master Conditional Use Permit for the on-site sale of a full line of alcoholic beverages within 10 establishments; approved a Site Plan Review for a project that results in an increase of 50 or more dwelling units and more than 50,000 gross square feet of non-residential floor area for a new mixed-use project containing 347 live/work units, including 18 Extremely Low Income units and 39 Very Low Income units, 187,374 square feet of office space, and 21,858 square feet of commercial uses, located at 2117-2147 East Violet Street and 2118-2142 East 7th Place.

Case No. VTT-74890-CN-1A – On April 8, 2021, the City Planning Commission denied an appeal and sustained the Advisory Agency's decision to approve Vesting Tentative Tract Map No. 74890-CN for the merger and resubdivision of a site comprised of 16 existing lots into three ground lots and 363 residential and eight (8) commercial condominiums, and a haul route for the export of 239,500 cubic yards of soil for a mixed-use project, located at 2117-2147 East Violet Street and 2118-2142 East 7th Place.

Case No. CPC-2016-3479-GPA-VZC-HD-SPR-1A – On November 14, 2019, the City Planning Commission approved and recommended that the Mayor and City Council adopt a General Plan Amendment to the Central City North Community Plan to change the Land Use Designation of the project site from Heavy Industrial to Commercial Industrial land use; approved and recommended that the City Council adopt a Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]CM-2D-RIO; approved a Site Plan Review

for a development project that creates 50 or more dwelling units and/or 50,000 gross square feet of non-residential floor area for a project involving the demolition of an existing 4,000-square-foot manufacturing building, maintenance of an open-air warehouse shed, and construction, use and maintenance of a new mixed-use development containing 110 live/work units, including 11 Restricted Affordable Units, and 113,350 square feet of creative office, 50,848 square feet of new commercial space, and 8,114 square feet of covered ancillary space, located at 2110-2130 East Bay Street and 2141 East Sacramento Street. On June 30, 2020, the City Council adopted the General Plan Amendment, Vesting Zone Change and Height District Change and approved the Site Plan Review.

Case No. VTT-74564-2A – On November 14, 2019, the City Planning Commission denied an appeal and sustained the Advisory Agency’s decision to approve Vesting Tentative Tract Map No. 74564 for the merger and resubdivision of an approximately 1.76-acre site to create one master ground lot comprising the entire site, and an Adjustment in density of less than 20 percent in the CM Zone lot area requirements to permit a density equal to one unit per 712 square feet of lot area for a mixed-use project located at 2110-2130 East Bay Street and 2141 East Sacramento Street. On June 30, 2020, the City Council denied an appeal and sustained the City Planning Commission’s decision to approve Vesting Tentative Tract Map No. 74564.

Case No. CPC-2016-1706-VZC-HD-SPR – On December 14, 2016, the City Planning Commission recommended that the City Council adopt a Zone Change and Height District Change from M3-1-RIO (Manufacturing Zone with a maximum 1.5:1 FAR) to (T)(Q)M3-2D-RIO (Manufacturing Zone with a maximum 3:1 FAR); and a Site Plan Review for a development which creates, or results in an increase of 50,000 gross square feet or more of non-residential floor area for a project involving the demolition of an industrial warehouse and scrap metal yard, and the construction, use and maintenance of a 96,936-square-foot nine-story office building, located at 2136-2148 East Violet Street. On June 12, 2018, the City Council adopted the Zone Change and Height District Change.

REQUESTED ENTITLEMENTS

The application with a request for a General Plan Amendment, Vesting Zone Change, Height District Change, Density Bonus and Affordable Housing Incentive Program Review, and Site Plan Review under Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR was submitted to the Department of City Planning on November 30, 2016. An application for a Vesting Tentative Tract Map under Case No. VTT-74596 was also submitted on November 30, 2016. These applications were reviewed and deemed complete for processing on December 6, 2016. The Department of City Planning memo titled *Clarification of Development Projects Subject to Measure JJJ* and dated December 13, 2016, states that a project that was deemed complete as of December 13, 2016 is exempt from Measure JJJ, codified in LAMC Section 11.5.11. Because the applications, including a Vesting Zone Change and Vesting Tentative Tract Map, were deemed complete prior to December 13, 2016, the proposed project is not subject to Measure JJJ.

General Plan Amendment and Footnotes

The Applicant requests a General Plan Amendment to the Central City North Community Plan to amend the land use designation of the project site from Heavy Manufacturing to Commercial Industrial and remove Footnote Nos. 1 and 6 of the General Plan Land Use Map from the project site to permit Height District No. 2 in the CM Zone, pursuant to Los Angeles Charter Section 555 and LAMC Section 11.5.6. The General Plan Amendment was initiated by the Director of Planning on November 28, 2016.

The project site is designated for Heavy Manufacturing land uses by the Central City North Community Plan with a corresponding zone of M3, which does not allow residential uses. In order to allow the project site to be developed with a mixed-use project with live/work units, and have a consistent land use designation with the proposed CM-2 Zone, the Applicant requests a General Plan Amendment to the Central City North Community Plan to change the land use designation of the project site to Commercial Industrial, which corresponds to the CM and P Zones.



Figure 5. Map of Existing Heavy Manufacturing Land Use



Figure 6. Map of Proposed Commercial Industrial Land Use

The Heavy Manufacturing land use has two Footnotes per the Central City North Community Plan General Land Use Map: (1) Footnote No. 1 which limits properties with the Industrial land use designation to Height District No. 1; and (2) Footnote No. 6 which 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 2 in the CM Zone. This would allow the project site with a CM-2 Zone to have a maximum

FAR of 6:1 in lieu of 1.5:1 or 3:1. By excluding the project site from these two Footnotes, the City Planning Commission may consider recommending the adoption of “D” Development Limitations that are appropriate for the site and surrounding area, as part of the Height District Change.

Vesting Zone Change and Height District Change

The project site is currently zoned M3-1-RIO. M3 is a Heavy Industrial Zone which allows commercial and industrial uses but not residential uses. The Applicant requests a Vesting Zone and Height District Change from M3-1-RIO to CM-2-RIO to allow for the development of the project site into a mixed-use building containing live-work units. The Height District Change would allow a maximum FAR of 6:1.



Figure 7. Map of Existing M3 Zone



Figure 8. Map of Proposed CM Zone

Density Bonus and Affordable Housing Incentive Program Review

The project is seeking a density bonus pursuant to LAMC Section 12.22 A.25 and the Government Code for a site deemed complete in 2016. The project site would be zoned [T][Q]CM-2D-RIO with the approval of the requested Vesting Zone and Height District Change. Without the Zone Change, the property’s zone would remain as M3, which would not allow for any residential uses. 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 order to qualify for one On-Menu Incentive, the project has to set aside five (5) percent of the 78 base density units, that is four (4) units, for Very Low Income Households. The Applicant also requests a 35-percent density increase per the Density Bonus Ordinance to allow a total of 106 units, including 78 base density units and 28 density bonus units. In order to qualify for the density increase, the project has to set aside 11 percent of the 78 base density units, that is nine (9) units, for Very Low Income Households. The four (4) Very Low Income units required for the On-Menu Incentive can be included in the nine (9) Very Low Income units required for the density bonus. The project proposes to set aside nine (9) units for Very Low Income Households and therefore qualifies for both the density increase and one On-Menu Incentive.

Site Plan Review

The proposed project involves the construction of a new mixed-use building containing 106 live/work units and 119,845 square feet of commercial space, including retail, restaurant and office. The Applicant requests a Site Plan Review for a development project which creates 50,000 gross square feet or more of nonresidential floor area and 50 or more dwelling units.

CONSIDERATIONS

Conversion of Industrial Land to Live/Work Residential and Commercial Uses

Downtown Community Plan (DTLA 2040) Update

The City of Los Angeles is currently in the process of updating the exiting Central City and Central City North Community Plans to create the new Downtown Community Plan, also known as DTLA 2040. DTLA 2040 envisions a sustainable, equitable and inclusive future for Downtown, and seeks to accommodate anticipated growth through 2040 while creating a livable and healthy community for workers, residents and visitors. The Downtown Community Plan will include policies, plans and implementation programs that frame the City's long-term priorities for the area and amend the General Plan Land Use Map to re-designate the area with new land use designations.

The project site is proposed to be designated as Hybrid Industrial in the new Downtown Community Plan. According to the *City Planning Commission Recommendation Report (Recommendation Report)* prepared for the Downtown Community Plan update dated June 17, 2021¹, "the Hybrid Industrial designation is designed to account for the evolution of land uses and employment activities over time. The proposed designations will continue to allow for light industrial and manufacturing uses, in addition to non-industrial uses, namely limited residential, as long as a minimum square footage of a project is set aside for productive uses. Hybrid Industrial designations would allow for a greater variety of industrial and employment uses such as office, heavy commercial, and light industrial, and limited residential uses would be permitted only when a minimum area is reserved for productive uses. The higher development potential permitted under the Downtown Community Plan will enable higher intensity of employment uses within

¹ https://planning.lacity.org/odocument/04ca2a68-c5fd-4a26-90c2-8128910239f7/DRAFT_DTLA_CPC_Staff_Recommendation_Report.pdf

these areas, while accommodating limited residential uses in proximity to job-generating uses. The Hybrid Industrial designations would allow for a limited amount of residential and live/work use not previously allowed by-right in the industrial designated areas. This approach would help transition the existing employment emphasis areas to the surrounding mixed-use neighborhoods.”

The *Recommendation Report* also states: “Today’s ‘industrial’ jobs are not solely traditional 20th Century manufacturing and warehousing jobs, but also include jobs in ‘cleantech’ and ‘green’ companies, research and development businesses, food production and more. The [proposed plan] employs a set of land use tools to achieve the following: ensure availability of land for traditional industries [...]; create opportunities for innovative and evolving new industries; and allow for transitioning industrial areas for the introduction of housing and services, while ensuring continued focus on jobs [...]” The *Recommendation Report* further elaborates that “the Hybrid Industrial designation requires a minimum baseline of employment uses, and residential uses are limited to live/work units or through conversion of existing buildings to Joint Live and Work Quarters” and “the purpose of this designation is to balance live/work residential uses, with production and employment activity that is supported by commercial, retail, hotel and community amenities.”

The project proposes 106 live/work condominium units in addition to 119,845 square feet of non-residential uses, including 13,979 square feet of retail, 92,740 square feet of office space, and 13,126 square feet of restaurant uses. While the requested General Plan Amendment would change the land use designation of the project site from Heavy Manufacturing to Commercial Industrial, and the Zone Change would change the zone from M3 to CM, the proposed project is consistent with DTLA 2040’s goals and vision for the project site and immediate surrounding area, as the project provides a variety of employment uses such as office, retail and restaurant while providing 106 live/work condominium units. The project would provide a housing type that is consistent with the limited residential uses that are envisioned for the area. Additionally, the live/work units would be in proximity to job-generating uses while helping transition the existing employment emphasis areas to the surrounding mixed-use neighborhoods.

According to the Draft Zoning Map of the DTLA 2040, the project site would be zoned [MM1-CDF1-5][IX4-FA][CPIO] (see Exhibit F – DTLA 2040 Draft Zoning Map Subarea I9). The Industrial-Mixed Zone (IX4) Use District supports office and commercial uses, research and development, and wholesale and light industrial uses while also allowing for a limited amount of live/work units. The project site would be permitted a base maximum FAR of 1.5:1 and a maximum FAR of 4.5:1 with the utilization of the DTLA 2040’s Affordable Housing Incentive Program or Community Benefits Program. The IX4 Use District requires the base 1.5:1 FAR to be used for office and light manufacturing uses (not retail and restaurant uses), and the remaining 3:1 of the maximum 4.5:1 FAR permitted to be allocated towards live/work units through the utilization of the Affordable Housing Incentive Program or Community Benefits Program. The project involves the construction of a new mixed-use building with a total floor area of 257,287 square feet at a 4.37:1 FAR, of which 92,740 square feet, or 1.58:1 FAR, is allocated towards office uses, and the remaining 2.79:1 FAR is allocated towards retail, restaurant and live/work uses. As such, the proposed project would be consistent with the land use designation and zoning in the DTLA 2040.

Artists-in-Residence District

The Central City North Community Plan recognizes seven subareas within the Plan, each with its own unique identity. The project site is in the South Industrial subarea, which is bounded by the City of Vernon to the south, Los Angeles River to the east, Third Street to the north and Alameda Street to the west (see yellow boundaries in Figure 9 below). According to the Community Plan, 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 (see red boundaries in Figure 9 below). 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."



Figure 9. Artists-in-Residence Subarea (Red) and South Industrial Subarea (Yellow)

Historically, the Department of City Planning has implemented the Community Plan goal of strengthening the Artists-in-Residence District in the Community Plan Area through regulatory tools embedded into the Zoning Code. For example, the Zoning Administrator has the authority to permit joint living and work quarters in commercial and industrial buildings in the CR, MR1, MR2, M1, M2 and M3 Zones. In this instance, however, the project site has two existing buildings which were formerly operated by Metro and used as a service center for transit buses and a surface parking lot. The main building located at the northwest corner of the site is a one-story building with approximately 16,960 square feet of building area, and the other building located at the southeast corner of the site is more of a structure, rather than a building, that functions as a large carport to house Metro buses. As such, the existing buildings on the project site are not suitable to convert to adaptive reuse buildings with dwelling units. The proposed General Plan Amendment and Vesting Zone and Height District Change would enable the new construction of a building that evokes the historic industrial character of the District and further supports the Artists-in-Residence community while providing retail and office spaces that are compatible with industrial land uses.

Furthermore, 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. 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.

Industrial Land Use Policy (ILUP)

Between 2005 and 2007, the City of Los Angeles Department of City Planning and the Community Redevelopment Agency Los Angeles Chapter (CRA/LA) undertook a 24-month study of land zoned for industrial use within the City to re-evaluate the viability of the City's industrial districts, particularly those areas experiencing the greatest pressure to convert to other uses, including industrial districts located in the Central City and Central City North Community Plan Areas. The City of Los Angeles established a policy to preserve and retain industrial land for job protecting uses with a memorandum giving direction and guidance to staff of the Planning Department and CRA/LA.

The ILUP established four typologies of industrial districts: Employment Protection Districts, Industrial Mixed-Use Districts, Transition Districts and Correction Areas. The project site is in the Central City North – Alameda Employment Protection District: Analysis Area 5, described as “Areas where industrial zoning should be maintained, i.e., where adopted General Plan, Community Plan and Redevelopment Plan industrial land use designations should continue to be implemented (see Exhibit G – Industrial Land Use Policy, Central City North – Alameda: Analysis Area 5). Residential uses in these Districts are not appropriate.” However, the ILUP's analysis from 2005 to 2007 no longer reflects the economic trends that have transformed land uses in the surrounding area, which has evolved to include numerous live-work and commercial developments. As previously mentioned, the proposed project would be located within walking distance to existing and currently under construction live/work buildings in the vicinity. While the ILUP reflects the City's direction and guidance roughly 15 years ago, the current trends and the City's vision to promote the development of hybrid industrial uses that provide an opportunity for local employees to live and work in proximity and support the integration of production and employment activities with live/work uses are better reflected in the new draft Downtown Community Plan.

While the proposed project does not preserve the industrial land use, it does expand employment opportunities and housing through a cluster of uses and supports the growth of the production and industrial hub of the future Hybrid Industrial District per the Downtown Community Plan. Furthermore, the purpose of the ILUP, as stated in its memo, was to serve as a guidance document for the City and CRA/LA staff, and not as required policy. The ILUP does allow for flexibility by stating that if unique circumstances existed to approve change of use or zone in an Employment Protection District, the findings for such determination under Policy 3.14.6 of the Framework Land Use Policies must be clearly articulated and the project should be required to incorporate community benefits. The findings have been made herein demonstrating the changing character of the area and its unique identity as an economic hub near mass transit. The project also provides various community benefits such as open space, street improvements, affordable housing and job-producing space. Lastly, the ILUP is a guidance document and does not limit the City Council's ability to exercise its legislative authority to approve the requested General Plan Amendment and Vesting Zone and Height District Change.

Nonetheless, to ensure compatibility with neighboring existing warehouse and commercial structures and to strengthen the district, the Department of City Planning encouraged design that is respectful of and compatible with the industrial character of the neighborhood. 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. As designed, the proposed project would significantly improve the built environment and be compatible with the evolving district.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Department of City Planning, Urban Design Studio (UDS) on July 24, 2019 and the Professional Volunteer Program (PVP) Panel on December 3, 2019. The project team, including the architect, then had a meeting with UDS on January 9, 2020 to respond to UDS and PVP's comments and explain the rationale for their design decisions. Overall, UDS and PVP provided positive comments regarding the project's architectural design and did not have significant issues with the overall design. The following is a summary of UDS and PVP comments as well as the applicant's responses.

Pedestrian-First

UDS and PVP liked the long-term bicycle parking on Sacramento Street as it has an excellent access feature and asked the project team to retain it. However, they asked the project team to consider placing windows or translucent glazing on the wall of the long-term bicycle parking rooms so that natural light could seep into the area. They also recommended that the short-term bicycle parking be located in a more prominent and visible location. They expressed concerns with the drop-off location along Mateo Street, as it would interrupt the sidewalk and create conflict between vehicular traffic and bicyclists. They recommended that the project consolidate pick-up and drop-off lane along Bay Street and minimize widths of the two driveways to the maximum extent allowable by LADOT.

The project team responded to the comments by stating that opening the walls along the property line for the long-term bicycle parking rooms would create an issue with the Building Code. They also responded that there are five (5) short-term bicycle parking stalls off Mateo Street and for other short-term spaces, signage and graphics will be added to make bike parking more prominent. Regarding the drop-off location, the project team stated that the rideshare pick-up and drop-off area on Mateo Street is essential to the commercial and restaurant uses at the project site and must remain. They mentioned that there is already a "parking lane" adjacent to the site on Mateo Street, and that a drop-off area can be achieved on Mateo Street by requesting LADOT to designate a portion of the curb adjacent to the site as a passenger loading zone instead. With regards to the driveway widths, the team responded by stating that the driveway widths are determined by LADOT and cannot be further narrowed due to line-of-sight issues.

360-Degree Design

In general, UDS and PVP had questions and comments about the neighborhood context and the project's relationship and compatibility to the existing buildings as well as new proposed projects in the immediate area and the Los Angeles River. They suggested that having windows that open fully in live/work units would add to the variation of the facades.

The project team responded that the material palette speaks to the aesthetics and materials of the neighborhood, such as brick and concrete, which resulted from performing a neighborhood study of materials. They also stated that the streetscape design is intended to be in dialogue with Mateo Street and the project will provide operable windows in all residential units.

Climate Adaptive Design

UDS and PVP stated that if the live/work units have floor-to-ceiling sections of windows that open to the balconies, then they are generously sized and to be applauded. However, if they are not, UDS and PVP asked if the project team could take out an extra foot or two in the balcony width to add more depth to the balconies and make them more usable. They also stated that the project team needs to provide more detail on the landscape plans and had specific suggestions on the types and species of trees, shrubs and groundcover to use for the project. Specifically, they

applauded the use of California native plants but recommended that they avoid using highly invasive Mexican feather grass. UDS and PVP requested that they consider adding parkways on Bay and Sacramento Streets, checking soil depths and volumes required to support the trees and other plants, and eliminating artificial turf.

The project team responded that there is no room to take out additional spaces from the balconies, as it will compromise the unit sizes, and the balconies on the west elevation are already projecting into the right-of-way (which has been approved per the Vesting Tentative Tract Map). With regards to landscaping, the project team submitted an updated set of landscape plans showing more details than originally shown. They responded that they would work with Bureau of Street Services and Urban Forestry Division to provide appropriate tree and plant types as well as the soil depth and volume. They also stated that adding parkways to Bay and Sacramento Streets is not possible as they would have to set the building back more. Lastly, they minimized the use of artificial turf on the third and roof levels.

PUBLIC HEARING

A joint public hearing was conducted telephonically through Zoom by the Deputy Advisory Agency for the Vesting Tentative Tract Map and the Hearing Officer on behalf of the City Planning Commission on February 25, 2021 at 10:30 AM. In attendance were the project applicant and representatives, nine (9) members of the public, and a Representative from Council District (CD) 14.

All nine (9) members of the public were supportive of the project and provided the following testimony:

- The design is absolutely stunning and the public is excited to have the project as neighbors.
- The project is a great asset to the community.
- The development adds to the character of the Arts District and will enhance the neighborhood where the buildings can benefit from an upgrade.
- The existing neighborhood is blighted, but the project will improve the market by bringing more housing including affordable housing and activating Mateo Street.
- There is currently a lack of institutional and quality office projects tailored to smaller tenants, but this project will allow for mom and pops to have a place to work.
- This project is crucial to bridge activity between Santa Fe Street and further west, and it is located at the center of so many properties that will be developed in the future.
- This is a great live/work project providing opportunities for less traffic generation with excellent retail that will bring activity to Mateo Street. It is anything but what is there now.

The Representative from CD 14 did not provide any comments at the hearing.

CONCLUSION

Based on the information submitted to the record, staff recommends that the City Planning Commission adopt the SCEA; approve and recommend that the Mayor and the City Council adopt a General Plan Amendment to the Central City North Community Plan to amend the land use designation of the project site from Heavy Manufacturing to Commercial Industrial and remove Footnote Nos. 1 and 6 of the General Plan Land Use Map from the project site to permit Height District 2 in the CM Zone; approve and recommend that the City Council adopt a Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]CM-2D-RIO to permit residential uses on the project site and allow a maximum floor area ratio of 4.37:1; approve a Density Bonus and Affordable Housing Incentive Program Review for a Housing Development Project containing a total of 106 live/work condominium units, reserving nine (9) units for Very Low Income Households

for a period of 55 years to permit an On-Menu Incentive allowing 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; approve a Site Plan Review for a development project which creates 50 or more dwelling units and 50,000 gross square feet or more of nonresidential floor area; adopt the attached Conditions of Approval and Findings; and advise the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.

CONDITIONS FOR EFFECTUATING [T] TENTATIVE CLASSIFICATION REMOVAL

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

1. Dedications and Improvements. Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies as may be necessary).

A. Responsibilities/Guarantees

- (1) As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
- (2) Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

B. Dedication Required

- (1) That a 3-foot wide public right-of-way be dedicated along Bay Street adjoining the tract to complete a 33-foot wide half right-of-way in accordance with Collector Street Standards of LA Mobility Plan including a 20-foot radius property line return at the intersection with Mateo Street. **Above dedication shall be limited to a height of 18-feet measured from the finished sidewalk surface.**
- (2) That a 3-foot wide public right-of-way be dedicated along Sacramento Street adjoining the tract to complete a 33-foot wide half right-of-way in accordance with Collector Street Standards of LA Mobility Plan including a 20-foot radius property line return at the intersection with Mateo Street. **Above dedication shall be limited to a height of 18-feet measured from the finished sidewalk surface.**
- (3) That a 6-foot wide public right-of-way be dedicated along Mateo Street adjoining the tract to complete a 36-foot wide half right-of-way in accordance with Avenue III Street Standards of LA Mobility Plan including a 20-foot radius property line return at the intersection with Mateo Street. **The width of 3-foot dedication measured from the new property line shall be limited to a height of 18-feet measured from the finished sidewalk surface.**

C. Improvements Required

- (1) Improve Bay Street and Sacramento Street being dedicated and adjoining the subdivision by the construction of the followings:
 - a. Concrete curbs, concrete gutters, and 13-foot full-width concrete sidewalks with tree wells.
 - b. Suitable surfacing to join the existing pavement and to complete 20-foot half roadways.
 - c. Any necessary removal and reconstruction of existing improvements.
 - d. The necessary transitions to join the existing improvement all satisfactory to the City Engineer.
 - e. Additional roadway improvement may be necessary beyond the centerline satisfactory to the Central District Engineering Office.
 - (2) Improve Mateo being dedicated and adjoining the subdivision by the construction of the following:
 - a. Concrete curbs, concrete gutters, and 13-foot full-width concrete sidewalk with tree wells.
 - b. Suitable surfacing to join the existing pavement and to complete a 23-foot half roadway.
 - c. Any necessary removal and reconstruction of existing improvements.
 - d. The necessary transitions to join the existing improvement all satisfactory to the City Engineer.
 - e. Additional roadway improvement may be necessary beyond the centerline satisfactory to the Central District Engineering Office.
 - (3) That, if necessary, new off-site relief sewer construction may be required if the existing sewers do not have the capacity to handle the flow generated by the project.
2. Street Lighting: Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.
 - A. Construct new street lights: two (2) on Bay Street, three (3) on Mateo Street, and three (3) on Sacramento Street.

Notes: The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection. Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering condition S-3 (i) per VTT-74596 LOD, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

3. Urban Forestry – Street Trees: Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of

the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction to expedite tree planting.

Note: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: (213) 847-3077 for permit information. CEQA document must address parkway tree removals.

4. Department of Building and Safety, Grading Division. Comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.
5. Fire Department. Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval.
6. Department of Recreation and Parks. The Quimby Fee shall be based on the CM Zone.

Notice: If conditions dictate, connections to the public sewer system may be postponed until adequate capacity is available.

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

[Q] QUALIFIED CONDITIONS

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

1. **Site Development.** The use and development of the subject property shall be in substantial conformance with the plans stamped Exhibit "A" and dated January 22, 2021. No change to the plans shall be made without prior review by the Department of City Planning and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Use.** The use and area regulations of the development shall be for uses as permitted in the CM Zone as defined in LAMC Section 12.17.1, except as modified by the Conditions of Approval for Case Nos. CPC-2016-4554-GPA-VZC-HD-DB-SPR and VTT-74596.
 - a. Residential uses shall be limited to a maximum density of 106 live/work units, including 28 Density Bonus Units. Live/work units shall be designed to comply with Section 419 of the Los Angeles Building Code.
 - b. A minimum of 119,845 square feet of the project floor area shall be utilized as retail, restaurant and creative office space, as shown in Exhibit "A" dated January 22, 2021.
3. **Affordable Housing.** A minimum of nine (9) units, that is 11 percent of the 78 base density units, shall be reserved for Very Low Income Households, as defined in Section 50105 of the Health and Safety Code, to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA).

“D” DEVELOPMENT LIMITATIONS

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

1. **Floor Area.** The total floor area of all buildings or structures located on the lot shall not exceed a Floor Area Ratio (FAR) of 4.37:1.
2. **Height.** The height of all buildings located on the lot shall not exceed a height of 127 feet, as measured from Grade to the top of the parapet. Roof structures and equipment identified in LAMC Section 12.21.1 B.3 may exceed the 127-foot height limit by a maximum of 10 feet.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.25 and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped Exhibit "A" and dated January 22, 2021 and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Density Calculation.** A gross lot area of 62,111 square feet, which includes any land required to be dedicated for street or alley purposes, shall be used for purposes of calculating the maximum density, permitting a base density of 78 units for the subject property in the CM Zone.
3. **Residential Density.** The project shall be limited to a maximum density of 106 live/work units including 28 Density Bonus Units.
4. **Live/Work Housing.** The live/work units shall be designed to comply with Section 419 of the Los Angeles Building Code.
5. **Non-Residential Space.** A minimum of 119,845 square feet of the floor area shall be utilized as retail, restaurant and creative office space, as shown in Exhibit "A" dated January 22, 2021.
6. **On-Site Affordable Units.** A minimum of nine (9) units, that is 11 percent of the 78 base density units, shall be reserved for Very Low Income Households, as defined in Section 50105 of the Health and Safety Code, to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA).
7. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25(a) through (d).
8. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute and record a covenant and agreement running with the land to the satisfaction of HCIDLA. The covenant shall bind the owner to reserve nine (9) units, that is 11 percent of the 78 base density units, available to Very Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in the case file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and any monitoring requirements established by the HCIDLA.
9. **Residential Automobile Parking.** The minimum number of residential automobile parking spaces shall be provided as required by LAMC Sections 12.21 A.4 (bicycle parking replacement) and 12.21 A.4(p)(1).

10. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, except for parking for Restricted Affordable Units.
11. **Non-Residential Automobile Parking.** The minimum number of non-residential automobile parking spaces shall be provided as required by LAMC Sections 12.21 A.4 (bicycle parking replacement) and 12.21 A.4(x)(3).
12. **Electric Vehicle Parking.** The project shall comply with the electric vehicle charging spaces (EV spaces) and electric vehicle charging stations (EVCS) regulations set forth in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
13. **Bicycle Parking.** Bicycle parking stalls for residential and non-residential uses shall be provided pursuant to LAMC Sections 12.21 A.4 and 12.21 A.16.
14. **Driveways.** Driveways shall be limited to one on Bay Street and one on Sacramento Street. Driveway widths shall be the minimum permitted by the Los Angeles Department of Transportation.
15. **Open Space.** The project shall provide usable open space as required by LAMC Section 12.21 G.
16. **Building Materials and Glazing.** All exterior building materials and surfaces and the amount of glazing shall be in substantial conformance with Sheets A4.01, A4.02, A4.03, A4.04, and A4.05 of Exhibit "A" stamp-dated January 22, 2021. Substitutes of an equal quality may be permitted to the satisfaction of the Department of City Planning, Central Project Planning Division.
17. **Glare.** The exterior of the proposed structure shall be constructed of high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
18. **Parking Screening.** With the exception of vehicle and pedestrian entrances on the ground floor, facades of all above-grade vehicle parking garage shall be enclosed and screened with exposed concrete material on the north and east elevations and a corridor and an MEP area behind the floor to ceiling glass façade on the south elevation to minimize visual impacts on the public realm, as shown on Sheets A2.02, A4.01, A4.02, and A4.04 with Exhibit "A."
19. **Art Mural.** The project shall provide an art mural on the ground floor façade of the south elevation, as shown on Sheet A4.02 of Exhibit "A." Prior to the issuance of building permits, the project shall receive approval from the Department of Cultural Affairs for the proposed art mural. Any art mural installed on the building façade shall be in compliance with all applicable City regulations, pursuant to LAMC Section 14.4.20 and 22.119 of the Los Angeles Administrative Code, subject to the approval from the Department of Cultural Affairs.
20. **Landscape Plan.**
 - a. All open areas not used for buildings, driveways, parking areas, recreational facilities or pedestrian pathways shall be attractively landscaped. All landscaped areas shall include an automatic irrigation system and 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.
 - b. The landscape plan shall indicate landscape points for the project equivalent to **10% more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O". All

open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

- c. The project shall plant a minimum of 27 24-inch box or larger trees on-site and/or in the public right-of-way pursuant to LAMC Section 12.21 G.2.
21. **Solar.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
22. **Trash Storage.** Trash storage and collection shall be enclosed in the parking garage and not be visible from the public right-of-way. Trash collection shall occur within the enclosed parking garage and shall not interfere with traffic on any public street.
23. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. All surface or ground mounted mechanical equipment shall be screened from public view and treated to match the materials and colors of the building which they serve.
24. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties and the night sky unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes.
25. **Maintenance.** The project site (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
26. **Signage.** Any signage shall comply with the Municipal Code or other applicable laws. No sign rights are granted with this case. There shall be no off-site signage on construction fencing during construction.
27. **Construction Generators.** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.
28. **River Improvement Overlay.** The project shall comply with the River Improvement Overlay (RIO) requirements set forth in LAMC Section 13.17. RIO approval shall be obtained prior to the issuance of Building Permits.

Environmental Clearance Conditions

29. **Implementation.** The Mitigation Monitoring and Reporting Program (MMRP), attached as Exhibit "B" and part of the case file, shall be enforced throughout all phases of the project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measures (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.
30. **Construction Monitor.** During the construction phase and prior to the issuance of building permits, the applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be

responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in the MMRP, attached as Exhibit "B" and part of the case file.

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

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

The project shall be in substantial conformance with the PDFs and MMs in the MMRP stamped Exhibit "B" attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with PDFs and MMs in the MMRP. If substantial conformance results in effectively deleting or modifying the PDFs and/or the MMs, the Director of Planning shall provide a written justification supported by substantial evidence as to why the PDF and/or the MM, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the project is not in substantial conformance to the adopted PDFs, MMs or MMRP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Zone Change unless the Director of Planning also finds that the change to the MMs and/or PDFs results in a substantial change to the project or the non-environmental conditions of approval.

32. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:
- a. Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning.
 - b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected

tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

- c. The Applicant shall implement the tribe's recommendations if a qualified archaeologist and a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably conclude that the tribe's recommendations are reasonable and feasible.
- d. The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- e. If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- f. The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.
- g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

Administrative Conditions

33. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
34. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
35. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

36. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
37. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
38. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
39. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of

any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

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 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. 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 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, 2012². 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.

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 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 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 Actions³, 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

³ 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 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.

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 Sacramento 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 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, 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.

- 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 voluntarily reserving 11 percent of the base density units for Very Low 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.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

A joint public hearing was conducted telephonically through Zoom by the Deputy Advisory Agency for the Vesting Tentative Tract Map and the Hearing Officer on behalf of the City Planning Commission on February 25, 2021 at 10:30 AM. In attendance were the project applicant and representatives, nine (9) members of the public, and a Representative from Council District (CD) 14.

Summary of Public Hearing Testimony

All nine (9) members of the public were supportive of the project and provided the following testimony:

- The design is absolutely stunning and the public is excited to have the project as neighbors.
- The project is a great asset to the community.
- The development adds to the character of the Arts District and will enhance the neighborhood where the buildings can benefit from an upgrade.
- The existing neighborhood is blighted, but the project will improve the market by bringing more housing including affordable housing and activating Mateo Street.
- There is currently a lack of institutional and quality office projects tailored to smaller tenants, but this project will allow for mom and pops to have a place to work.
- This project is crucial to bridge activity between Santa Fe Street and further west, and it is located at the center of so many properties that will be developed in the future.
- This is a great live/work project providing opportunities for less traffic generation with excellent retail that will bring activity to Mateo Street. It is anything but what is there now.

The Representative from CD 14 did not provide any comments at the hearing.

Written Correspondence

During the 30-day comment period for the SCEA between August 20, 2020 and September 21, 2020, one comment letter was received from Caltrans and two comment letters were received from a neighboring property owner. Caltrans commented that they agree with the City's analysis and conclusion that the project will exceed the City's Household and Work VMT thresholds but the project's transportation impact will be less than significant with implementation of Project Design Features and Mitigation Measures. Caltrans also commented that they support the Transportation Demand Management (TDM) strategies that the project has incorporated and recommended additional TDM strategies that the City may consider. The neighboring property owner's comment letter raises concerns regarding access during construction, public parking spaces, electrical and water demand, public improvements and benefits, and homelessness. A Response to Comments has been prepared by the City on February 23, 2021 ([hyperlink](#)), concluding that 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.

In addition to the comments submitted for the SCEA, the Downtown Los Angeles Neighborhood Council submitted a support letter on July 9, 2019. Additionally, the same neighboring property owner submitted three additional comment letters raising concerns about their dispute with the project applicants. Another public member submitted an email raising questions about street improvements and parking. These comment letters are included as Exhibit H – Public Comments for the City Planning Commission's consideration.

EXHIBIT A

PROJECT PLANS

CASE NO. CPC-2016-4554-GPA-VZC-HD-DB-SPR



1024 MATEO: A COMPLETE LIVE-WORK COMMUNITY

ENTITLEMENT SUBMITTAL SET - JANUARY 22, 2021

Gensler

MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021



500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

	SHEET NAME
ARCHITECTURE	
A0.00	COVER PAGE
A0.01	SHEET INDEX
A0.02	PROJECT INFORMATION
A0.03	EXISTING SITE AERIAL
A0.04	EXISTING SITE CONTEXT PHOTOS
A0.05	SOLAR SITE STUDIES
A0.06	DESIGN CONCEPT DIAGRAMS
A0.07	MASSING & MATERIALS
A0.08	SITE ACCESS & CIRCULATION DIAGRAMS
A0.09	RENDERING
A0.10	RENDERING
A0.11	RENDERING
A0.12	RENDERING
A0.13	RENDERING
A0.14	RENDERING
A0.15	RENDERING
A0.16	GROSS AREA AND OPEN SPACE DIAGRAMS
C1.00 SITE SURVEY	
C1.01	SITE TOPOGRAPHIC SURVEY
A1.00	SITE PLAN - LEVEL 01
A2.00	FLOOR PLAN - LOWER LEVEL 01
A2.01	FLOOR PLAN - LEVEL 01
A2.02	FLOOR PLAN - LEVEL 02
A2.03	FLOOR PLAN - LEVEL 03 - COURTYARD
A2.04	FLOOR PLAN - LEVEL R04
A2.05	FLOOR PLAN - LEVELS C04/R05
A2.06	FLOOR PLAN - LEVEL C05/R06
A2.07	FLOOR PLAN - LEVELS C05 MEZZANINE/R07
A2.08	FLOOR PLAN - LEVEL C06/R08 - ROOF DECK
A2.09	FLOOR PLAN - LEVEL C07/R09 - MECH
A3.01	BUILDING SECTION - COURTYARD
A3.02	BUILDING SECTION - PARKING
A4.01	ELEVATION - EAST
A4.02	ELEVATION - SOUTH
A4.03	ELEVATION - WEST
A4.04	ELEVATION - NORTH
A4.05	EXTERIOR MATERIALS
LANDSCAPE	
L0.00	LANDSCAPE PALETTE
L0.01	LANDSCAPE PLAN - LEVEL 01 - GROUND
L0.02	LANDSCAPE PLAN - LEVEL 03 - COURTYARD
L0.03	LANDSCAPE PLAN - LEVEL C06/R08 - ROOF DECK

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	11/07/2019
	REVISION ENTITLEMENT	12/04/2020

Seal/Signature _____

Project Name
MATEO

Project Number
05.1953.000
CAD File Name

Description
SHEET INDEX

Scale

A0.01

SITE INFORMATION

LEGAL SITE DESCRIPTION
PARCEL ONE:
 APN # 5166-011-012
 LOTS 73 AND 75 IN THE CITY OF LOS ANGELES, STATE OF CALIFORNIA, AS MAP RECORDED IN BOOK 25, PAGE 11.

PARCEL TWO:
 APN # 5166-011-021
 LOTS 76 TO 84 IN THE CITY OF LOS ANGELES, STATE OF CALIFORNIA, AS MAP RECORDED IN BOOK 25, PAGE 11.

GROSS (TO CENTERLINE): 85,812 SF 1.97 ACRES
 EXISTING LOT AREA: 62,111 SF 1.43 ACRES
 AREA LOST TO DEDICATIONS: 3,141 SF
 POST-DEDICATED LOT AREA: 58,970 SF 1.35 ACRES
BUILDABLE AREA: 58,970 SF

DENSITY

CURRENT ZONING: M3-1-RIO
 PROPOSED ZONING: CM-2-RIO

CM ZONE (R3) MEDIUM DENSITY 78
 DENSITY GAINED FROM 11% VERY LOW INCOME SET ASIDE 28

TOTAL PRE-DEDICATED: 106

TOTAL PROPOSED: 106

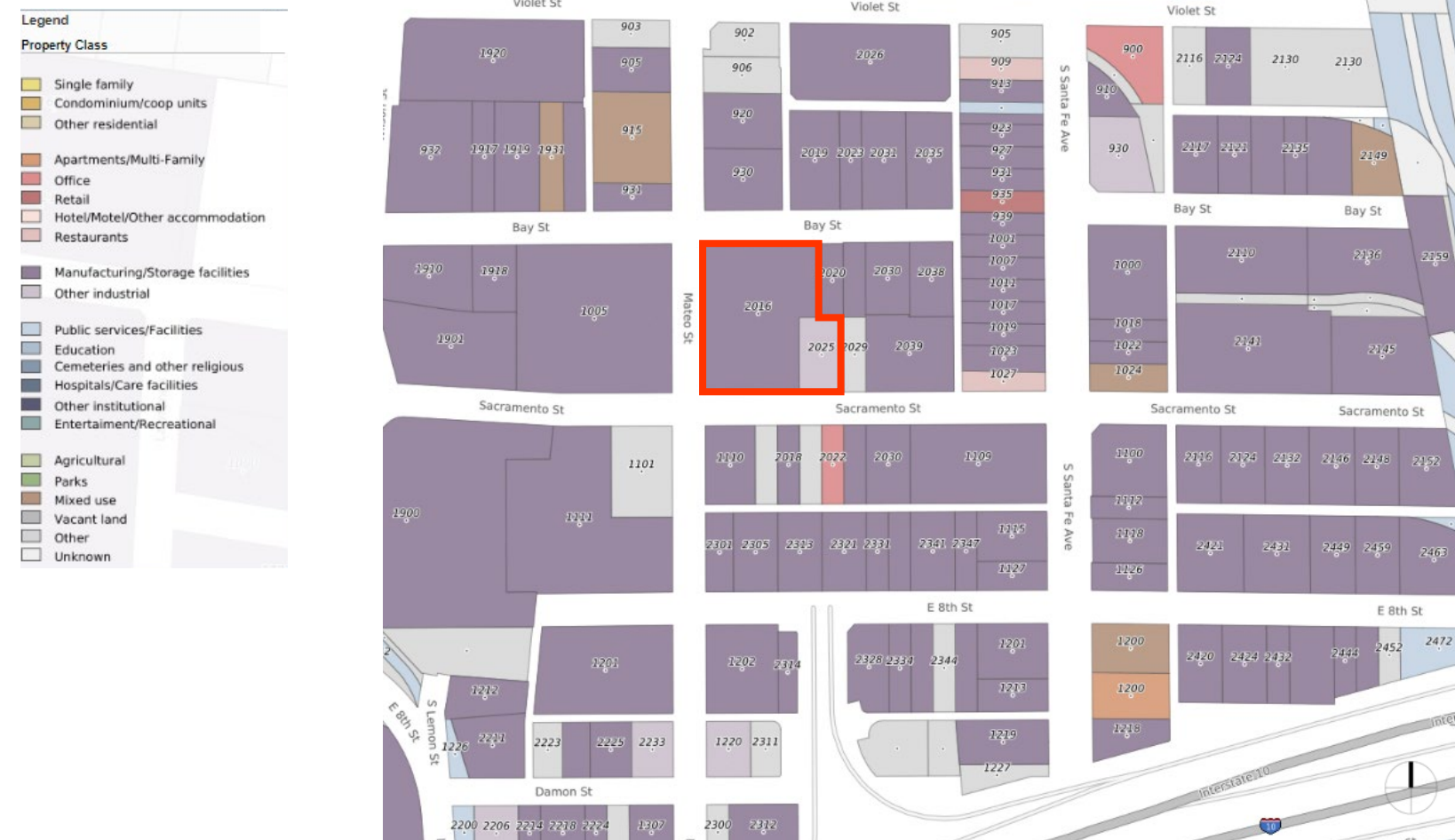
<3 HABITABLE ROOMS (STUDIO) 30
 3 HABITABLE ROOMS (1BD) 25
 >3 HABITABLE ROOMS (1BD+, 2 BD+) 51

AFFORDABLE UNIT TOTAL: 9 UNITS

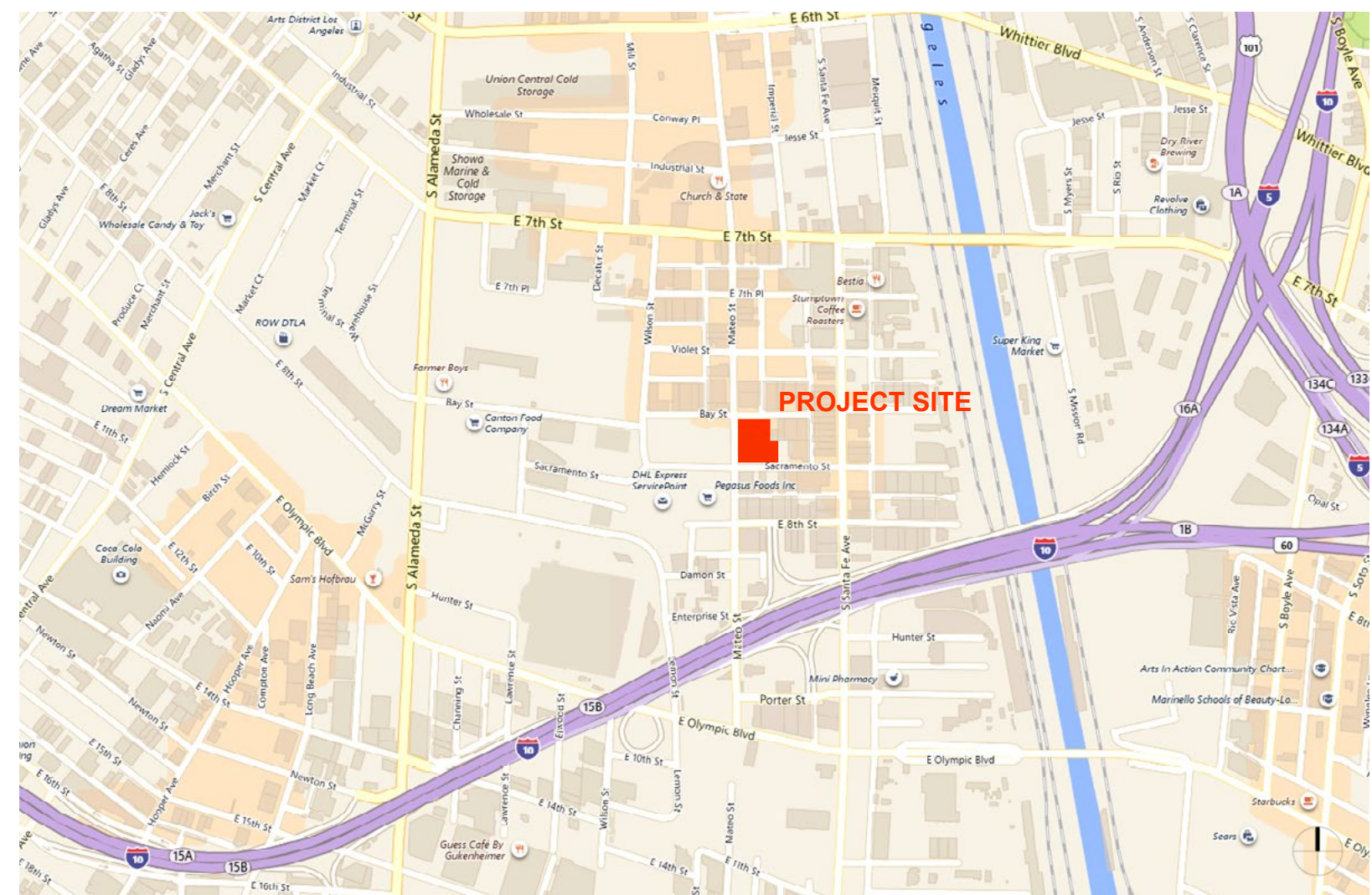
AVERAGE UNIT AREA: 886 SF

ZONING INFORMATION

LOCATION MAP



VICINITY MAP



SITE & FLOOR AREA SUMMARY

FAR	
Use:	Manufacturing, Live/Work, Restaurant, Retail, Business
Setbacks:	Commercial: None Live/Work: 15' Buffer form Heavy Industrial
Total Existing Lot Area:	62,111 sf
Buildable Lot Area:	58,970 sf
Total Permitted by CM-2-RIO Zone FAR	353,820 sf 6.0:1

	Proposed Area (SF)	
	Covered Exterior	Interior
Proposed Residential Area:	14,219	123,223
Proposed Commercial Area:	0	119,845
Total Floor Area (SF)	14,219	257,287
Floor Area Ratio (FAR):	0	4.37:1

GROSS BUILDING AREA (FAR) - BY LEVEL		BUILDING AREA (FAR) - BY PROGRAM	
LEVEL	AREA	PROGRAM	AREA
LOWER LEVEL 01	0 SF	RETAIL	13,979 SF
LEVEL 01	19,515 SF	OFFICE	92,740 SF
LEVEL 02	20,784 SF	RESTAURANT	13,126 SF
LEVEL 2.5 - LOFTS	3,282 SF	RESIDENTIAL	119,941 SF
LEVEL 03	45,852 SF	RESIDENTIAL LOFT	3,282 SF
LEVEL R04	21,564 SF	RESIDENTIAL EXTERIOR	14,219 SF
LEVEL C04	23,416 SF	GRAND TOTAL	257,287 SF
LEVEL R05	21,564 SF		
LEVEL C05/R06	44,631 SF		
LEVEL R07	21,564 SF		
LEVEL C05 - MEZZ	11,156 SF		
LEVEL C06/R08 - ROOF DECK	24,159 SF		
LEVEL C07/R09 - MECH	0 SF		
GRAND TOTAL	257,287 SF		

BUILDING HEIGHT INFORMATION

	Bldg. Height T.O. Parapet	Ground Level 1
Proposed Project:	127 ft	18'-0" Fir-Fir

BUILDING HEIGHTS PER LEVEL	
LEVEL	FLR-FLR HEIGHT
LOWER LEVEL 01	18'-0"
LEVEL 01	18'-0"
LEVEL 02	9'-0" 18'-0"
LEVEL 2.5 - LOFTS	9'-0"
LEVEL 03	16'-0" 11'-0"
LEVEL R04	11'-0"
LEVEL C04	16'-6"
LEVEL R05	11'-0"
LEVEL C05/R06	16'-0" 11'-0"
LEVEL R07	11'-0"
LEVEL C05 - MEZZ	18'-0"
LEVEL C06/R08 - ROOF DECK	18'-0"
LEVEL C07/R09 - MECH	11'-0"

UNIT MIX

Provided Unit Average Area: 886 sf

Provided Workspace Area per Unit: 150 sf
 Provided Open Floor Area per Unit: 70%

LIVE-WORK UNIT TYPES	
UNIT TYPE	COUNT
STUDIO UNIT	30
1 BD UNIT	25
1 BD UNIT - DEN	16
2 BD UNIT	29
2 BD UNIT - LOFT	6
TOTAL UNITS	106

ENTITLEMENTS REQUESTED

The Applicant, Mateo Arts, LLC requests approval of the following discretionary actions:

1. Pursuant to Los Angeles Municipal Code (L.A.M.C.) Section 11.5.6, as authorized by the Los Angeles Charter Section 555, the Applicant requests approval of a **General Plan Amendment** to revise the land use designation in the Central City North Community Plan from Heavy Industrial to Commercial Industrial to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units ("LW"), 11% of the base density or 9 units will be set aside as Restricted Affordable units at a Very Low-income level, and approximately 119,845 square feet of commercial space. This request also includes the deletion of Community Plan Footnote's 1 and 6 from the Industrial land use category to permit a Height District 2 in the CM zone.

2. Pursuant to L.A.M.C. Section 12.32 F & Q, the Applicant requests approval of a **Vesting Zone Change** from M3-1-RIO to CM-2-RIO to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units, 11% of the base density or 9 units will be set aside as Restricted Affordable units at a Very Low-income level, approximately 119,845 square feet of commercial space

3. Pursuant to L.A.M.C. Section 12.32 F, the Applicant requests approval of a **Height District change** from M3-1-RIO to CM-2-RIO to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units, 11% of the base density or 9 units will be set aside as Restricted Affordable units at a Very Low-income level, approximately 119,845 square feet of commercial space. The projects proposed floor area ratio is equal to 4.57:1.

4. Pursuant to L.A.M.C. Section 12.22 A.25 (as amended by Ordinance 179,681), the Applicants propose to set aside 11% of the site's base density, equal to 9 units, as Restricted Affordable Units at a Very Low-income level, qualifying it for a **35% density increase**, parking reductions and the following incentives:

- a. On-Menu Incentives, pursuant to L.A.M.C. Section 12.22 A.25(f)(7):
- i. to utilize the pre-dedicated lot area to define the site's permitted density. The request will permit a base density of 78 units in lieu of 73 units.

5. Pursuant to L.A.M.C. Section 16.05, the Applicant requests the approval of **Site Plan Review** findings.

6. Pursuant to California Government Code Sections 66473.1, 66474 (Subdivision Map Act) and LAMC, Section 17.00 of Article 7 (Division of Land), the Applicant requests a **Vesting Tentative Tract Map No. 74596** to merge all lots to create Live/Work condominiums within an Airspaces Subdivision consisting of the following seven lots:

- Lot 1: Master Ground Lot
- Lot 2: Office space in Southern portion of the building
- Lot 3: Residential space in Northern portion of the building
- Lot 4: Subterranean Residential Parking
- Lot 5: Ground Floor, Level 2 Parking (2 levels of parking above residential for office and retail)
- Lot 6: Retail space in the Southern portion of building
- Lot 7: Retail Space in Southern portion of building

The Applicant is also requesting a deviation in the Advisory Agency Parking policy to allow the Code required parking to suffice.

VEHICLE PARKING SUMMARY

PARKING REGULATIONS
 Residential per LAMC 12.24 A.25 (d) Parking Option 1
 Non-residential Enterprise Zone per LAMC 12.21 A.4(x)(3)
 Electric Vehicle Spaces 10% of provided stalls
 ADA Stalls (2010 ADA, Table 208.2) 9 stalls required for 401-500 total stalls

Program Type	Count	Ratio	Stalls
Resi Units Studio + 1 Bedroom	71	1.00	71
Resi Units 2+3 Bedroom	35	2.00	70
Resi Units 4 Bedroom +	0	2.50	0
Residential Stalls			141
Office	92,740 sf	2 /1,000	185
Retail	13,979 sf	2 /1,000	28
Restaurant	13,126 sf	2 /1,000	27
Non-Residential Stalls			240
Total Parking Stalls Required			381

Level	Stall Type	Program	Stalls
Lower Level 01	Standard	Residential	122
	Tandem	Residential	29
Level 01	Standard	Commercial	43
	Stacked	Commercial	43
	ADA	Commercial	9
Level 02	Standard	Commercial	78
	Stacked	Commercial	78
Total Stalls Provided			402
Total EVS Stalls (10% of total)			40
Total ADA Stalls (Includes 2 Van)			9

BICYCLE PARKING REQUIREMENTS - per LAMC 12.21 A.16

	Short-Term	Long-Term
Residential Units (1-25)	1 space/10 units	1 space/1 units
Residential Units (26-100)	1 space/15 units	1 space/1.5 units
Residential Units (101-200)	1 space/20 units	1 space/2 units
Office	1 space/10,000 sf	1 space/5,000 sf
Resturant/bars, General	1 space/2,000 sf	1 space/2,000 sf
Retail Stores, General	1 space/2,000 sf	1 space/2,000 sf

Program	Short-Term	Short-Term	Long-Term	Long-Term
Resi Units (1-25)	1 space/10 units	3	1 space/2 units	25
Resi Units (26-100)	1 space/15 units	5	1 space/1.5 units	50
Resi Units (101-200)	1 space/20 units	0	1 space/2 units	3
Residential Bike Parking Required	8			78

Program	Short-Term	Short-Term	Long-Term	Long-Term
Office (92,740 sf)	1/10,000 sf	9	1/5,000 sf	19
Restaurants (13,126 sf)	1/2,000 sf	7	1/2,000 sf	7
Retail (13,979 sf)	1/2,000 sf	7	1/2,000 sf	7
Non-Residential Bike Parking Required	23			33

Total Required 31 111
 Grand Total Required 142

Level	Short-Term	Long-Term
Lower Level B1	0	0
Level 01	33	112
Level 02	0	0
Total Long-Term Bike Parking	33	112
Total Bike Parking Proposed	145	

SUMMARY OF REQUIRED USABLE OPEN SPACE REGULATIONS - per LAMC 12.21 G

Residential Uses	Usable Open Space Area
Residential (< 3 habitable rooms*)	100 sf / unit
Residential (= 3 habitable rooms*)	125 sf / unit
Residential (> 3 habitable rooms*)	175 sf / unit

*Kitchen N.I.C. (LAMC Ord. 171,753)

REQUIRED USABLE OPEN SPACE

Unit Type	Unit Count	SF/Unit	Usable Open Space Area
Studio + 1 Bedroom (< 3 habitable rooms)	55	100	5,500
1 Bedroom + Den, 2 Bedroom (= 3 habitable rooms)	51	125	6,375
TOTAL REQUIRED USABLE OPEN SPACE			11,875

Qualified Usable Open Space Areas based on Usable Required Open Space	
Min Common Open Space Req'd of Total Req'd Usable Open Space (50%)	5,938 sf
Max Qualified Private Open Space - Balconies (50%/unit)	5,300 sf
Max Qualified Common Open Space - Recreation Rooms (25%)	2,969 sf

REQUIRED PRIVATE OPEN SPACE (BALCONIES/PATIOS)

Private Open Space (Provided)	Total Units	Area (Max per Unit)	Total Area
	106	50 sf	5,300

COMMON AREA OPEN SPACE PROVIDED

Open Space Type	Associated Levels	Provided	Qualified
Common Open Space - Outdoor	Level 03 Courtyard	3,669	3,669
Common Open Space - Outdoor	Level C06/R08 Roof Deck	6,924	6,924
Private Open Space - Balconies	Level L02 thru R08 Balconies	5,300	5,300
Common Open Space - Recreation Rm	Level C06/R08 Roof Amenities	5,481	2,969
Sub-Total Open Spaces		21,374	18,862

GRAND TOTAL QUALIFIED USABLE OPEN SPACE PROVIDED: 18,862

Total Required Usable Open Space Area: 11,875
 Surplus Total of Qualified Usable Open Space Area: 6,987

Min of 25% of Common Open Space as Landscaped Area
 Outdoor Area Qualified (SF): 10,593 X 25%
 Minimum Area of Landscaping (SF): 2,648
 Residential Landscaped Area Provided (SF): 3,772

TREES REQUIRED

One 24" box for every 4 units:	106 units / 4 =	27	Trees Required
Level			Trees
Level 01 Sidewalk		15	
Level 01 Public Plaza		2	
Level 03 Courtyard		6	
Level C04/C05 Office Balconies		0	
Level 07 Roof		18	
TOTAL TREES PROVIDED:		41	

SOLAR READY REQUIREMENT - Title 24 Code

	Area (SF)
Restaurant MEP Roof Area	4,997
Amenity MEP Roof Area	12,335
Total Roof Area	17,332

PV AREA REQUIRED (15%): 2,600
 PV AREA PROVIDED: 2,600

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500 S. Figueroa Street
 Los Angeles, CA 90071
 Telephone 213.327.3600
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Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	11/07/2019
	REVISION ENTITLEMENT	12/04/2020
	REVISION ENTITLEMENT	12/29/2020
	REVISION ENTITLEMENT	01/22/2021

Seal/Signature

Project Name

MATEO

Project Number

05.1953.000

CAD File Name

Description

PROJECT INFORMATION

Scale

A0.02

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01. NORTH WEST VIEW



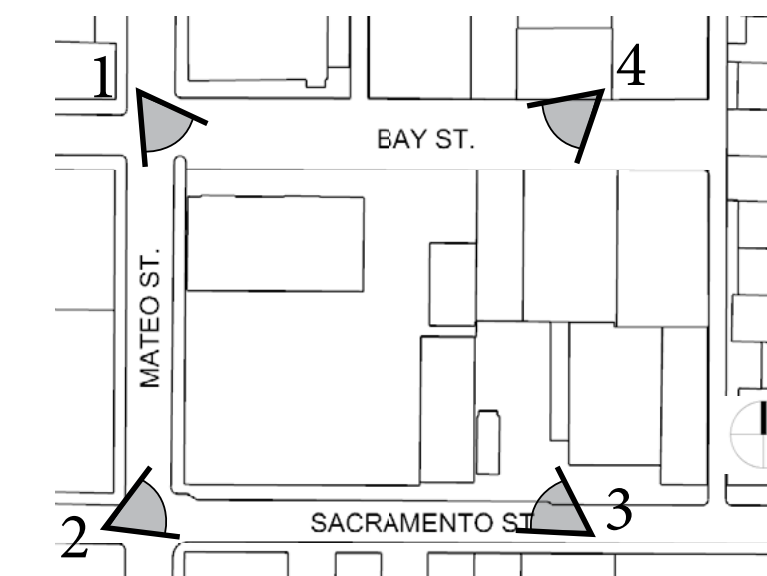
02. SOUTH WEST VIEW



03. SOUTH EAST VIEW



04. NORTH EAST VIEW



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Los Angeles, CA 90071
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	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

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Project Name
MATEO

Project Number
05.1953.000
CAD File Name

Description
EXISTING SITE CONTEXT PHOTOS

Scale

A0.04

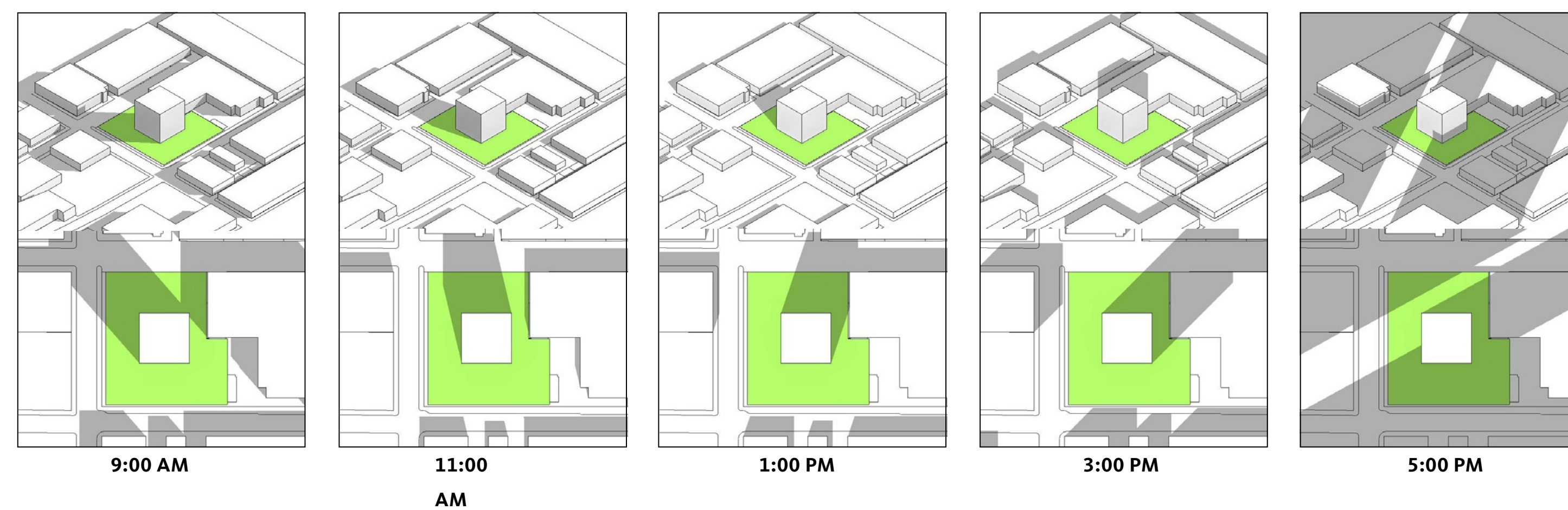
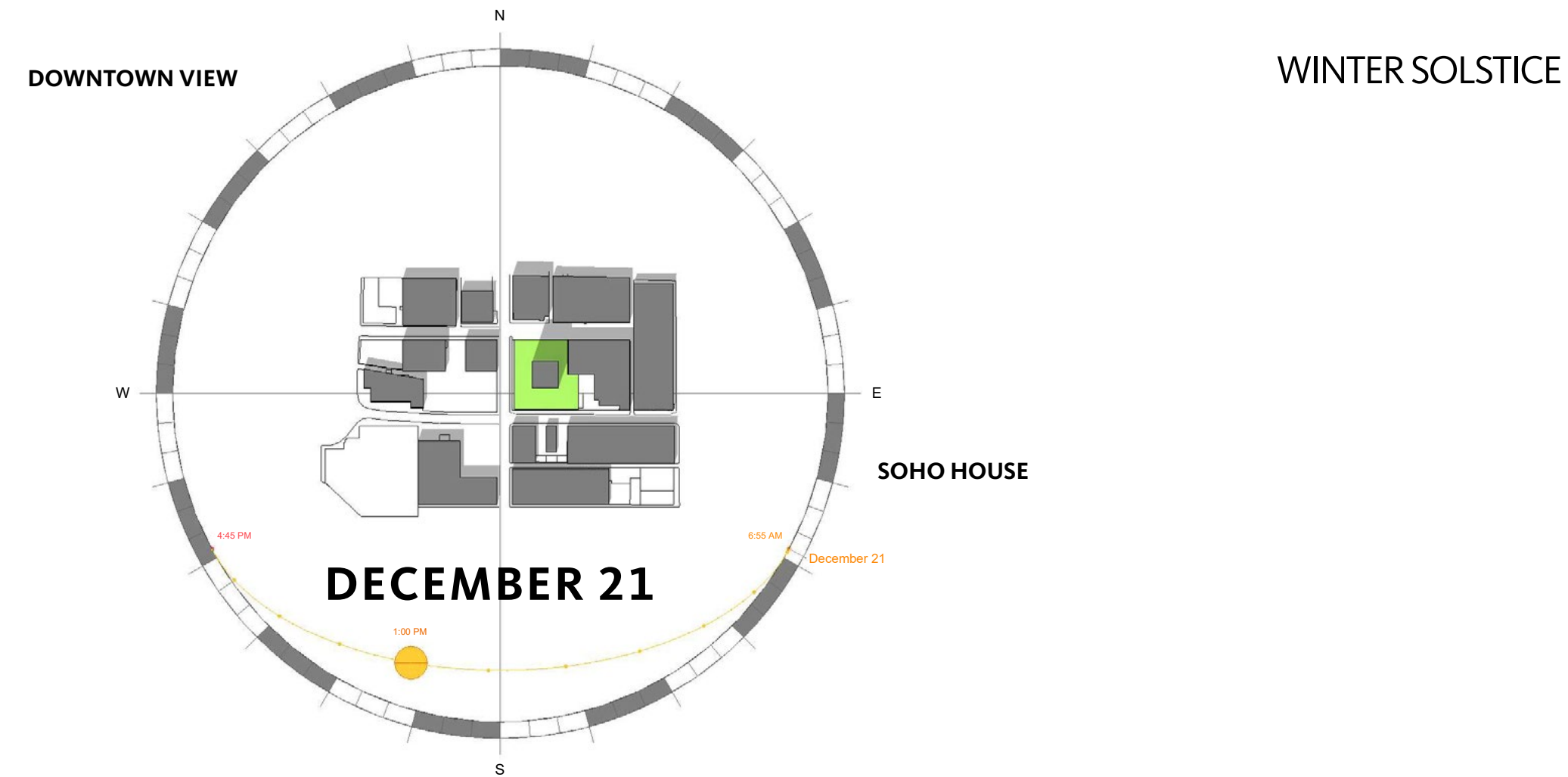
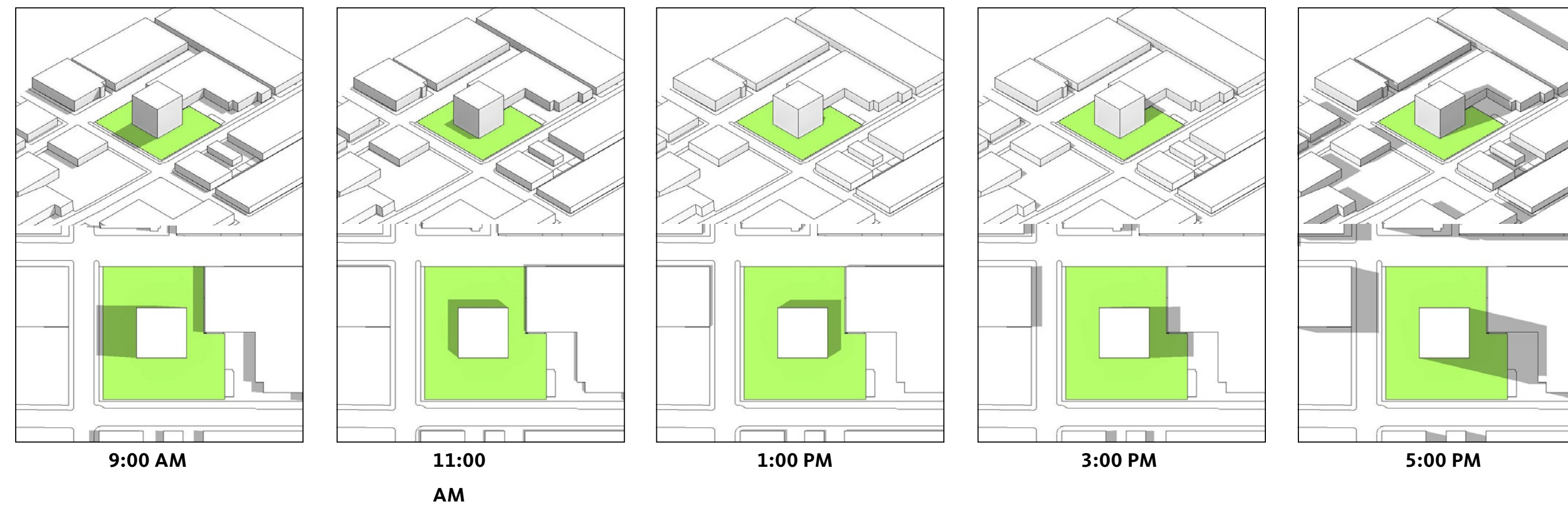
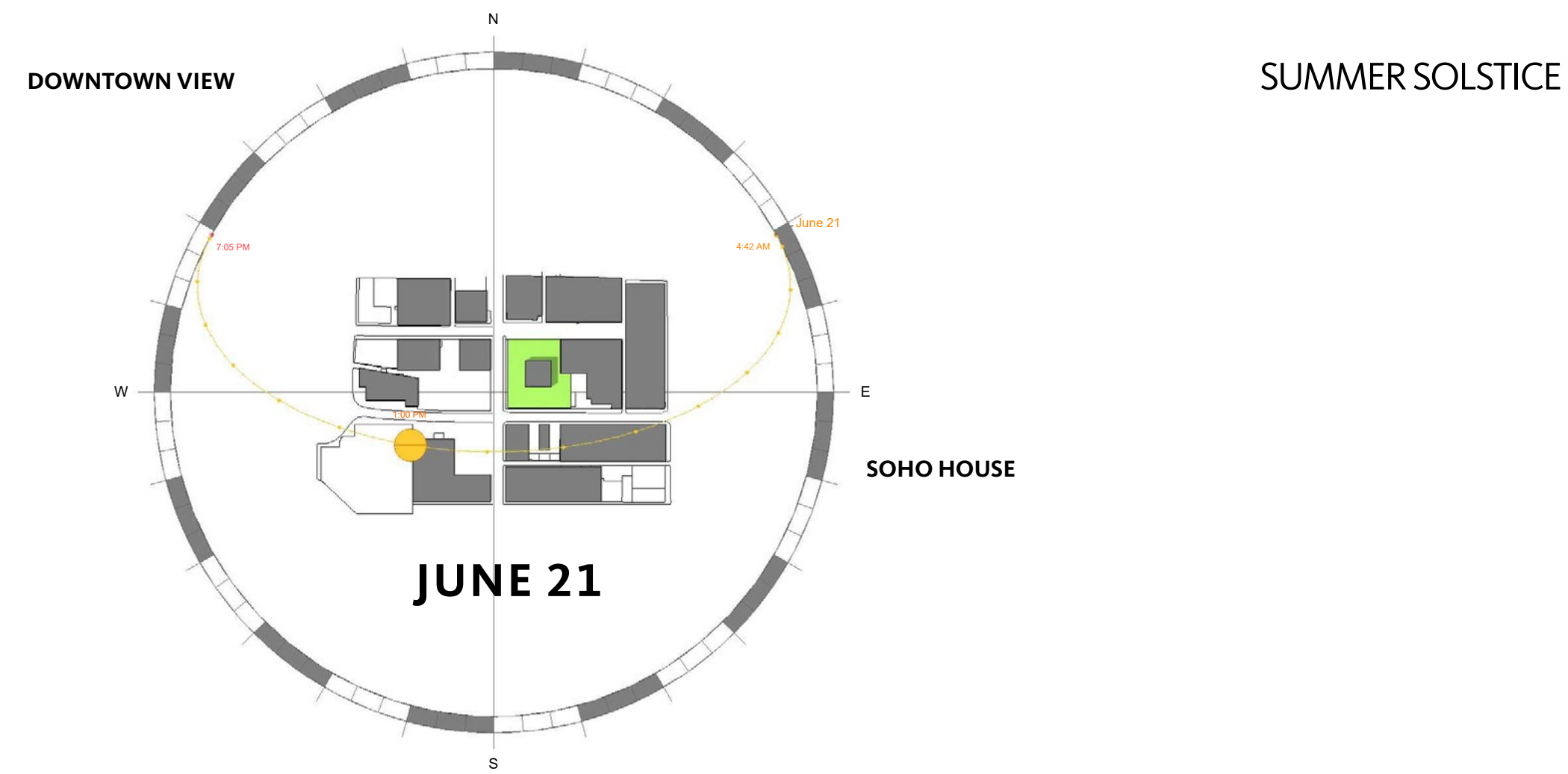
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Project Name
MATEO

Project Number
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CAD File Name

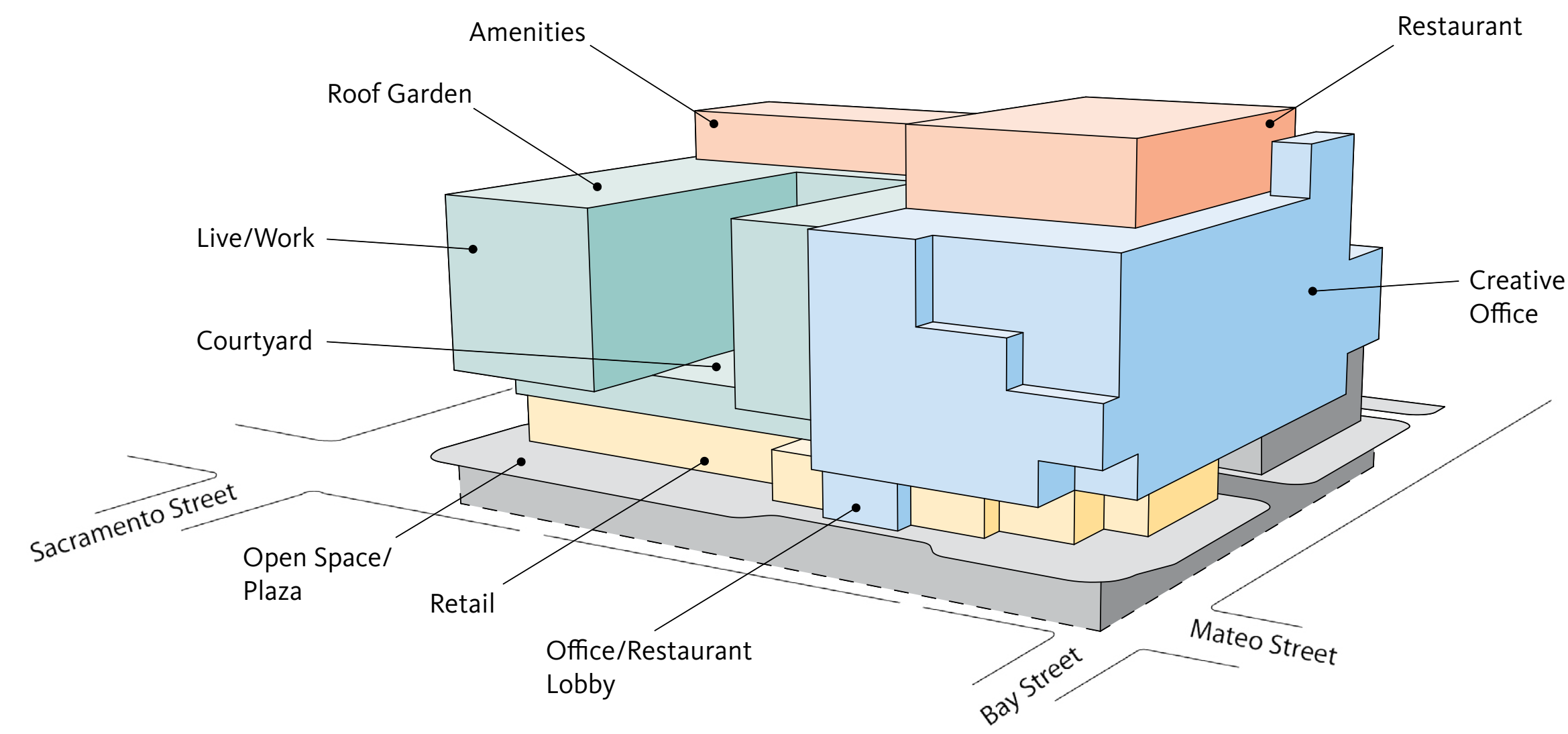
Description
SOLAR SITE STUDIES

Scale

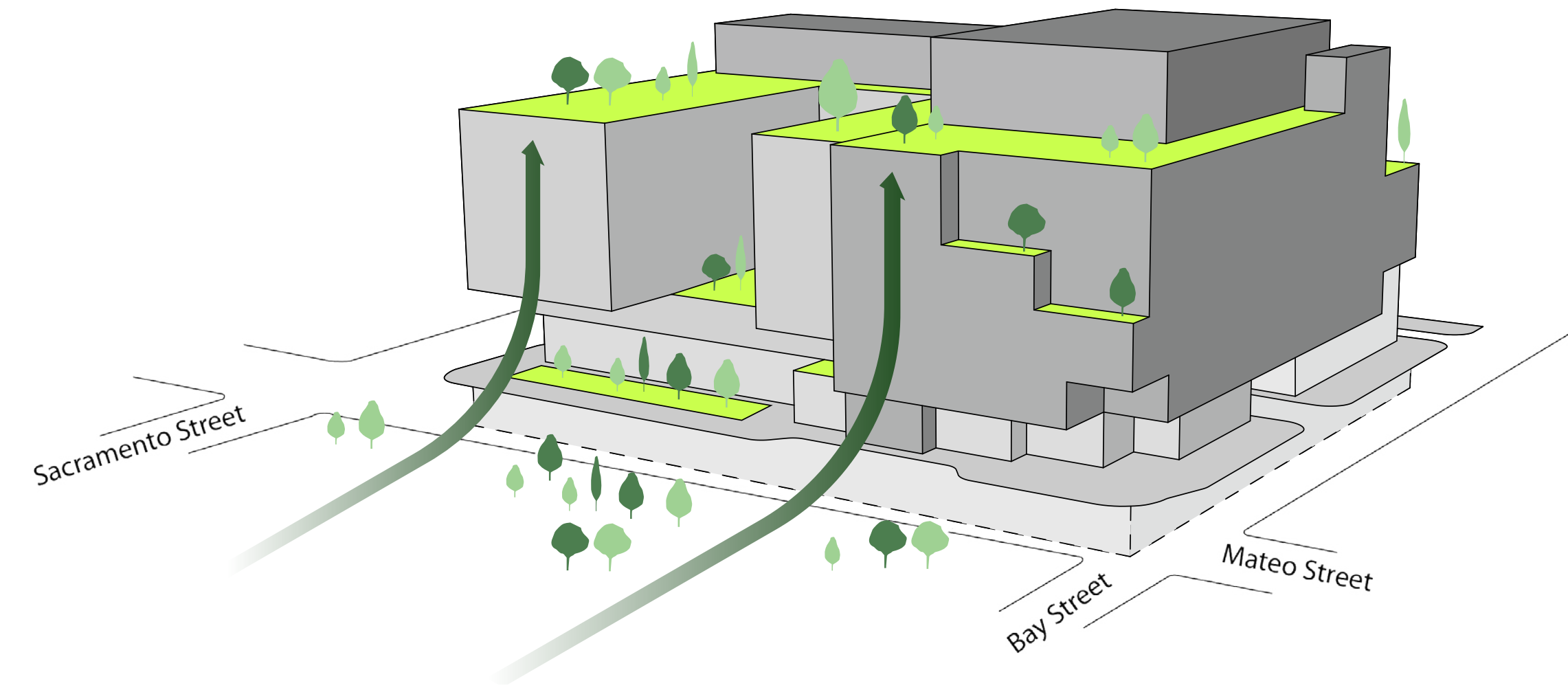
SHADOW STUDY

A0.05

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PROGRAM



LANDSCAPED TERRACING

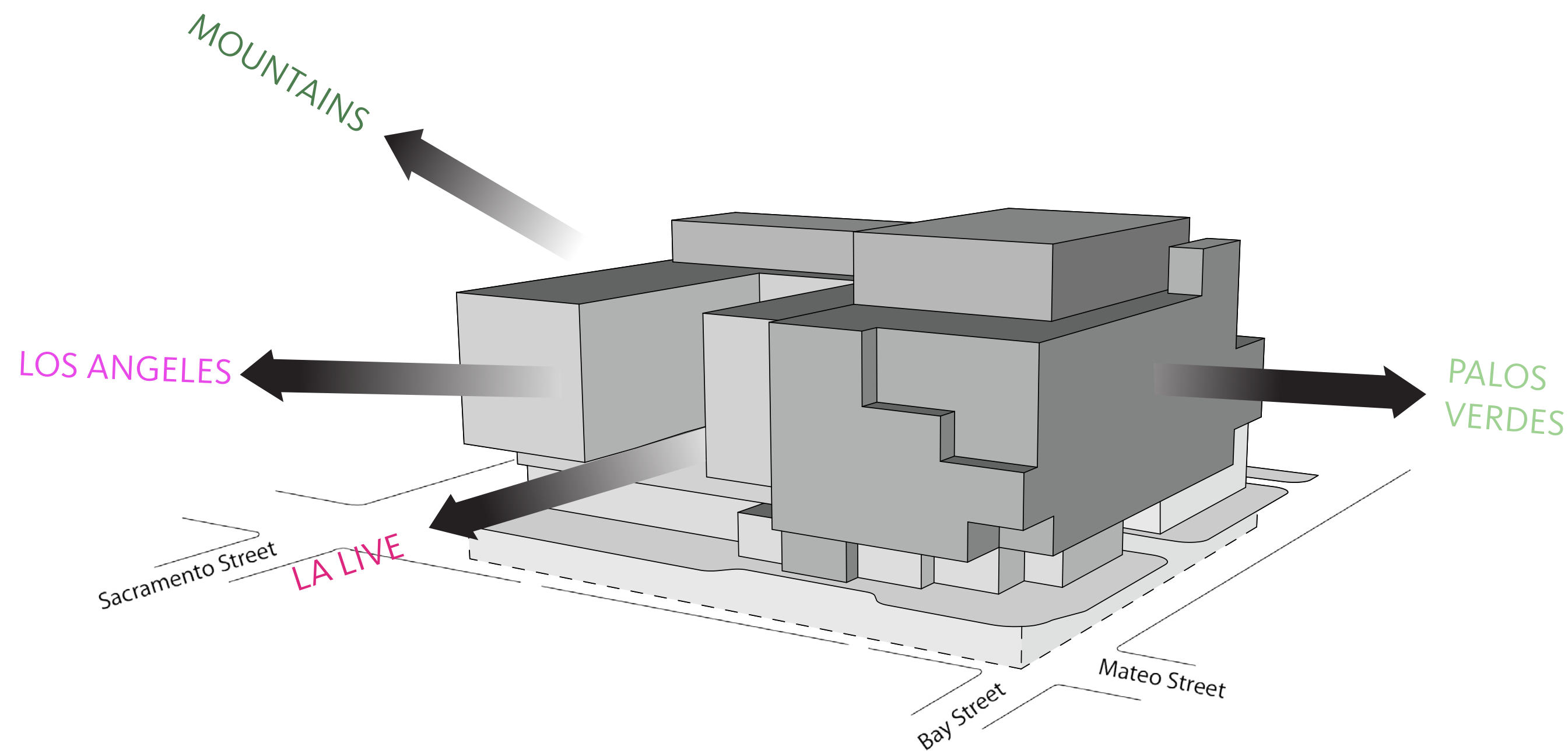
PROJECT DESIGN DESCRIPTION

The project at 1024 Mateo Street is situated between Sacramento and Bay Streets occupying the western end of the block. The project's primary orientation is facing Mateo, one of the main thoroughfares of the Arts District. To maximize the pedestrian and program activity at the ground floor, an uninterrupted band of program comprised of retail, building lobbies and art production spaces line Mateo Street and continues around both corners to help activate both Bay and Sacramento Streets. Open space at the Mateo/Sacramento street corner is defined by the cantilever of the live/work volume above. This creates a distinct street corner that is activated by retail spaces and an outdoor pedestrian plaza. The retail spaces and building lobbies are defined and differentiated by buttresses of one and two stories in height that relate to the scale of the transitioning neighborhood.

Vehicular access for off-street parking and service is restricted to the eastern portion of the site along Bay and Sacramento Streets -- allowing for uninterrupted pedestrian access on the western portion of the site along Mateo, Sacramento and Bay Streets. Vehicular drop-offs at the commercial lobby on Mateo Street and the residential lobby on Bay Street will facilitate Uber/Lyft access to the project. The six-story live/work program is configured in a u-shaped arrangement lined with continuous balconies around a courtyard facing Downtown Los Angeles. The porous facades allow for tenant indoor/outdoor spaces and support an active and engaging street presence. The five-story creative office has large, rectangular floor plates with stepped, exterior balconies creating a distinct office massing while providing outdoor work terraces. The continuous roof amenity garden deck will be shared between the live/work and creative office uses. A rooftop restaurant, accessible to the public through the lobby off Mateo Street, will serve as a destination to the project as well as an extension of the amenity deck.

Terraced Concept

The project has multiple stepped, vegetated outdoor spaces, which help to segment the overall building mass to relate to scale of the surrounding neighborhood. To encourage pedestrian activity at the street level, the podium is also segmented into one and two-story heights with overhangs and articulation. Finally, the landscape is terraced up the building from the open space plaza at street level to the live/work 3rd level courtyard, to the balconies of the creative office, to the continuous rooftop garden.



SCENIC VIEWS

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

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Project Name
MATEO

Project Number
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CAD File Name

Description
DESIGN CONCEPT DIAGRAMS

Scale

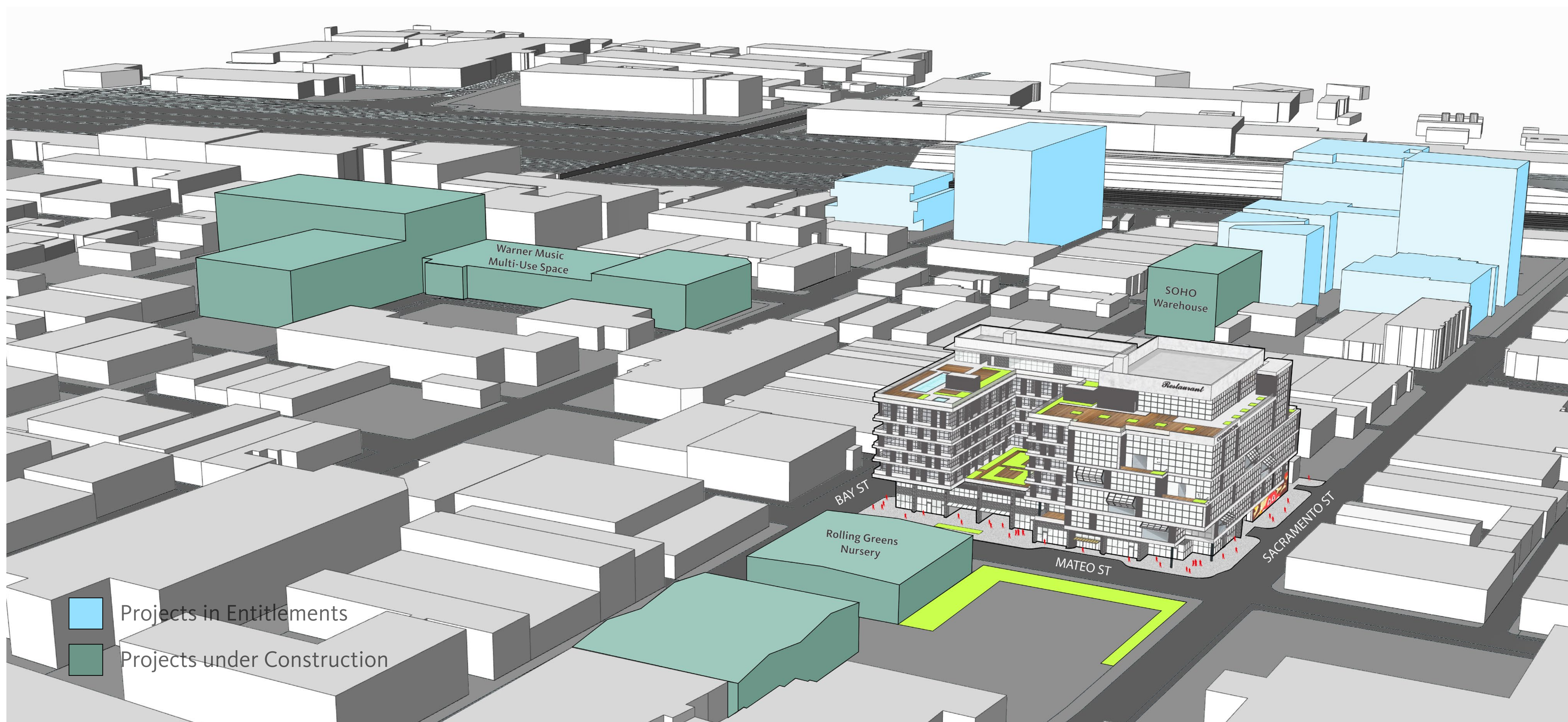
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	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019



MASSING & MATERIALS

An interplay between the three main program elements of retail, live/work and creative office informs the architectural design of the project. While the three main program elements are distinct, an interplay of pattern, massing, materials and slab alignment tie the overall project together.

A good example of this is the pattern of the character defining shutters of the live/work program. The folded geometry of these shutters repeats in the creative office façade as a form liner pattern in the concrete wall elements. Multiple balconies for both the residential and commercial programs allow great indoor/outdoor spaces for all tenants, as typical in the Arts District. Building materials such as brick, concrete and metal were chosen to relate to the industrial heritage of the neighborhood. Lastly, by purposefully aligning every second floor of creative office with every third floor of residential program, we were able to horizontally articulate these slabs consistently on both buildings, helping to unify the entire project.

Seal/Signature

Project Name
MATEO

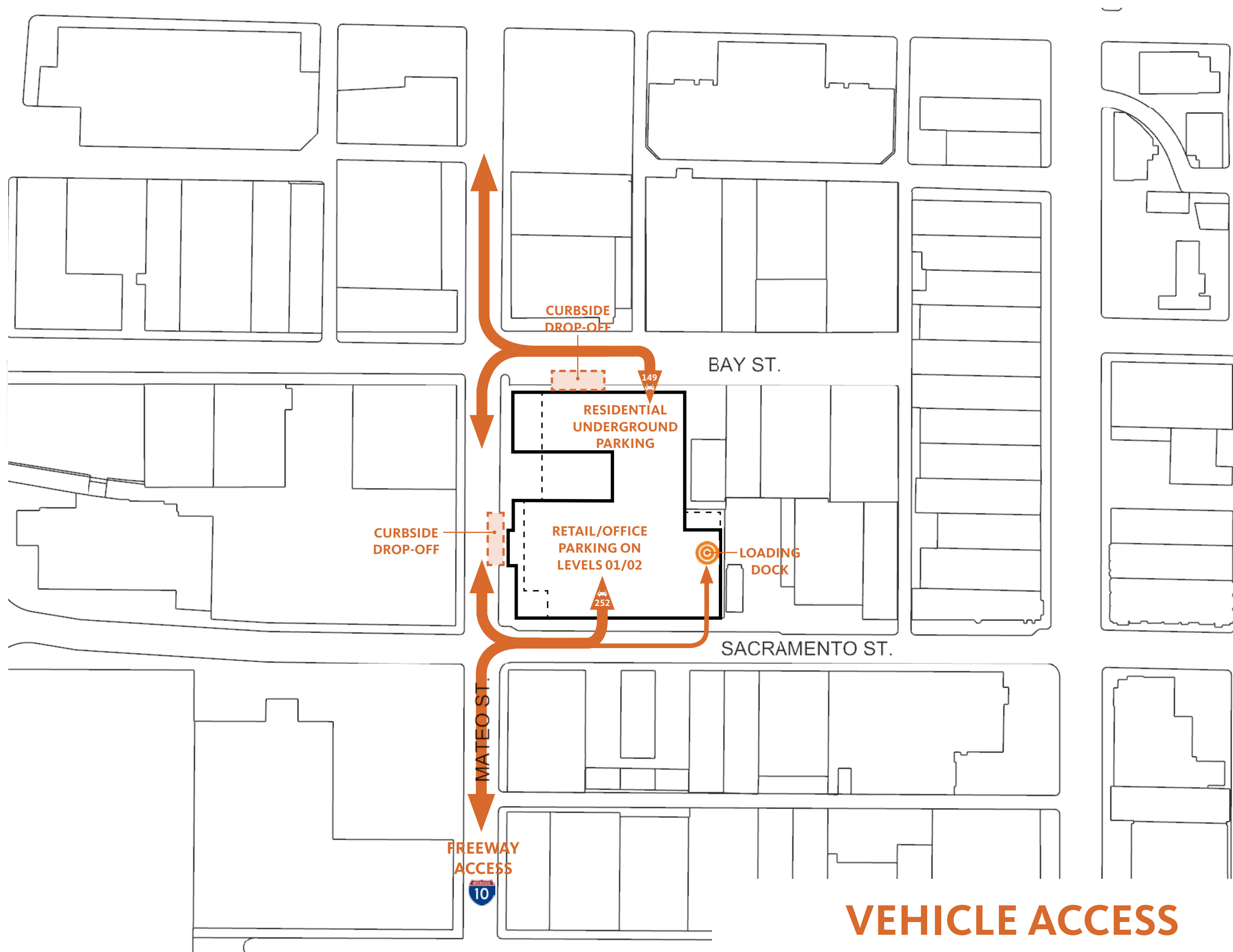
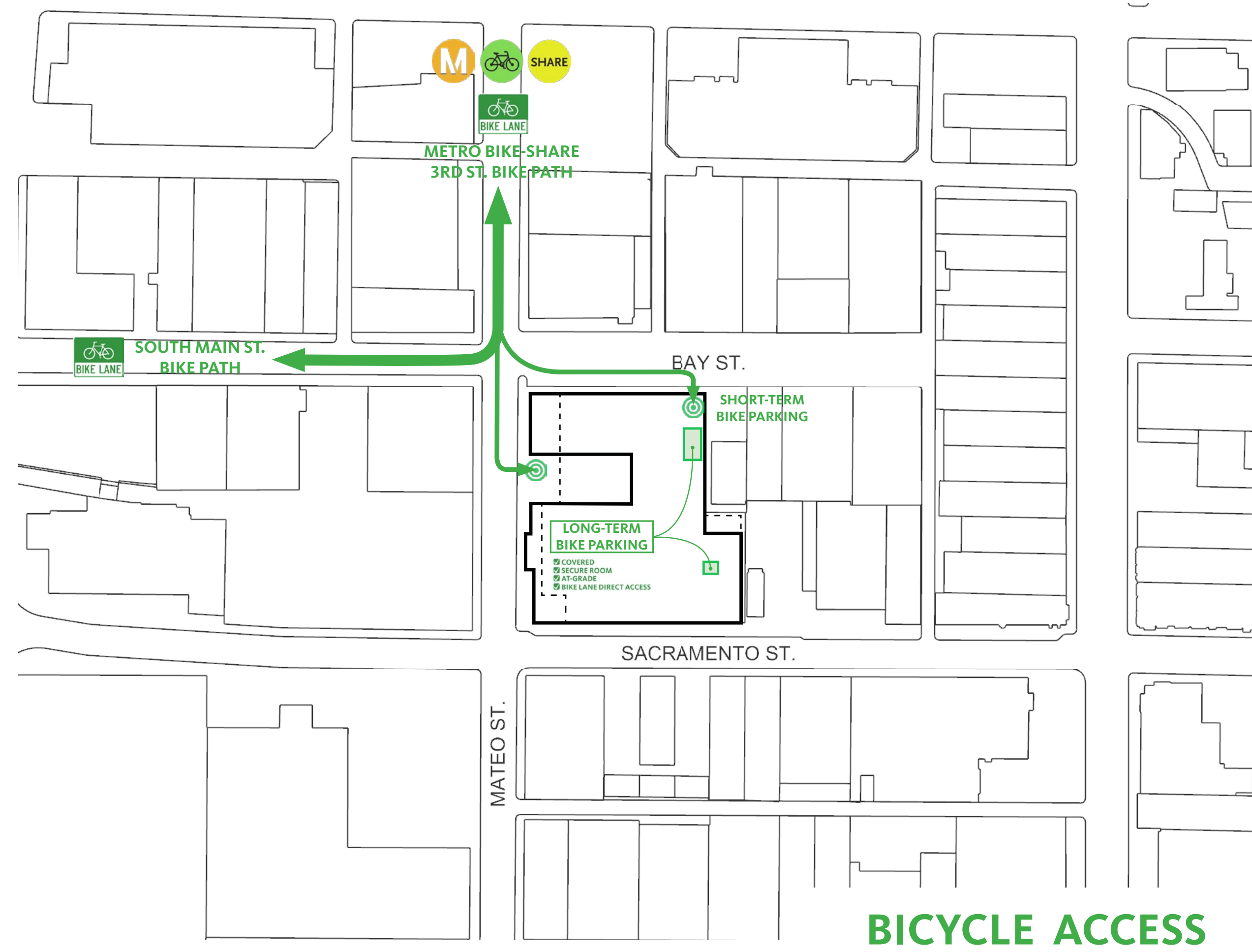
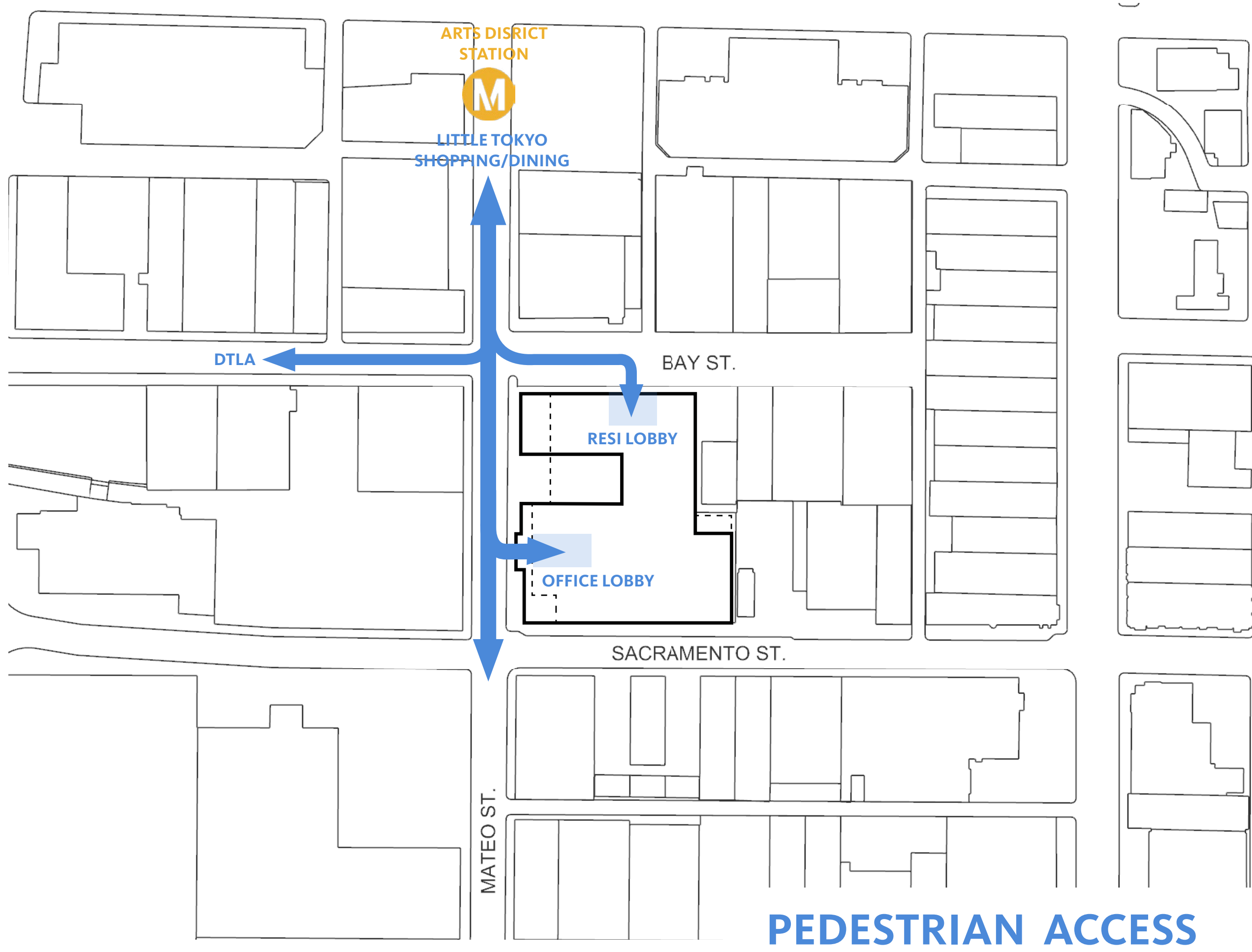
Project Number
05.1953.000
CAD File Name

Description
MASSING & MATERIALS

Scale

A0.07

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SITE ACCESS & CIRCULATION

Mateo Street is the main access road of the project and to the surrounding neighborhood. As a response to the urban context, most of the retail spaces and the commercial office / restaurant lobby has a Mateo Street address. The residential lobby is more fittingly located off the less busy Bay Street. To further activate and spatially engage the pedestrian realm in the neighborhood, the open space plaza is prominently placed at the corner of Mateo and Bay Streets.

Short term bicycle parking for the residential and commercial spaces is located in two areas; on the Mateo Street sidewalk, as well as inside at the northeast corner of the garage off Bay Street. Long term bicycle parking for the residential and commercial uses is located in two inside areas; at the northeast corner off the ground level parking as well as at the east side next to the loading dock area.

For the vehicle parking provided on site, no car parking is visible directly form the street. Parking access for the residents is from Bay Street through a vehicular ramp down to a subterranean level. Parking for the commercial uses is at grade and on the second floor, accessible off Sacramento Street. The service/loading for the building is through a rear driveway off Sacramento Street.

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500 S. Figueroa Street
Los Angeles, CA 90071
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Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

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Project Name
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CAD File Name

Description
SITE ACCESS & CIRCULATION DIAGRAMS

Scale

A0.08

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Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

Seal/Signature

Project Name
MATEO

Project Number
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CAD File Name

Description
RENDERING

Scale

PERSPECTIVE ELEVATION - WEST (MATEO ST.)

A0.09

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SOUTHWEST CORNER

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

Seal/Signature

Project Name
MATEO

Project Number
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Description
RENDERING

Scale

A0.10

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SOUTHEAST CORNER

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

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Project Name
MATEO

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CAD File Name

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RENDERING

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A0.11

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NORTHEAST CORNER

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

Seal/Signature

Project Name
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CAD File Name

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NORTHWEST CORNER

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

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Project Name
MATEO

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Scale

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NORTHWEST AERIAL

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

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Project Name
MATEO

Project Number
05.1953.000
CAD File Name

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RENDERING

Scale

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SOUTHWEST AERIAL

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

Seal/Signature

Project Name
MATEO

Project Number
05.1953.000
CAD File Name

Description
RENDERING

Scale

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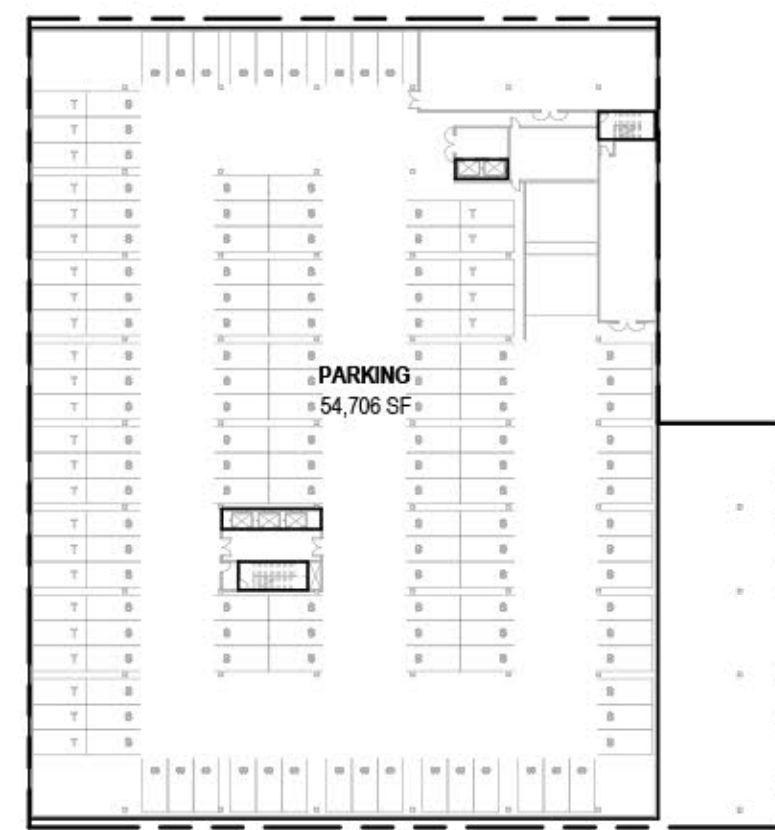
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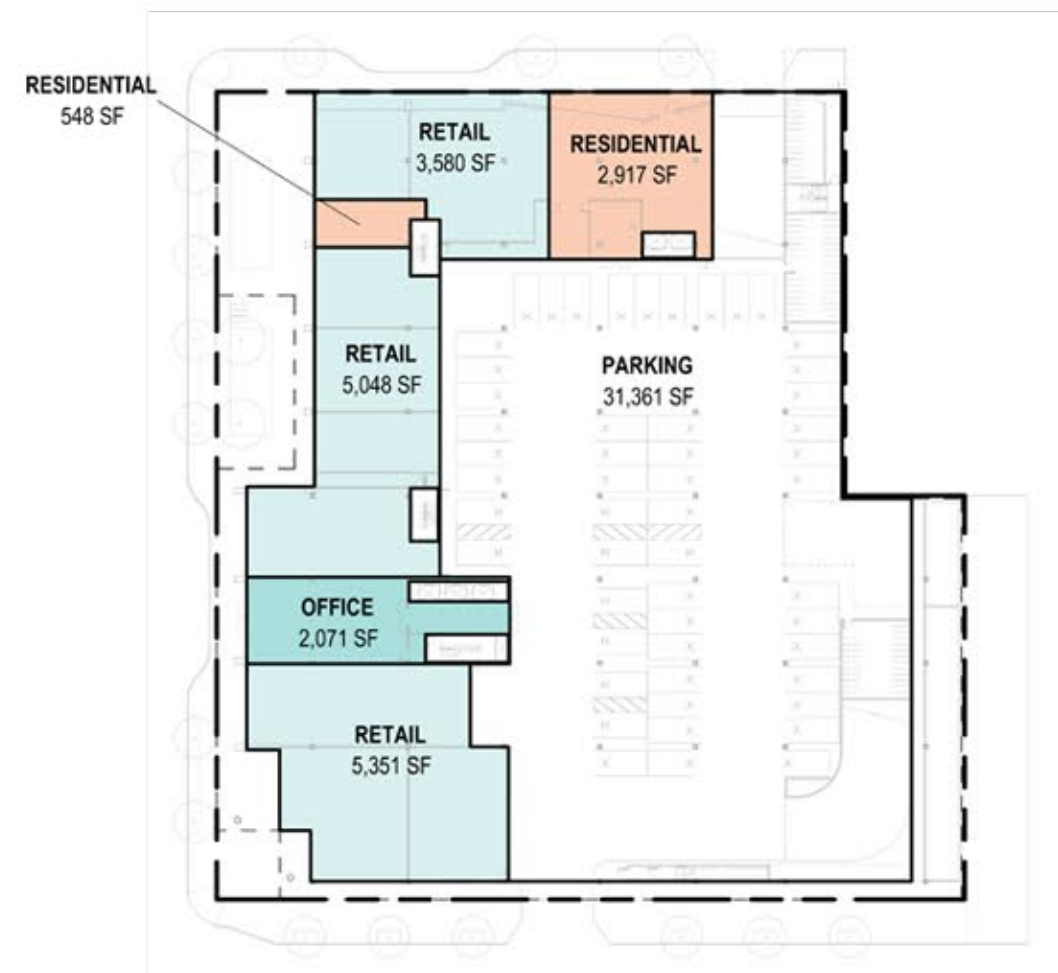
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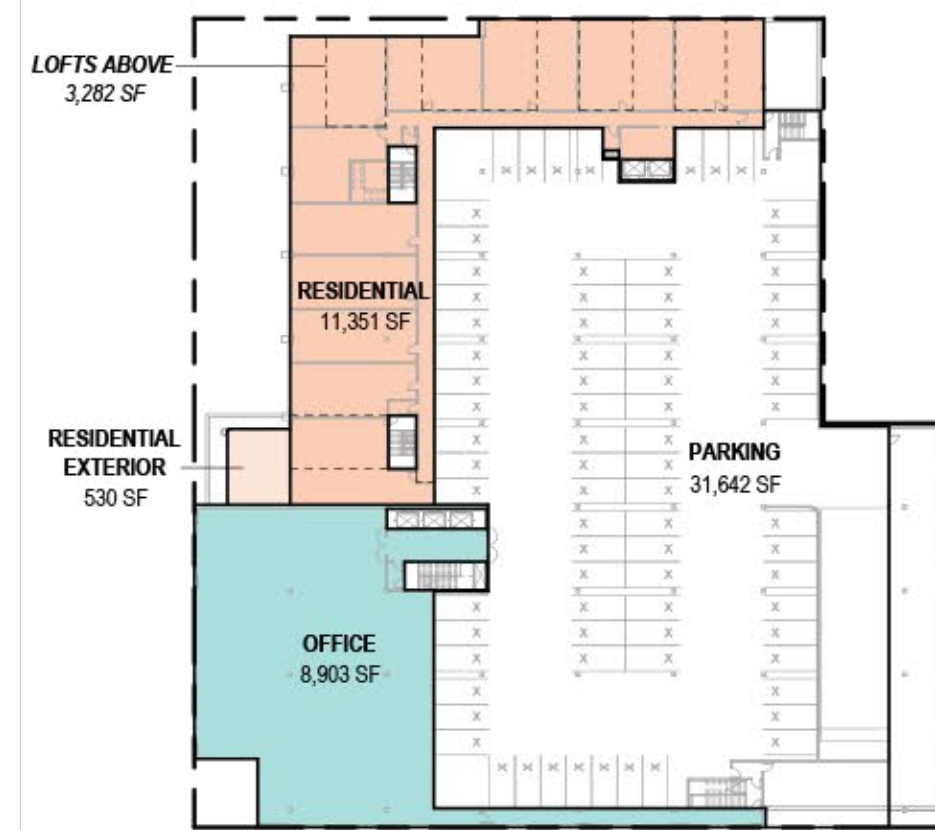
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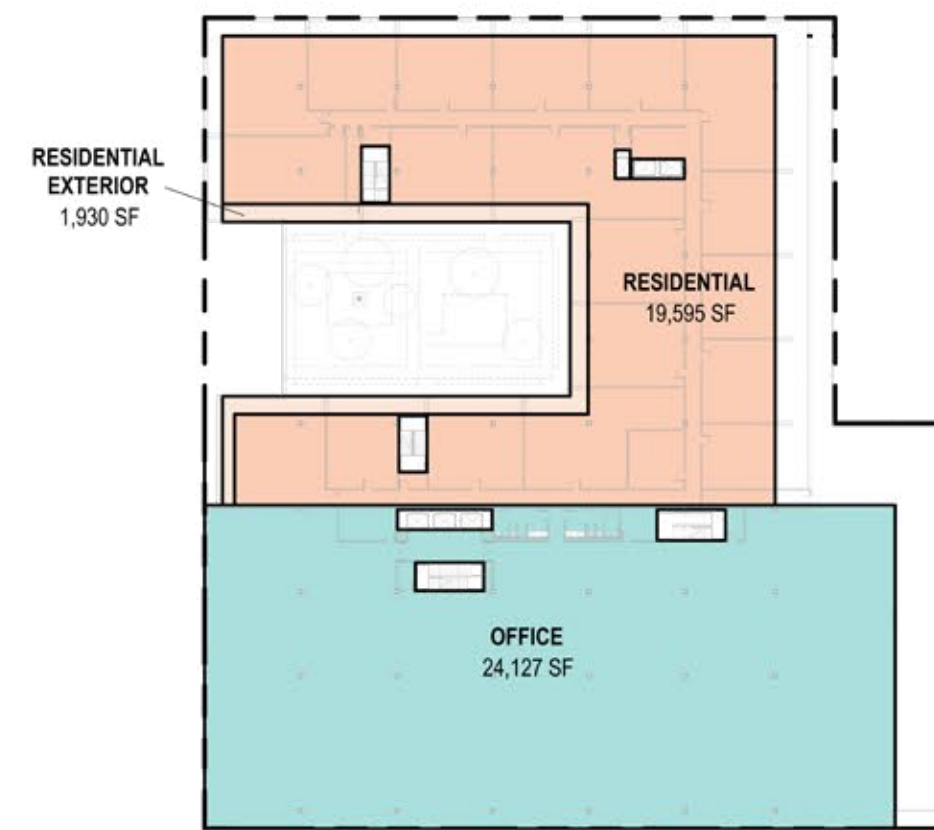
L0 GROSS AREA - LOWER LEVEL 01
SCALE: 1" = 40'-0"



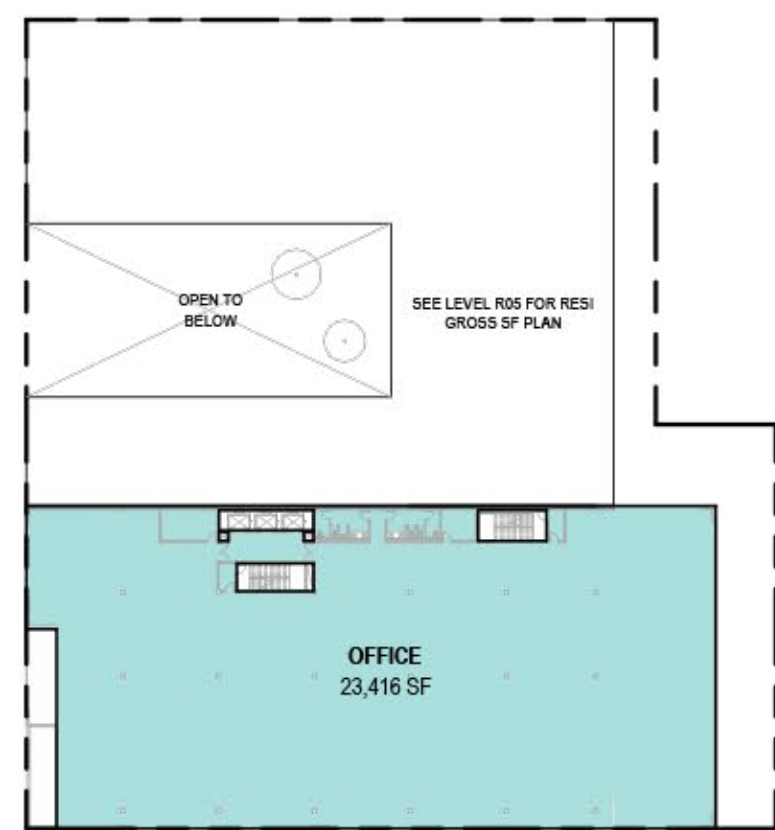
L1 GROSS AREA - LEVEL 01
SCALE: 1" = 40'-0"



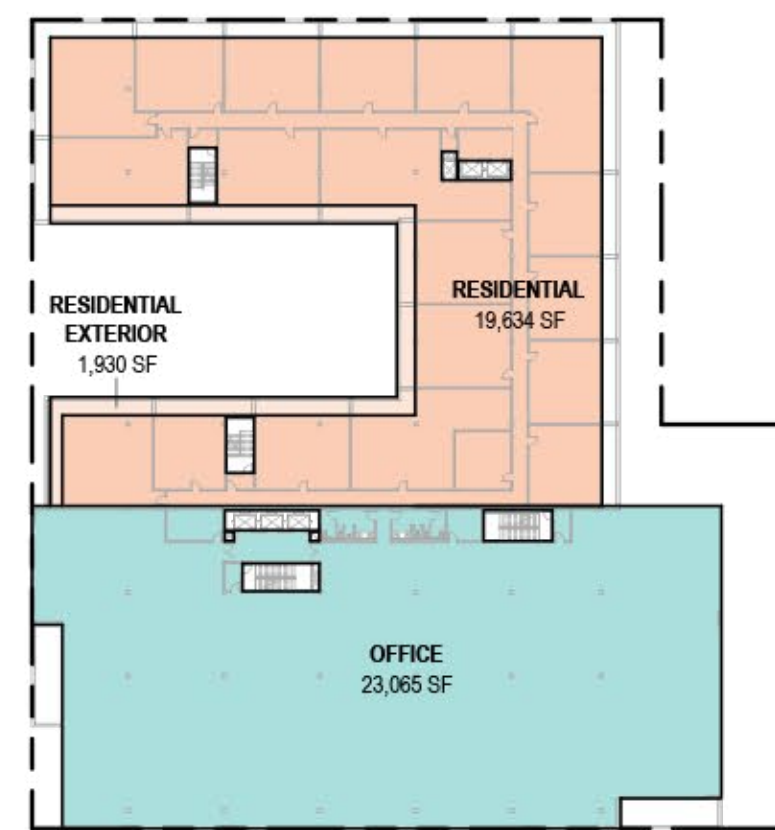
L2 GROSS AREA - LEVEL 02
SCALE: 1" = 40'-0"



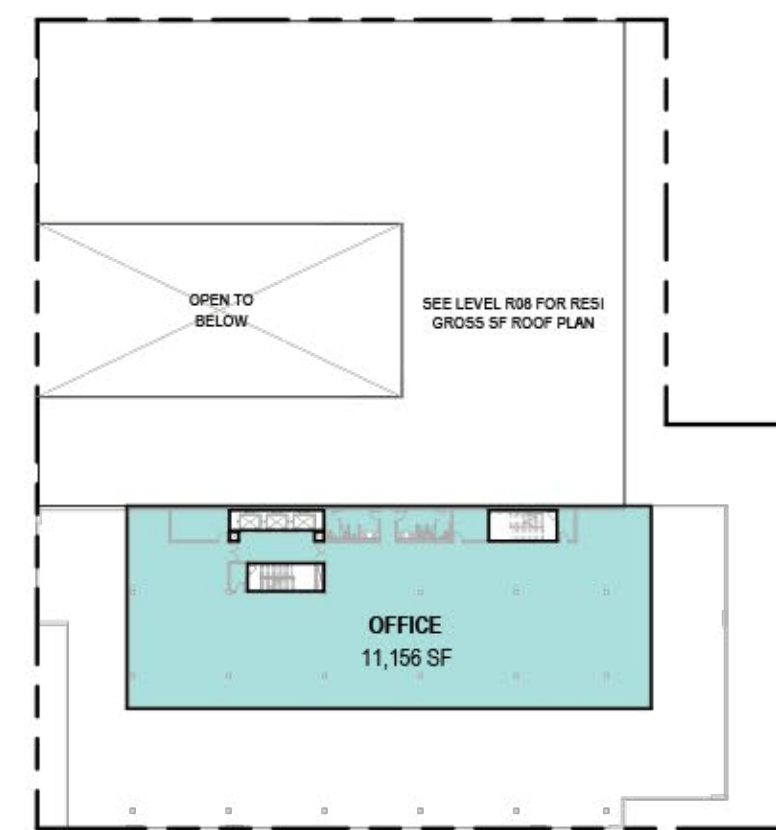
L3 GROSS AREA - LEVEL 03 - COURTYARD
SCALE: 1" = 40'-0"



L4 GROSS AREA - LEVEL C04
SCALE: 1" = 40'-0"



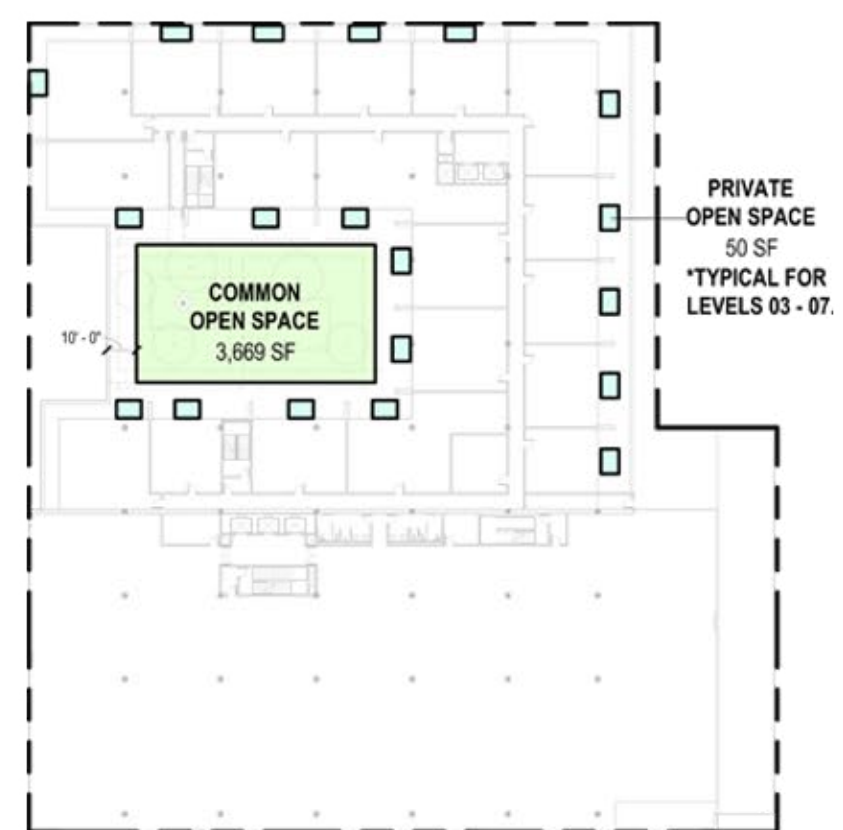
L5 GROSS AREA - LEVEL C05/R06
SCALE: 1" = 40'-0"



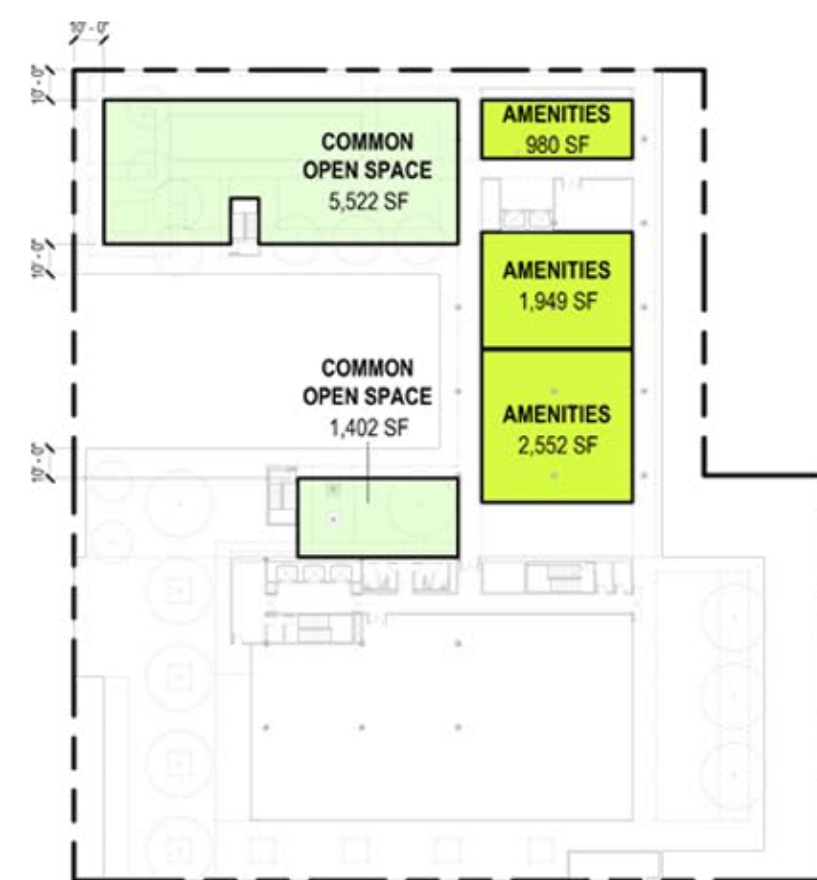
L6 GROSS AREA - LEVEL C05 - MEZZANINE
SCALE: 1" = 40'-0"



L7 GROSS AREA - LEVEL C06/R08 - ROOF DECK
SCALE: 1" = 40'-0"



L3 OPEN SPACE DIAGRAM - LEVEL 03 - COURTYARD
SCALE: 1" = 40'-0"



L7 OPEN SPACE DIAGRAM - LEVEL C06/R08 - ROOF DECK
SCALE: 1" = 40'-0"

BUILDING AREA (FAR) - BY PROGRAM	
PROGRAM	AREA
RETAIL	13,979 SF
OFFICE	92,740 SF
RESTAURANT	13,126 SF
RESIDENTIAL	119,941 SF
RESIDENTIAL LOFT	3,282 SF
RESIDENTIAL EXTERIOR	14,219 SF
GRAND TOTAL	257,287 SF

BUILDING AREA - OPEN SPACE	
PROGRAM	AREA
COMMON OPEN SPACE - OUTDOOR	3,669 SF
COMMON OPEN SPACE - OUTDOOR	6,924 SF
COMMON OPEN SPACE - BALCONIES	5,300 SF
COMMON OPEN SPACE - RECREATION RM	5,481 SF
GRAND TOTAL	21,374 SF

GROSS BUILDING AREA (FAR) - BY LEVEL	
LEVEL	AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,416 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R08 - ROOF DECK	24,159 SF
LEVEL C07/R09 - MECH	0 SF
GRAND TOTAL	257,287 SF

FAR MAX (CM-2-RIO):	6.0:1	353,820 SF
FAR PROPOSED:	4.37:1	257,287 SF

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020
	REVISION ENTITLEMENT	12/29/2020
	REVISION ENTITLEMENT	01/22/2021

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Project Name
MATEO

Project Number
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CAD File Name

Description
GROSS AREA AND OPEN SPACE DIAGRAMS

Scale

A0.16

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COMMENTS:

BOUNDARY LINES WERE ESTABLISHED FROM RECOVERED CITY, COUNTY AND/OR PRIVATE SURVEY MONUMENTS WHOSE CHARACTER AND SOURCE ARE SO NOTED ON THE SURVEY.

LEGAL DESCRIPTION, FROM INFORMATION SUPPLIED BY CLIENT, USUALLY A TITLE POLICY OR TITLE REPORT.

EASEMENTS THERE ARE NO EASEMENTS SHOWN IN TITLE REPORT TO BE PLOTTED.

TITLE REPORT FIRST AMERICAN TITLE COMPANY PRELIMINARY REPORT, ORDER NO. NCS-738583-LA2, AMENDED DATED JUNE 25, 2015.

BASIS OF BEARINGS. THE BEARING N 90°00'00" E OF THE CENTERLINE OF SACRAMENTO STREET, AS USED ON THE HISCOCK AND SMITHS FIRST ADDITION, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS MAP RECORDED IN BOOK 26, PAGE 11 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

AREA BASED UPON MEASURED BEARINGS AND DISTANCES AS SHOWN HEREON, THE TOTAL AREA IS: PARCEL ONE 10,869 SQ. FT., PARCEL TWO 91,302 SQ. FT.

ZONING Z= MS-1-RD.

BUILDING HEIGHT 20 FEET (4) MAXIMUM.

FLOOR SPACE FLOOR AREA: BUILDING A = 12,070 SQ. FT., BUILDING B = 4,920 SQ. FT.

EARTH WORK THERE IS NOT OBSERVABLE EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

SOLID WASTE THERE IS NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, BUMP OR SANITARY LANDFILL, HOWEVER THIS SITE IS USED FOR REFUELING (PROPANE GAS) AND VEHICLES MAINTENANCE.

CONSTRUCTION EVIDENCE THERE IS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

PARKING ON SITE PARKING AREAS ARE: OVERSIZE (BUS) PARKING 28, STANDARD PARKING 50, ADA RESERVED PARKING 2.

EXCEPTIONS:

ONLY THOSE EXCEPTIONS LISTED IN THE TITLE REPORT FROM FIRST AMERICAN TITLE COMPANY POLICY/ORDER NO. NCS-738583-LA2, AMENDED DATED JUNE 25, 2015, WHICH ARE NOT SOLELY FINANCIAL IN NATURE, WHICH REFERENCE A DOCUMENT CONTAINING A SUFFICIENT LEGAL DESCRIPTION OF AREAS AFFECTED BY SAID DOCUMENTS, AND AFFECT THE LAND INCLUDED IN THIS SURVEY WERE CONSIDERED FOR THIS SURVEY AND RE-LISTED BELOW. ITEM NUMBERS CORRESPOND TO THE ITEM NUMBERS IN SAID TITLE REPORT.

THERE ARE NO EXCEPTIONS LISTED IN TITLE REPORT.

LEGAL DESCRIPTION:

PARCEL ONE:
APN # 5188-011-012
LOTS 73 AND 75, OF HISCOCK AND SMITHS FIRST ADDITION, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS MAP RECORDED IN BOOK 26, PAGE 11 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL TWO:
APN # 5188-011-021
LOTS 76 THROUGH 84, OF HISCOCK AND SMITHS FIRST ADDITION, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS MAP RECORDED IN BOOK 26, PAGE 11 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SURVEYOR'S NOTES:

THIS SURVEY HAS BEEN PREPARED FOR TITLE INSURANCE PURPOSES.

1. THE BOUNDARY DATA AND TITLE MATTERS AS SHOWN HEREON HAVE BEEN DEVELOPED FROM THE REFERENCED TITLE REPORT.
2. THIS SURVEY MAY NOT CONTAIN SUFFICIENT DETAIL FOR DESIGN PURPOSES.
3. THIS SURVEY DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY DELINEATED HEREON, NOR DOES IT SHOW THE LOCATION OF, OR ENCROACHMENTS BY, SUBSURFACE FOOTINGS AND/OR FOUNDATIONS OF BUILDINGS SHOWN ON THIS MAP.
4. IF UNDERGROUND PUBLIC UTILITIES AND OTHER SUBSTRUCTURES, ZONES, SET BACK AND STREET WIDENING DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM A GENERAL REQUEST AT THE LOCAL AGENCIES PUBLIC COUNTER AND/OR OTHER SOURCES NOT CONNECTED WITH THIS COMPANY. NO REPRESENTATION IS MADE AS TO THE ACCURACY, CURRENCY OR COMPLETENESS OF SAID INFORMATION AND ANY USERS OF SAID INFORMATION ARE URGED TO CONTACT THE UTILITY OR LOCAL AGENCY DIRECTLY.

SURVEYOR'S CERTIFICATE:

TO: FIRST AMERICAN TITLE INSURANCE COMPANY AND ITS SUCCESSORS AND ASSIGNS:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(a), 7(a), 7(b)(1), 7(b), 8, 9, 11(a), 13, 14, 16, 17, 18, AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 28 AND 29, 2016.

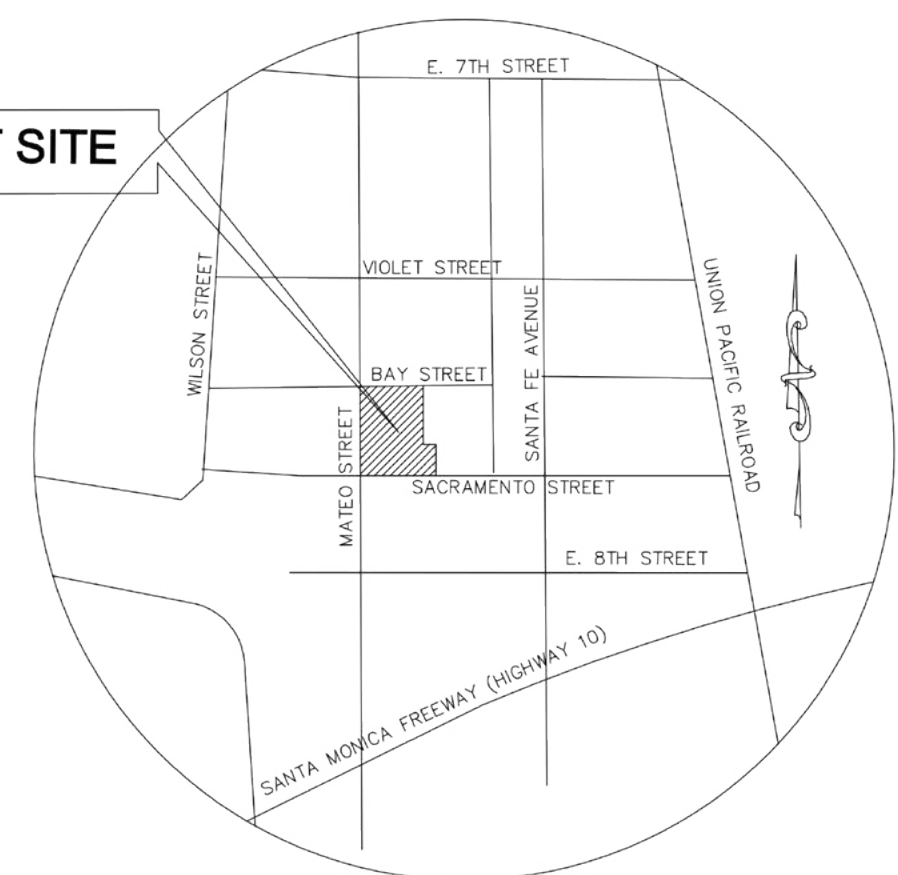
[Signature]
HOOSHMAND JAHANPOUR-BURKE, LS 8230
DATE: 2/16/2016

NOTE: SECTION 8750 OF THE CALIFORNIA BUSINESS AND PROFESSIONS CODE STATES THAT THE USE OF THE WORD CERTIFY OR CERTIFICATION BY A LICENSED LAND SURVEYOR IN THE PRACTICE OF LAND SURVEYING OR THE PREPARATION OF MAPS, PLAT REPORTS, DESCRIPTIONS OR OTHER SURVEYING DOCUMENTS ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

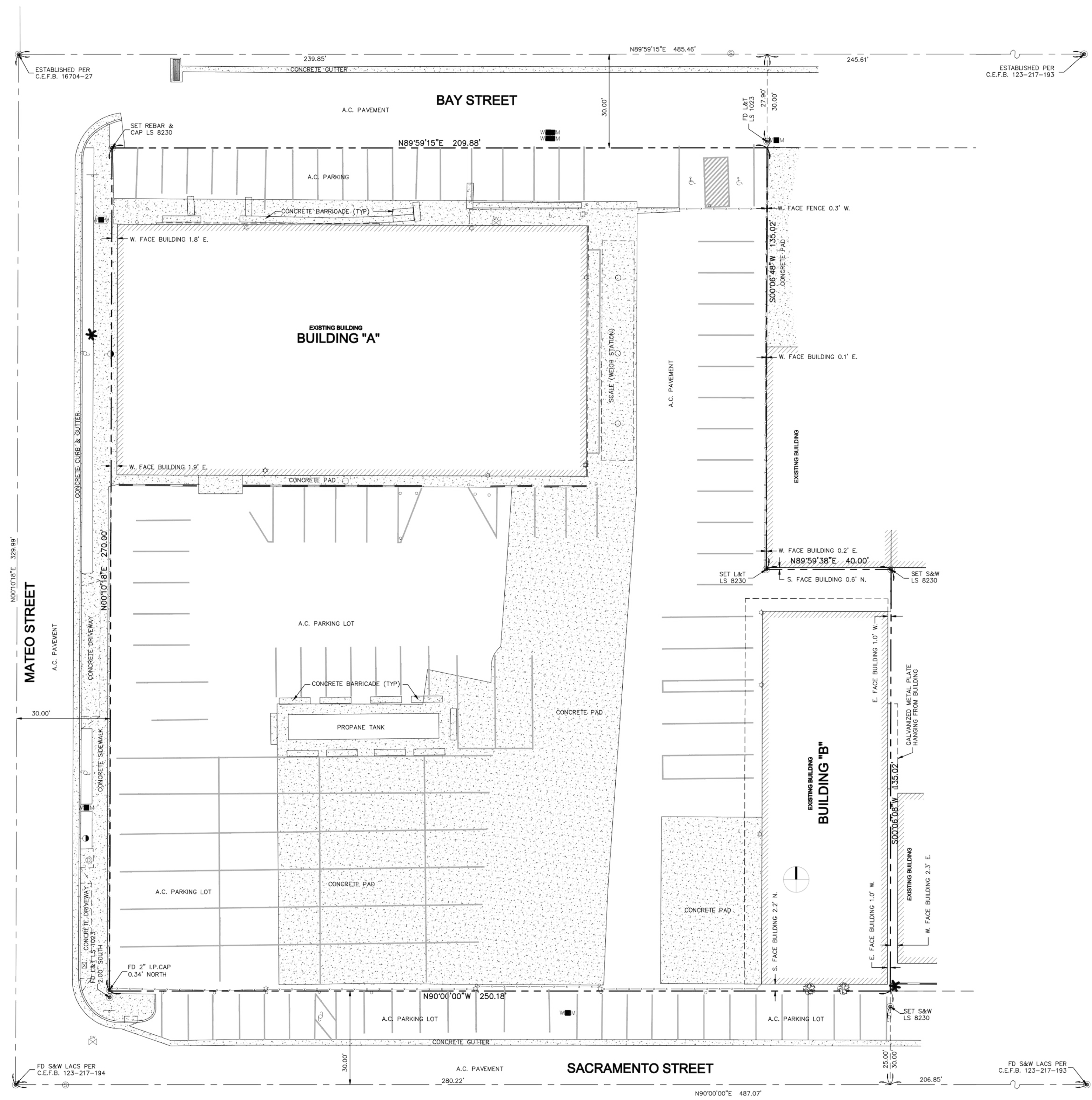
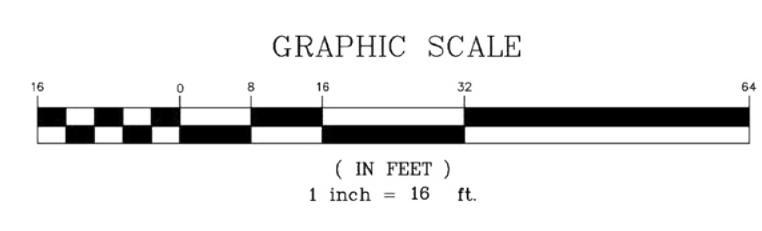
LEGEND

- PROPERTY / BOUNDARY LINE
- CURB LINE
- CENTER LINE
- PARKING SPACE LINE
- BUILDING FOOT PRINT LINE
- FENCE LINE
- GUARD POST
- SANITARY SEWER MANHOLE
- ADA RESERVED PARKING SPACE
- TREE
- WALL
- STREET LIGHT
- AREA LIGHT
- FIRE HYDRANT
- GAS / WATER METER
- GAS / WATER VALVE
- SIGN (VARIOUS)
- IRRIGATION CONTROL VALVE
- DRAINAGE INLET
- TELEPHONE PULL BOX
- FOUND OR SET MONUMENT AS SHOWN
- POWER POLE (PP) / TELEPHONE (TP)
- DOWNSPOUT
- FIRE DEPARTMENT CONNECTION
- ELEC/ STREET LIGHT / TRAFFIC / UNKNOWN PULL BOX

PROJECT SITE



VICINITY MAP
NOT TO SCALE



ALTA/A.C.S.M.
2016 BAY STREET AND 2025 SACRAMENTO STREET
LOS ANGELES, CALIFORNIA

ALTA SURVEY		H.J. BURKE, INC.		DATE	REVISIONS	APPROV. BY:
2016 BAY ST., 2025 SACRAMENTO ST. LOS ANGELES, CALIFORNIA		810 S. DURANGO DR. # 110, LAS VEGAS, NEVADA 89145				
		T: (310) 633-1213, (702) 452-8753, (702) 452-4524, F: (702) 562-9876				
		DRAWN BY: ARC DATE OF SURVEY: 02-01-2016				
		CHECKED BY: JOHN DWG. NAME: 2016 BAY ST				

MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

Seal/Signature

Project Name
MATEO

Project Number
05.1953.000
CAD File Name

Description
SITE SURVEY

Scale

C1.00

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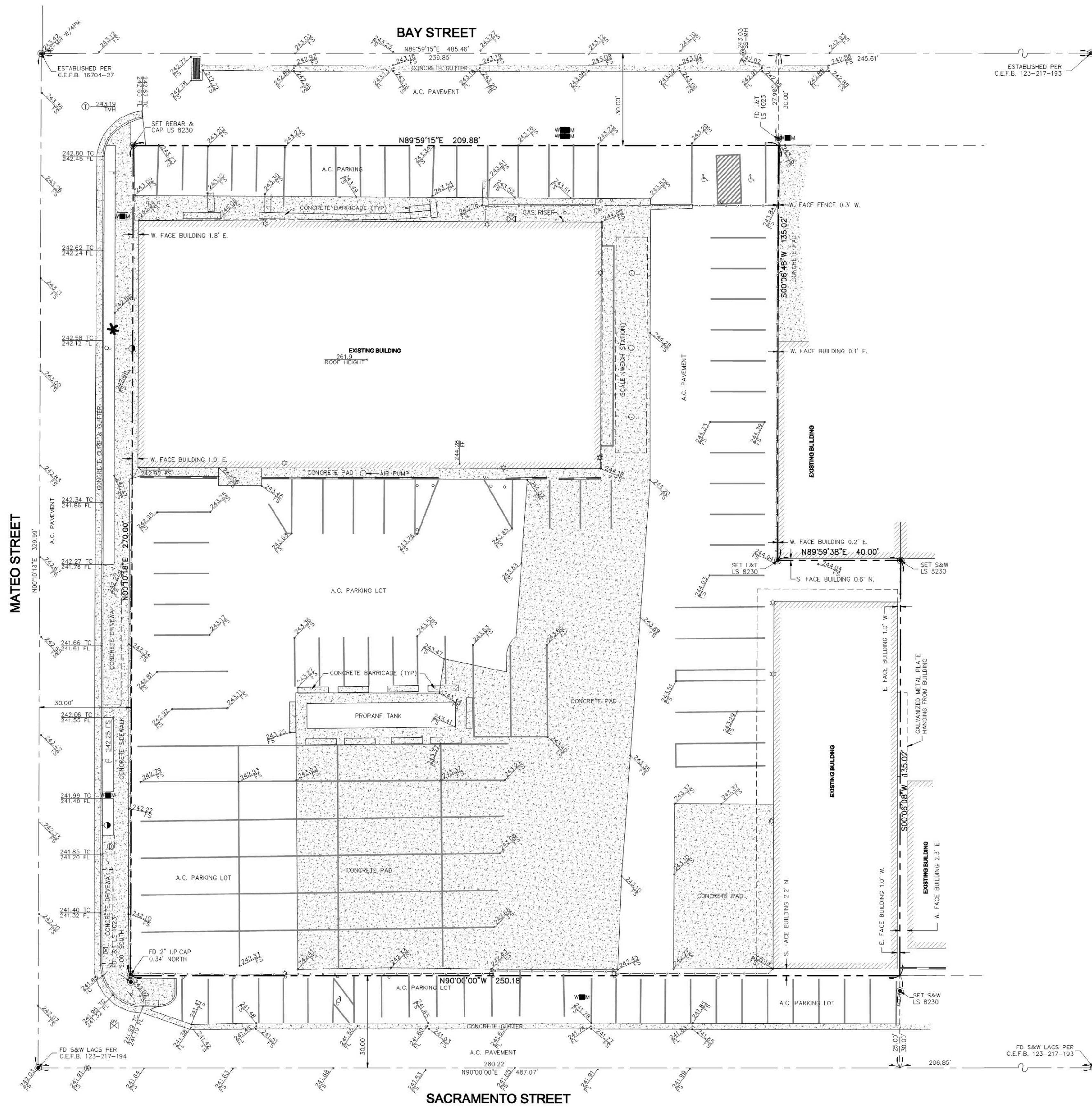
SITE SURVEY

SCALE: 1" = 20'-0"

SHEET 1 OF 2

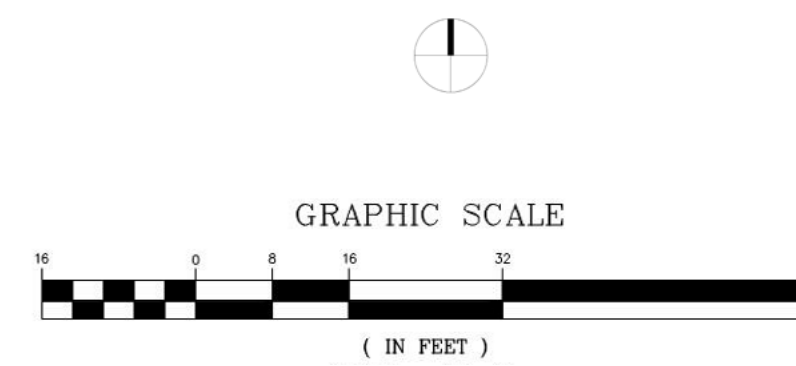
SITE TOPOGRAPHIC SURVEY

SCALE: 1" = 20'-0"



LEGEND

- PROPERTY LINE
- CENTERLINE
- - - FENCE LINE
- EXISTING BUILDING
- WALL
- GUARD POST
- FOUND OR SET MONUMENT AS NOTED
- SIGN
- TREE
- PALM TREE
- STREET LIGHT
- AREA LIGHT
- SANITARY SEWER MANHOLE
- ADA ACCESS RAMP
- FIRE HYDRANT
- WATER METER
- WATER VALVE
- GAS VALVE
- GAS METER
- IRRIGATION CONTROL VALVE
- DRAINAGE INLET
- STORM DRAIN MANHOLE
- TELEPHONE PULL BOX
- UTILITY POLE
- GUY ANCHOR OR POLE
- UTILITY VAULT
- TELEPHONE MANHOLE
- FS FINISHED SURFACE
- FF FINISHED FLOOR
- FL FLOWLINE
- NG DIRT
- TC TOP OF CURB



LEGAL DESCRIPTION:
CALIFORNIA CO-OPERATIVE COLONY TRACT LOT COM S 180 FT AND E 20 FT FROM NW COR OF LOT 10 BLK 3 TH E 200 FT TH S TO N LINE OF ROSECRANS AVE TH W THEREON AND N ON E LINE OF GARFIELD AVE TO BEG PART OF LOT 10 BLK 3, RECORDED IN BOOK 21 OF MAPS, PAGES 15 AND 16 OF THE LOS ANGELES COUNTY OFFICIAL RECORDS.

BENCHMARK:
CITY OF LOS ANGELES BENCHMARK NO. 12-01180,
WIRE SPK IN E CURB SANTA FE AVE; 25 FT S OF BAY ST.
ELEVATION = 242.003' (NAVD 88), 2000 ADJUSTMENT.

BASIS OF BEARINGS:
USED BEARING OF S 89°36'55" W, ON THE CENTERLINE OF ROSECRANS AVE, AS SHOWN ON CALIFORNIA CO-OPERATIVE COLONY TRACT, RECORDED IN BOOK 21 OF MAPS, PAGES 15 AND 16 OF THE LOS ANGELES COUNTY OFFICIAL RECORDS, AS THE BASIS OF BEARINGS FOR THIS SURVEY.

APPROVED BY:	REVISIONS	DATE	TOPO AM
	H.J. BURKE, INC.		
DRAWN BY: ARC	830 S. DURANGO DR. # 100, LAS VEGAS, NEVADA 89145		
	T: (810) 833-1213 F: (702) 482-4733 F: (702) 562-9876 EMAIL: info@hjb.com		
CHECKED BY: JOEN	DATE OF SURVEY:	05-01-2016	
	DWG. NAME:	2016 BAY ST	
TOPOGRAPHIC SURVEY	2016 BAY ST., 2025 SACRAMENTO ST. LOS ANGELES, CALIFORNIA		
SHEET:	1 OF 1		

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1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
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Issue	Issue Description	Date
△	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

Seal/Signature

Project Name
MATEO

Project Number
05.1953.000

CAD File Name

Description
SITE SURVEY

Scale

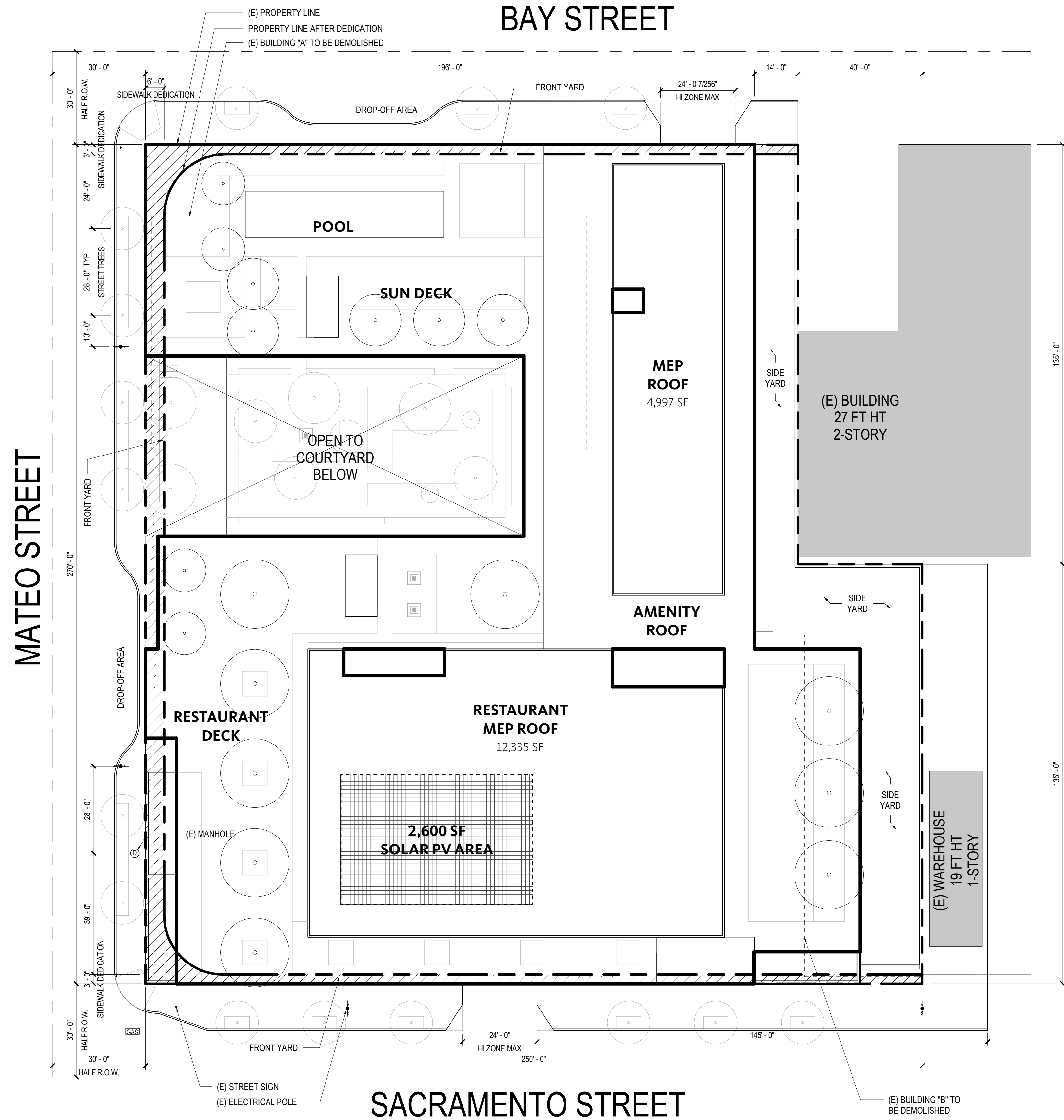
C1.01

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(E) WAREHOUSE
18 FT HT
1-STORY

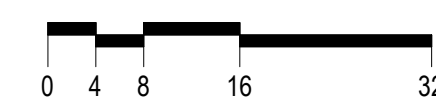
(E) WAREHOUSE
18 FT HT
1-STORY

(E) WAREHOUSE
32 FT HT
2-STORY



(E) WAREHOUSE, 18 FT HT, 1-STORY

(E) WAREHOUSE, 15 FT HT,
1-STORY



SITE PLAN - LEVEL 01

SCALE: 1" = 20'-0"

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1024 MATEO STREET
LOS ANGELES, CA 90021

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500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

Issue	Issue Description	Date
ENTITLEMENT PACKAGE		11/15/2018
REVISION ENTITLEMENT		03/07/2019
REVISION ENTITLEMENT		12/04/2020

Seal/Signature

Project Name
MATEO

Project Number
05.1953.000
CAD File Name

Description
SITE PLAN - LEVEL 01

Scale

A1.00

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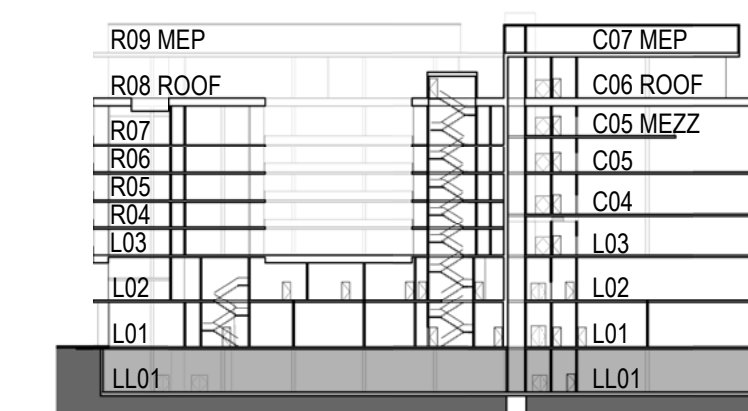
500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020

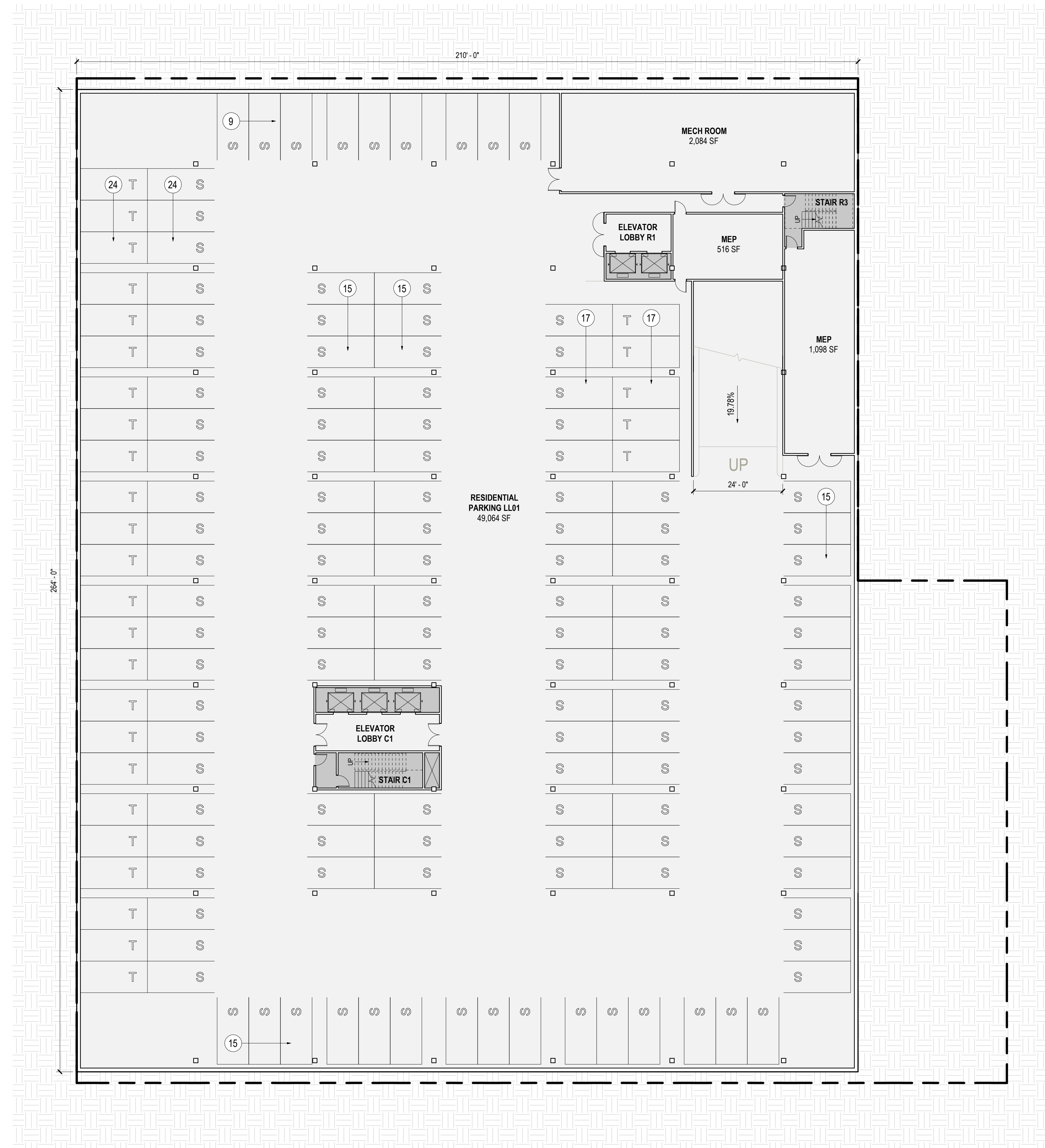
VEHICULAR PARKING COUNT		
LEVEL	STALL TYPE	COUNT
LOWER LEVEL 01	TANDEM	29
LOWER LEVEL 01	STANDARD	122
LEVEL 01	STANDARD	43
LEVEL 01	STACKED ABOVE	43
LEVEL 01	ADA	9
LEVEL 02	STANDARD	78
LEVEL 02	STACKED ABOVE	78
TOTAL STALLS: 402		

GROSS BUILDING AREA (FAR) - BY LEVEL	
LEVEL	*AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,416 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R08 - ROOF DECK	24,159 SF
LEVEL C07/R09 - MECH	0 SF
GRAND TOTAL	257,287 SF

* FLOOR AREA IS BASED ON THE ZONING CODE DEFINITION.



SECTIONAL KEY



FLOOR PLAN - LOWER LEVEL 01

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

Seal/Signature

Project Name

MATEO

Project Number

05.1953.000

CAD File Name

Description

FLOOR PLAN - LOWER LEVEL 01

Scale

A2.00

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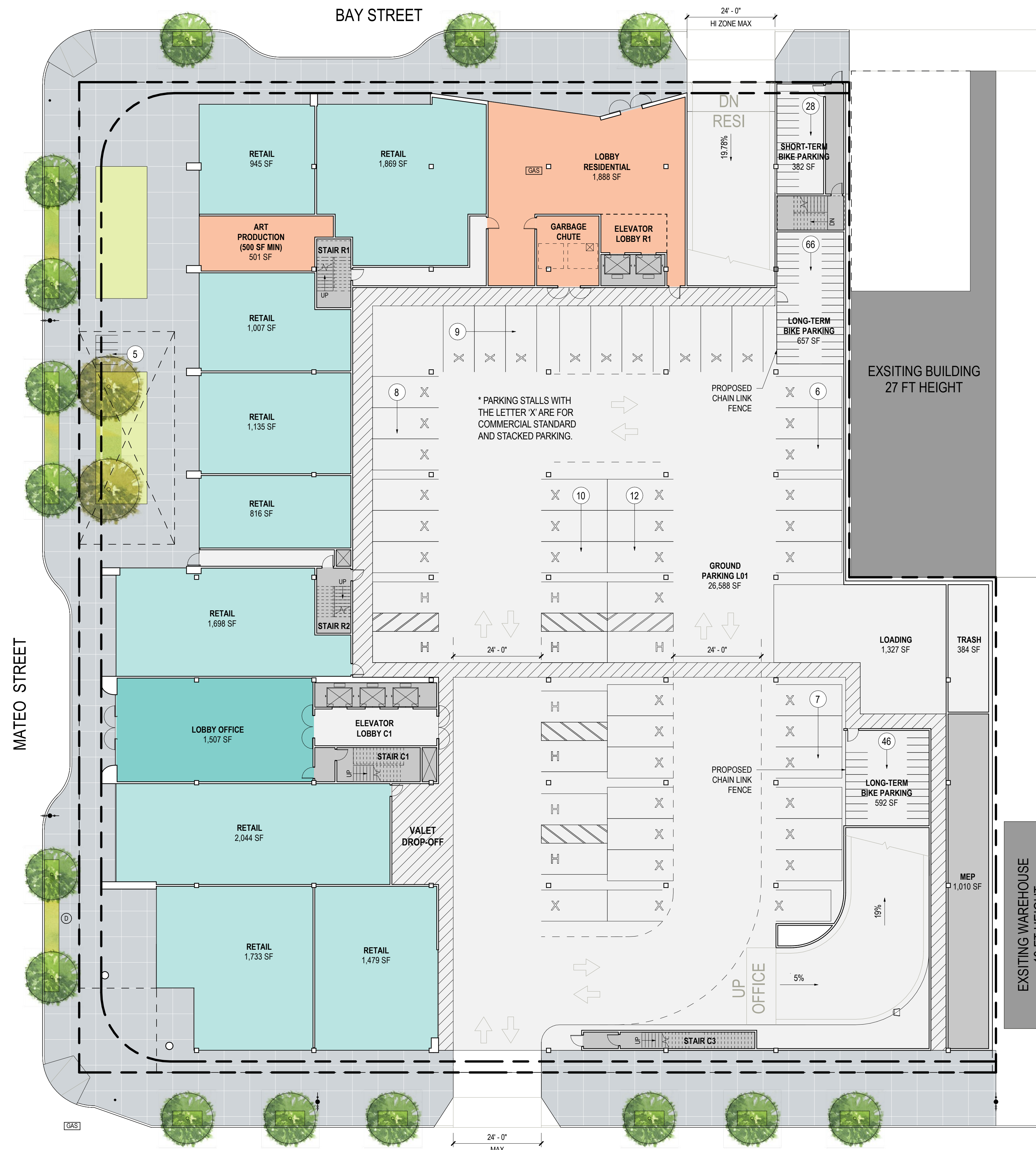
MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

Issue	Issue Description	Date
△	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	10/18/2019
	REVISION ENTITLEMENT	12/04/2020
	REVISION ENTITLEMENT	12/29/2020

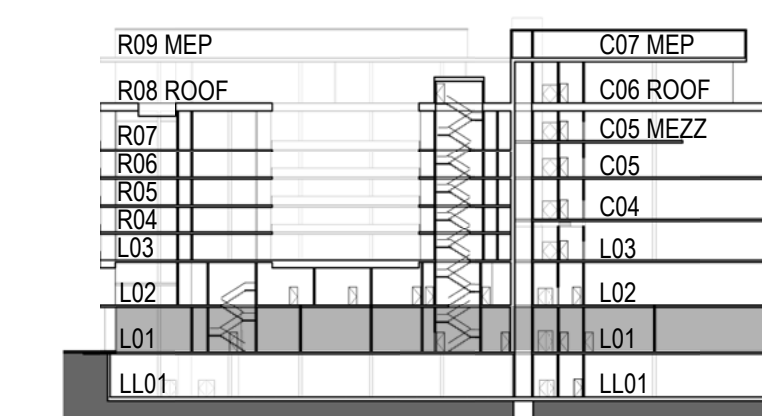


PARKING LOCATION	TYPE	COUNT
OFF SACRAMENTO ST.	BIKE LONG-TERM (STACKED)	46
OFF BAY ST.	BIKE LONG-TERM (STACKED)	66
ALONG MATEO ST.	BIKE SHORT-TERM	5
OFF BAY ST.	BIKE SHORT-TERM (STACKED)	28
TOTAL STALLS: 145		

LEVEL	STALL TYPE	COUNT
LOWER LEVEL 01	TANDEM	29
LOWER LEVEL 01	STANDARD	122
LEVEL 01	STANDARD	43
LEVEL 01	STACKED ABOVE	43
LEVEL 01	ADA	9
LEVEL 02	STANDARD	78
LEVEL 02	STACKED ABOVE	78
TOTAL STALLS: 402		

LEVEL	*AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,416 SF
LEVEL R05	21,564 SF
LEVEL C05R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06R08 - ROOF DECK	24,159 SF
LEVEL C07R09 - MECH	0 SF
GRAND TOTAL	257,287 SF

* FLOOR AREA IS BASED ON THE ZONING CODE DEFINITION.



SECTIONAL KEY

Seal/Signature _____

Project Name
MATEO

Project Number
05.1953.000
CAD File Name _____

Description
FLOOR PLAN - LEVEL 01 - GROUND

Scale _____

FLOOR PLAN - LEVEL 01

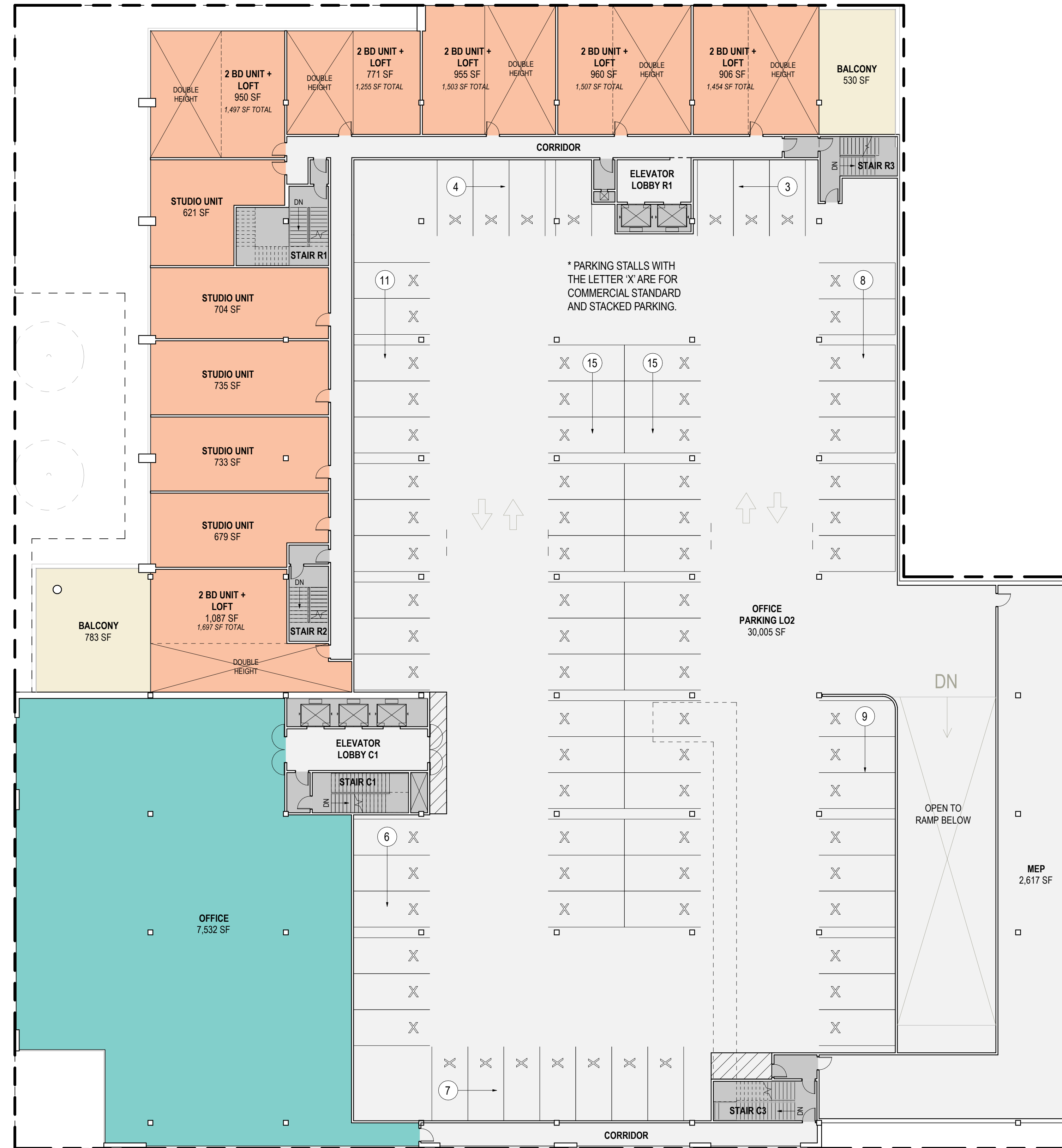
SCALE: 1/16" = 1'-0"

SACRAMENTO STREET

A2.01

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Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020



VEHICULAR PARKING COUNT

LEVEL	STALL TYPE	COUNT
LOWER LEVEL 01	TANDEM	29
LOWER LEVEL 01	STANDARD	122
LEVEL 01	STANDARD	43
LEVEL 01	STACKED ABOVE	43
LEVEL 01	ADA	9
LEVEL 02	STANDARD	78
LEVEL 02	STACKED ABOVE	78
TOTAL STALLS:		402

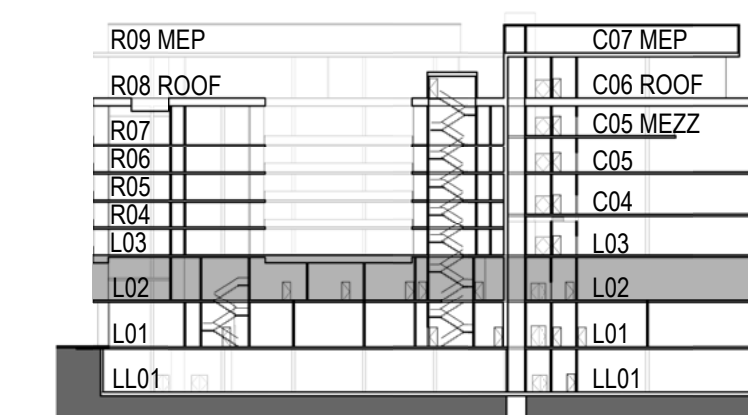
GROSS BUILDING AREA (FAR) - BY LEVEL

LEVEL	* AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,602 SF
LEVEL R04	21,564 SF
LEVEL C04	22,416 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R08 - ROOF DECK	24,159 SF
LEVEL C07/R09 - MECH	0 SF
GRAND TOTAL	257,287 SF

* FLOOR AREA IS BASED ON THE ZONING CODE DEFINITION.

LIVE-WORK UNITS

UNIT TYPE	COUNT
2 BD UNIT + LOFT	6
STUDIO UNIT	5
LEVEL 02	11



SECTIONAL KEY

FLOOR PLAN - LEVEL 02 (+EL 18'-0")

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

Seal/Signature

Project Name

MATEO

Project Number

05.1953.000

CAD File Name

Description

FLOOR PLAN - LEVEL 02

Scale

A2.02



MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

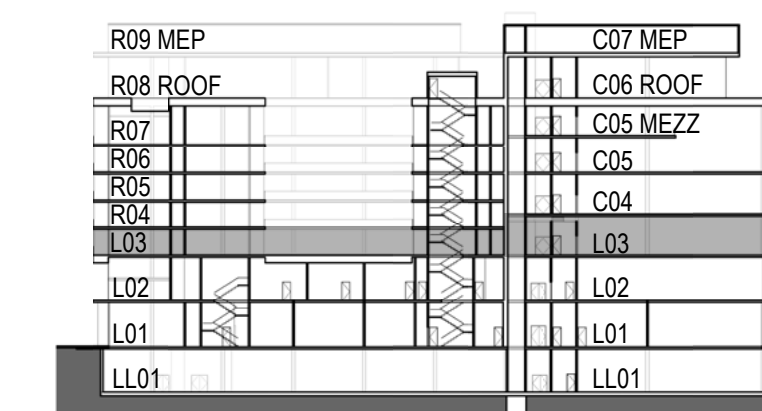
Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020



LEVEL	*AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,416 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R08 - ROOF DECK	24,159 SF
LEVEL C07/R09 - MECH	0 SF
GRAND TOTAL	257,287 SF

* FLOOR AREA IS BASED ON THE ZONING CODE DEFINITION.

LIVE-WORK UNITS	
1 BD UNIT	5
1 BD UNIT + DEN	3
2 BD UNIT	6
STUDIO UNIT	5
LEVEL 03	19



SECTIONAL KEY

FLOOR PLAN - LEVEL 03 - COURTYARD (+EL 36'-0")

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

Seal/Signature _____

Project Name _____

MATEO

Project Number _____

05.1953.000

CAD File Name _____

Description _____

FLOOR PLAN - LEVEL 03 - COURTYARD

Scale _____

A2.03

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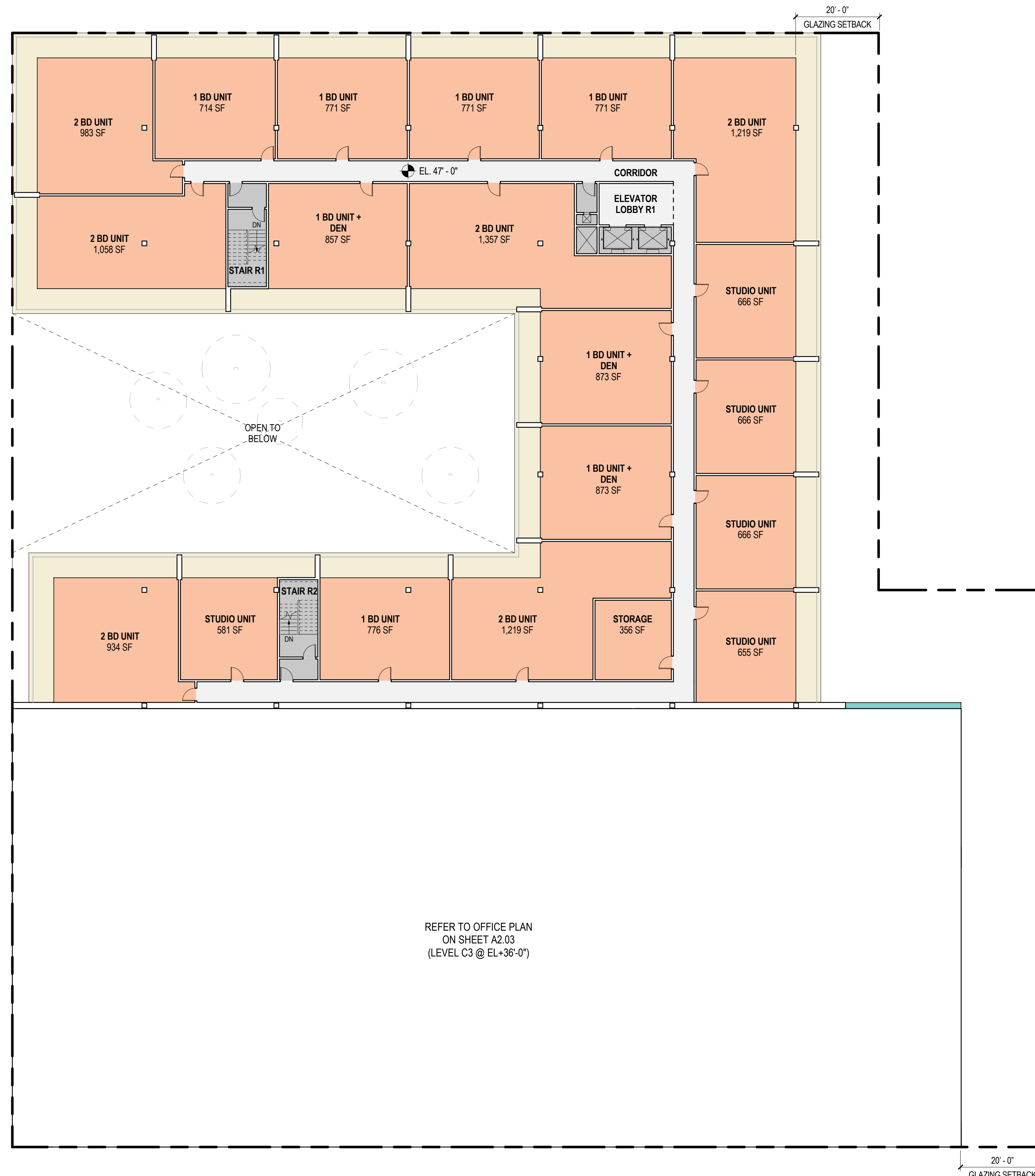
MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020

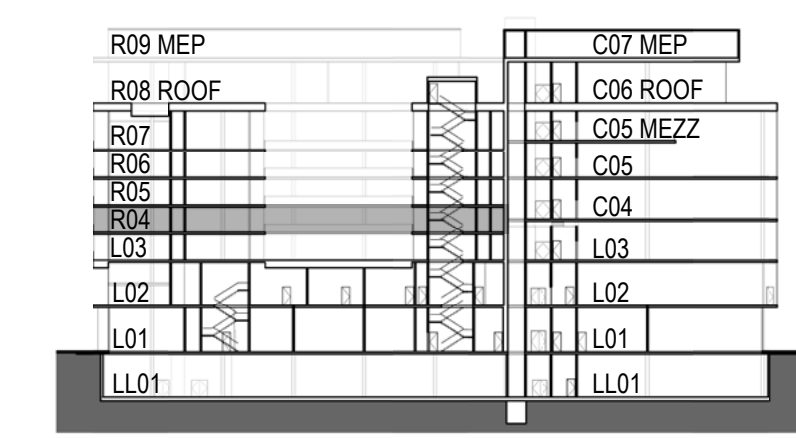


REFER TO OFFICE PLAN
ON SHEET A2.03
(LEVEL C3 @ EL.+36'-0")

LEVEL	*AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,416 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R08 - ROOF DECK	24,159 SF
LEVEL C07/R09 - MECH	0 SF
GRAND TOTAL	257,287 SF

* FLOOR AREA IS BASED ON THE ZONING CODE DEFINITION.

LIVE-WORK UNITS	
1 BD UNIT	5
1 BD UNIT + DEN	3
2 BD UNIT	6
STUDIO UNIT	5
LEVEL R04	19



SECTIONAL KEY

FLOOR PLAN - LEVEL R04 (+EL 47'-0")

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

Project Name
MATEO

Project Number
05.1953.000

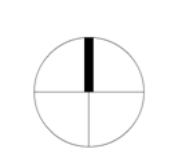
CAD File Name

Description
FLOOR PLAN - LEVEL R04

Scale

A2.04

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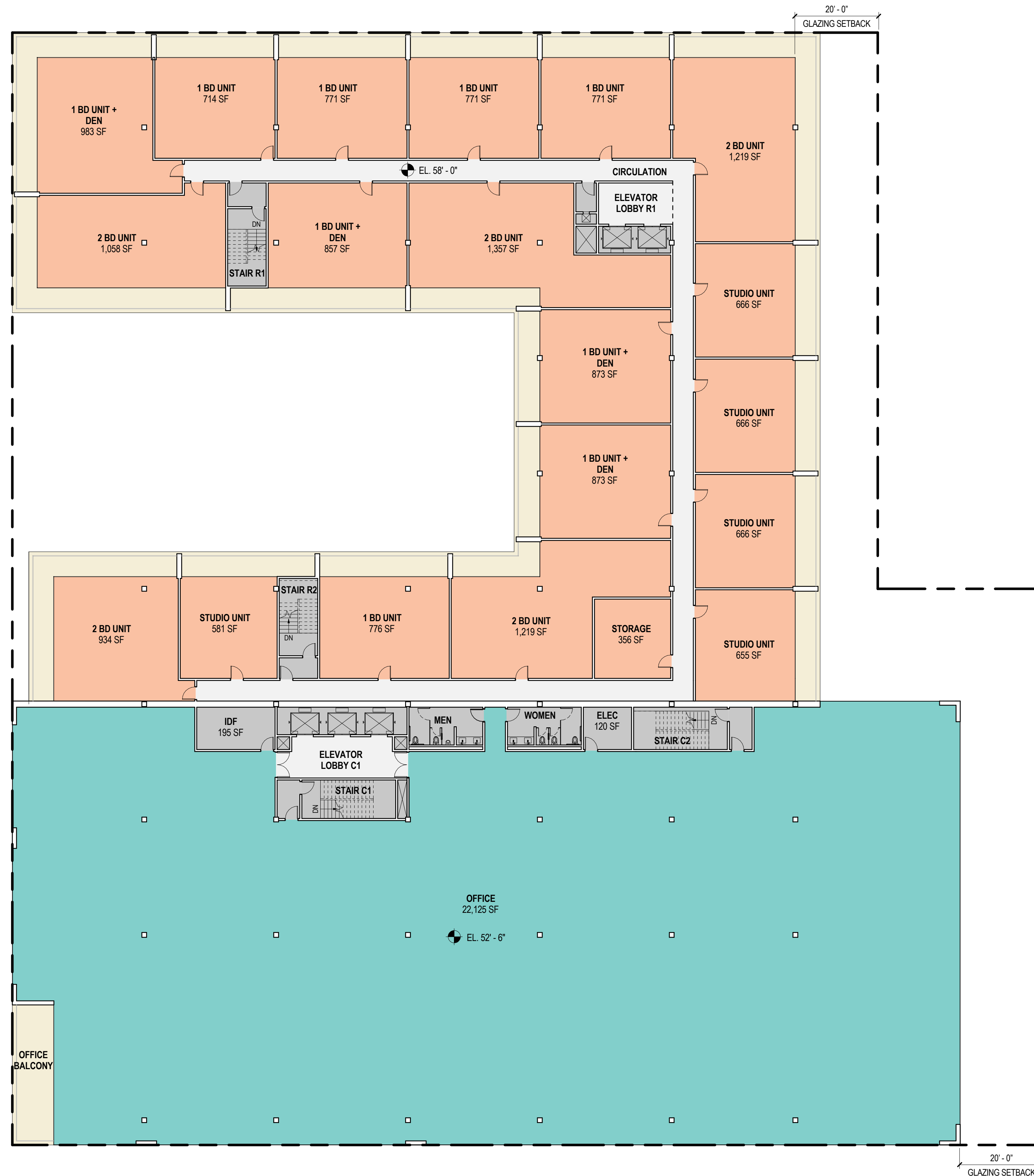
MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
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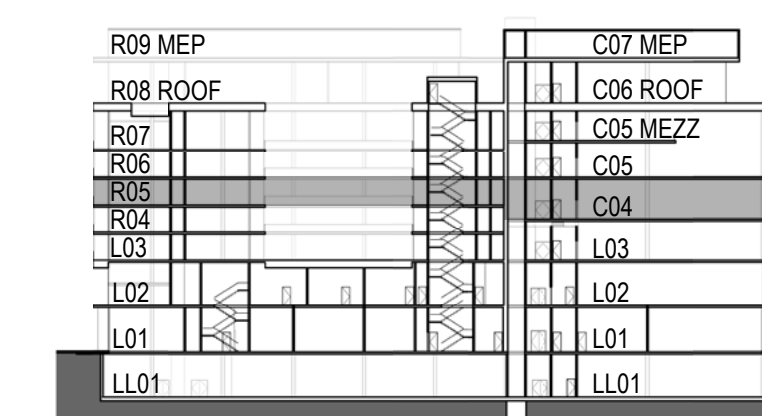
Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020



LEVEL	*AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,416 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R08 - ROOF DECK	24,159 SF
LEVEL C07/R09 - MECH	0 SF
GRAND TOTAL	257,287 SF

* FLOOR AREA IS BASED ON THE ZONING CODE DEFINITION.

LIVE-WORK UNITS	
1 BD UNIT	5
1 BD UNIT + DEN	4
2 BD UNIT	5
STUDIO UNIT	5
LEVEL R05	19



SECTIONAL KEY

FLOOR PLAN - LEVELS C04 (+EL 52'-6")/R05 (+EL 58'-0")

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

Seal/Signature _____

Project Name
MATEO

Project Number
05.1953.000
CAD File Name _____

Description
FLOOR PLAN - LEVELS C04/R05

Scale _____

A2.05

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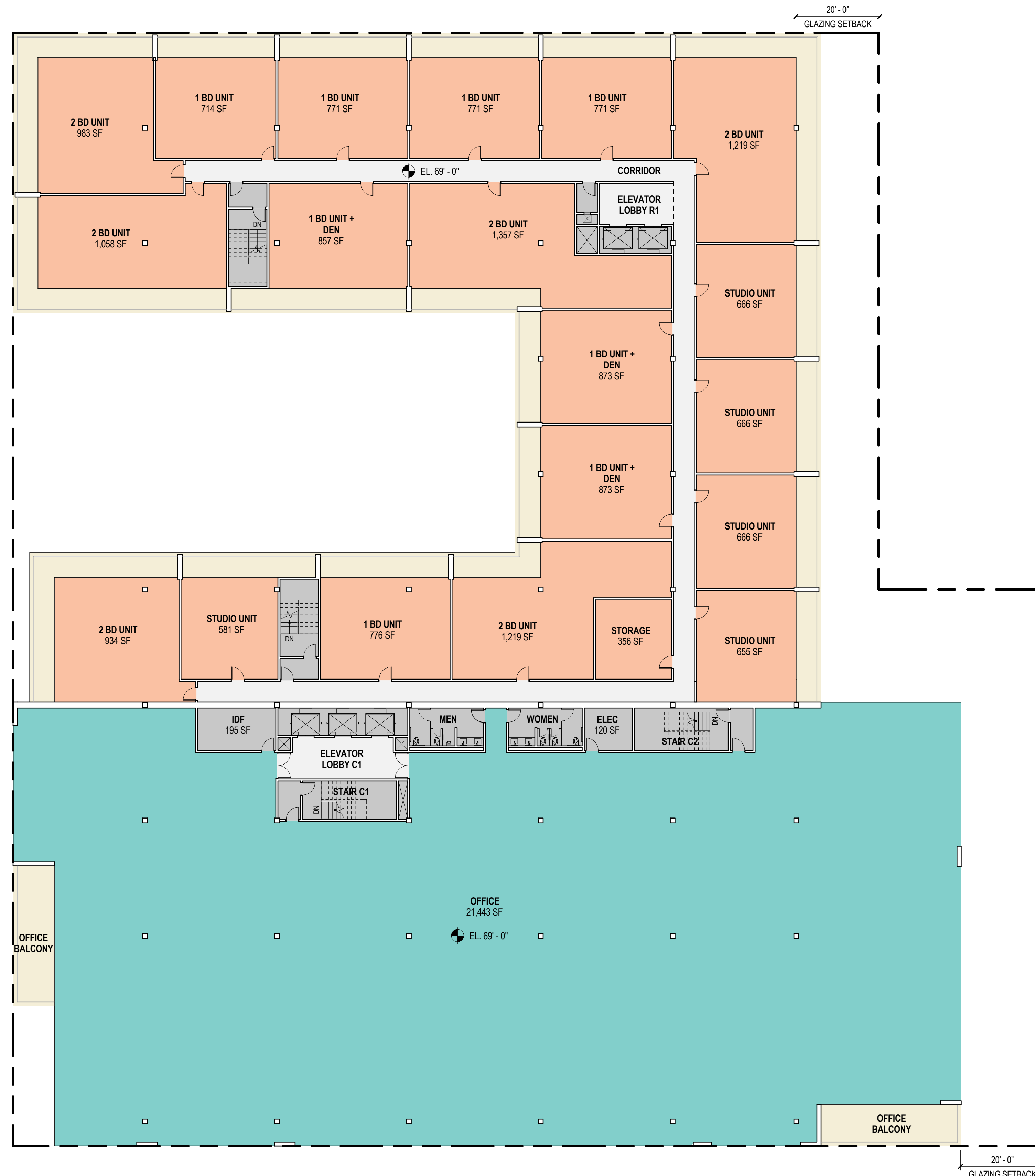
MATEO ARTS, LLC

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LOS ANGELES, CA 90021

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500 S. Figueroa Street
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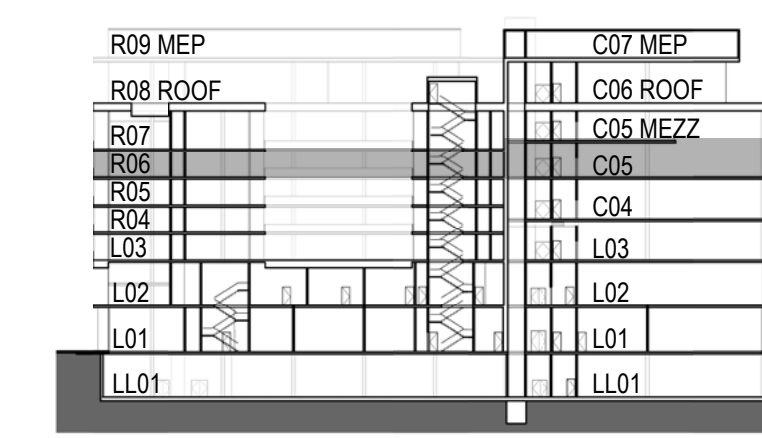
Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020



LEVEL	*AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,416 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R06 - ROOF DECK	24,159 SF
LEVEL C07/R05 - MECH	0 SF
GRAND TOTAL	257,287 SF

* FLOOR AREA IS BASED ON THE ZONING CODE DEFINITION.

LIVE-WORK UNITS	
1 BD UNIT	5
1 BD UNIT + DEN	3
2 BD UNIT	6
STUDIO UNIT	5
LEVEL R06	19



SECTIONAL KEY

FLOOR PLAN - LEVEL C05/R06 (+EL 69'-0'')

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

Seal/Signature _____

Project Name
MATEO

Project Number
05.1953.000
CAD File Name _____

Description
FLOOR PLAN - LEVEL C05/R06

Scale _____

A2.06

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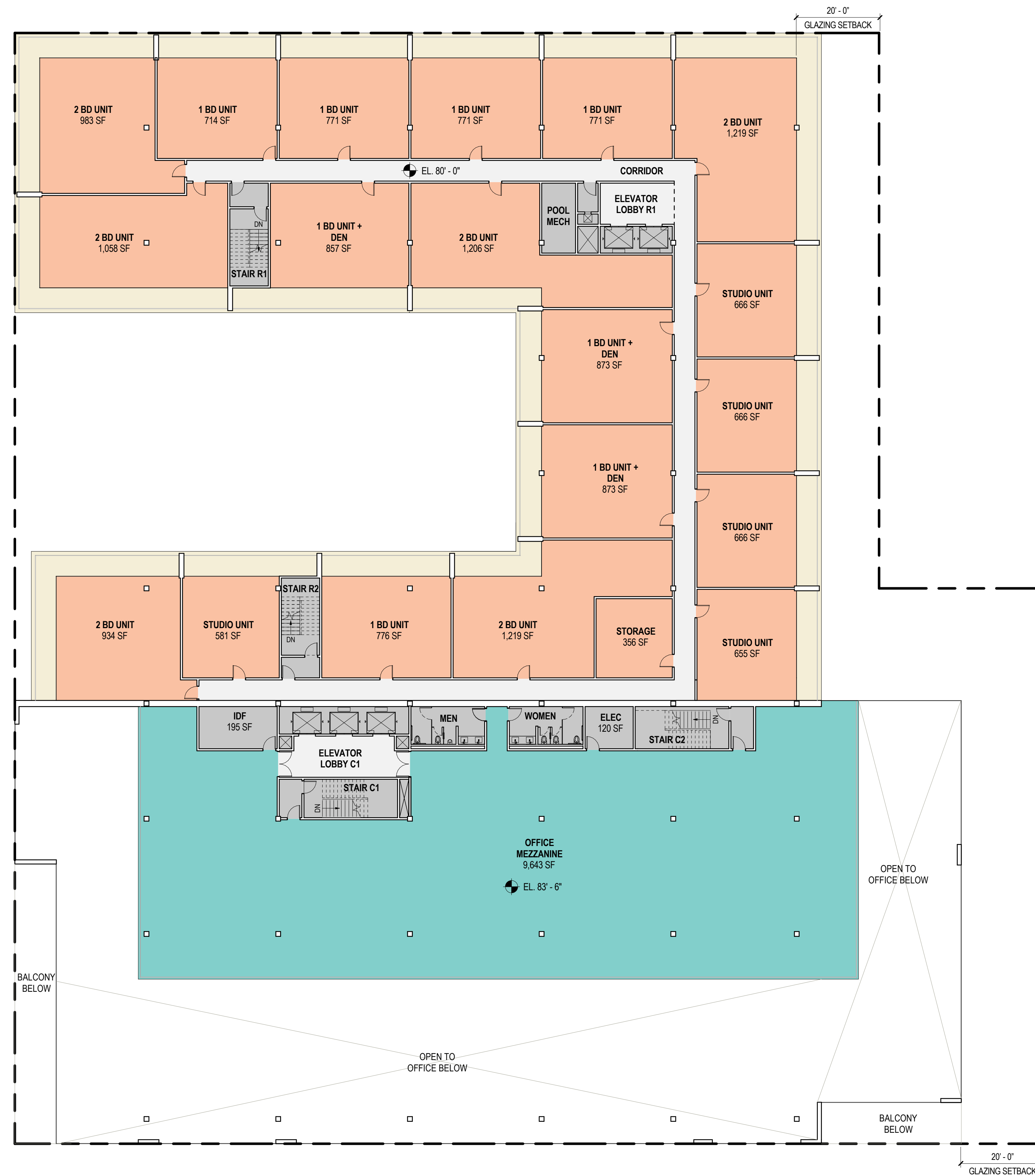
MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

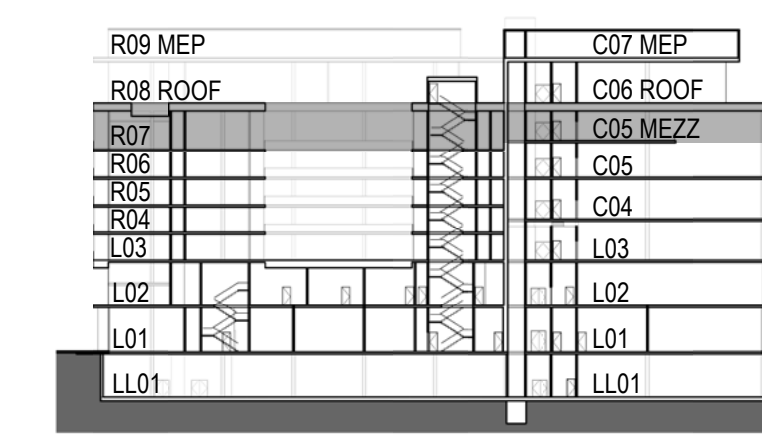
Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020



GROSS BUILDING AREA (GAR) - BY LEVEL	
LEVEL	*AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,418 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R08 - ROOF DECK	24,159 SF
LEVEL C07/R09 - MECH	0 SF
GRAND TOTAL	257,287 SF

* FLOOR AREA IS BASED ON THE ZONING CODE DEFINITION.

LIVE-WORK UNITS	
1 BD UNIT	5
1 BD UNIT + DEN	3
2 BD UNIT	6
STUDIO UNIT	5
LEVEL R07	19



SECTIONAL KEY

FLOOR PLAN - LEVELS C05 MEZZANINE (+EL 83'-6")/R07 (+EL 80'-0")

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

Project Name
MATEO

Project Number
05.1953.000
CAD File Name

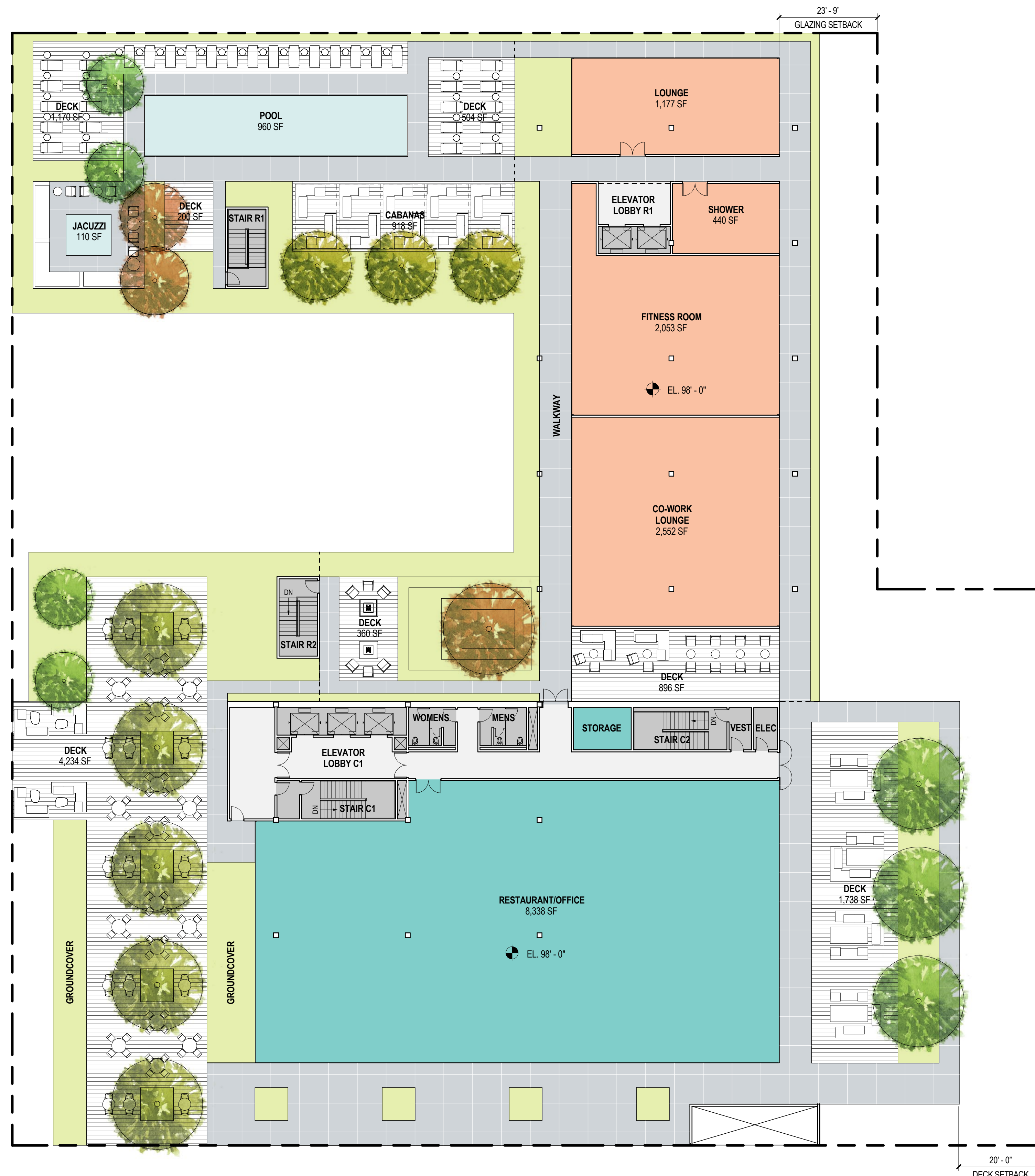
Description
FLOOR PLAN - LEVELS C05 MEZZANINE/R07

Scale

A2.07

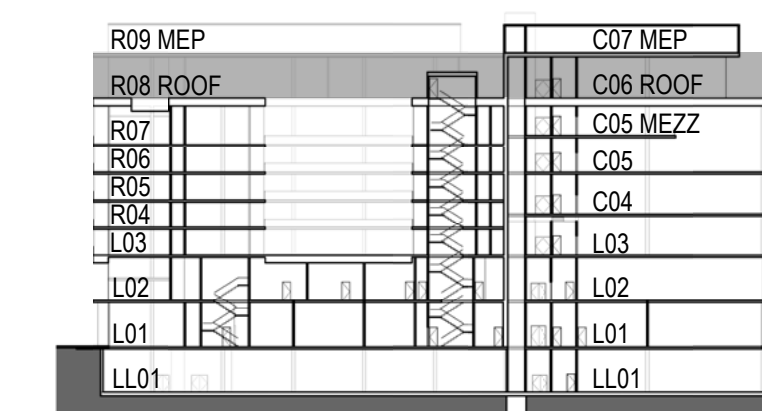
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Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020



LEVEL	*AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,416 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R08 - ROOF DECK	24,159 SF
LEVEL C07/R09 - MECH	0 SF
GRAND TOTAL	257,207 SF

* FLOOR AREA IS BASED ON THE ZONING CODE DEFINITION.



SECTIONAL KEY

FLOOR PLAN - LEVEL C06/R08 - ROOF DECK (+EL 98'-0'')

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

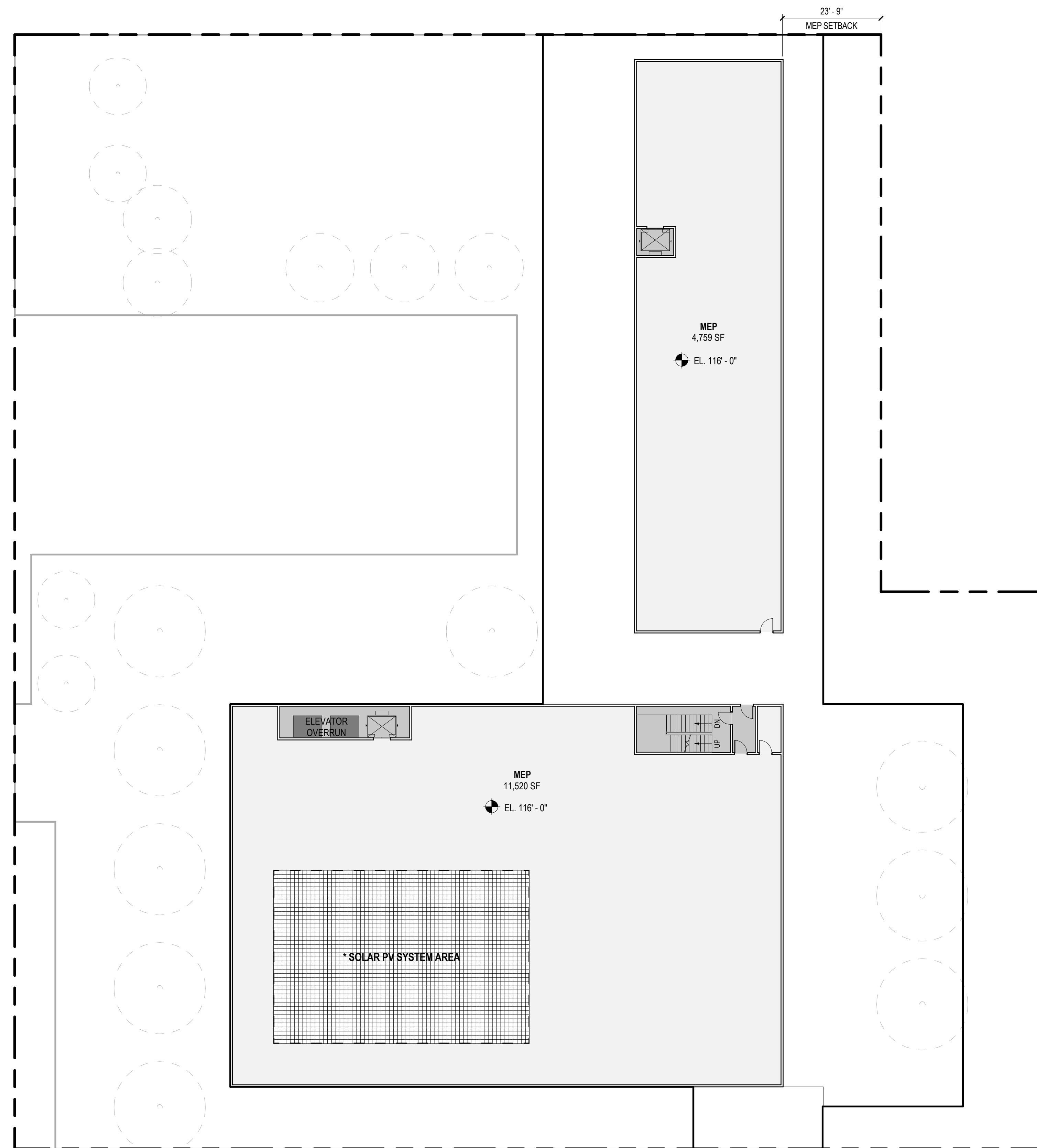
Project Name
MATEO

Project Number
05.1953.000
CAD File Name

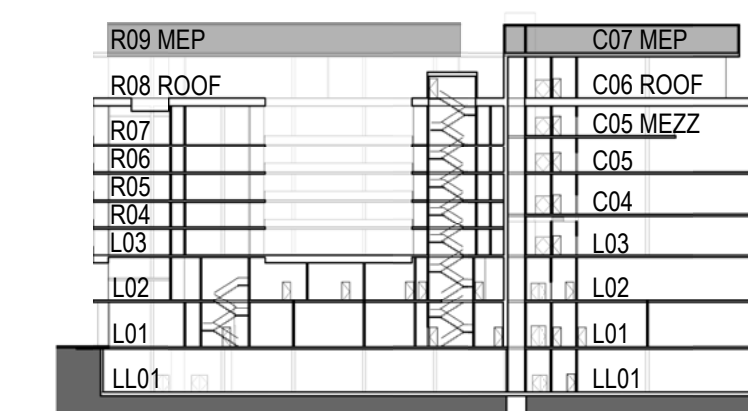
Description
FLOOR PLAN - LEVEL C06/R08 - ROOF DECK

Scale

A2.08



* HEIGHT TO PARAPET IS 127' - 0"; REFER TO BUILDING SECTIONS AND ELEVATIONS ON SUBSEQUENT SHEETS.



SECTIONAL KEY

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020
	REVISION ENTITLEMENT	12/29/2020

Seal/Signature

Project Name

MATEO

Project Number

05.1953.000

CAD File Name

Description

FLOOR PLAN - LEVEL C07/R09 - MECH

Scale

FLOOR PLAN - LEVEL C07/R09 - MECH (+EL 118-0'')

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



MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601



Issue	Issue Description	Date
ENTITLEMENT PACKAGE		11/15/2018
REVISION ENTITLEMENT		03/07/2019
REVISION ENTITLEMENT		12/04/2020

Seal/Signature

Project Name
MATEO

Project Number
05.1953.000
CAD File Name

Description
OVERALL SECTION - COURTYARD

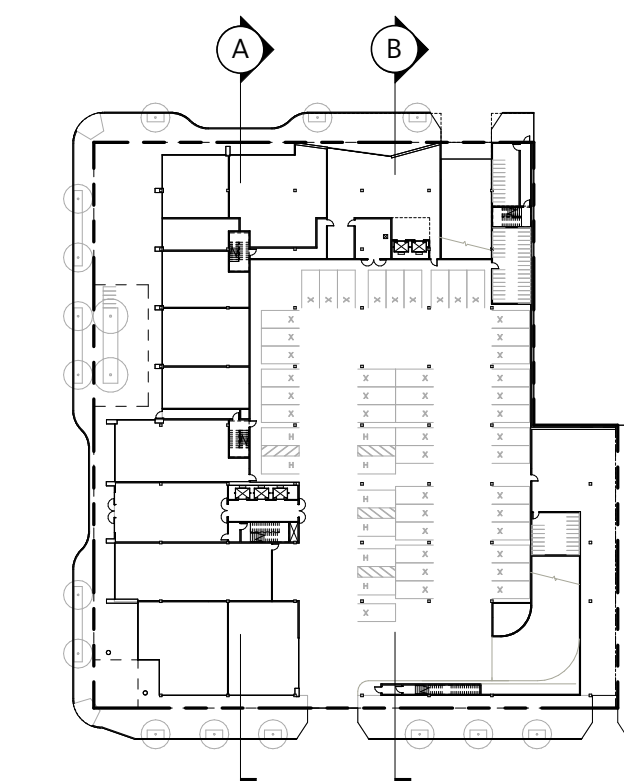
Scale

A3.01

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SECTION A

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



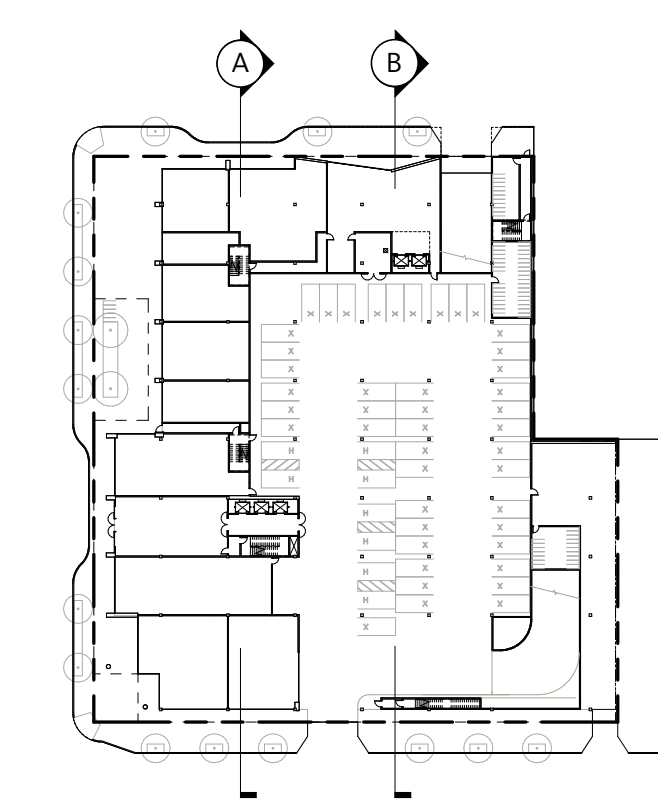
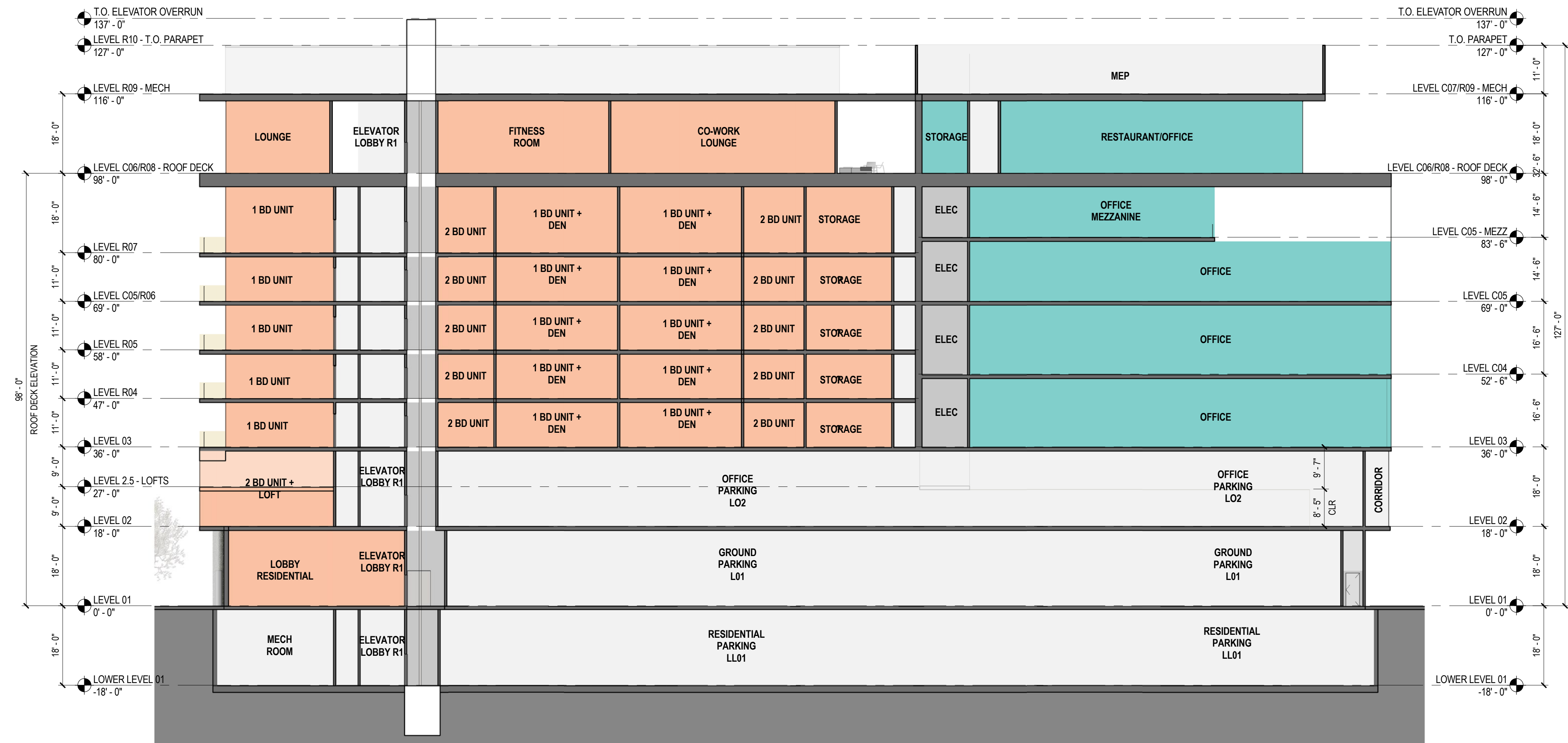
KEY PLAN

MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601



KEY PLAN

Issue	Issue Description	Date
ENTITLEMENT PACKAGE		11/15/2018
REVISION ENTITLEMENT		03/07/2019
REVISION ENTITLEMENT		12/04/2020

Seal/Signature _____

Project Name
MATEO

Project Number
05.1953.000
CAD File Name _____

Description
OVERALL SECTION - PARKING

Scale _____

A3.02

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SECTION B

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

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Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

Issue	Issue Description	Date
△	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/29/2020

Seal/Signature

Project Name

MATEO

Project Number

05.1953.000

CAD File Name

Description

ELEVATION - EAST

Scale

A4.01

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MATERIALS LEGEND

- | | |
|-------------------------|------------------------|
| ① Expanded Metal Skin | ⑥ Metal Mullion System |
| ② Metal Mesh Guardrails | ⑦ Formwork Concrete |
| ③ Brick | ⑧ Sliding Door System |
| ④ Operable Metal Panels | ⑨ Folding Door System |
| ⑤ Low-E Coated Glazing | ⑩ Exposed Concrete |

EXTERIOR ELEVATION - EAST

MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/29/2020



MATERIALS LEGEND

- ① Expanded Metal Skin
- ② Metal Mesh Guardrails
- ③ Brick
- ④ Operable Metal Panels
- ⑤ Low-E Coated Glazing
- ⑥ Metal Mullion System
- ⑦ Formwork Concrete
- ⑧ Sliding Door System
- ⑨ Folding Door System
- ⑩ Exposed Concrete

EXTERIOR ELEVATION - SOUTH

Seal/Signature

Project Name
MATEO

Project Number
05.1953.000
CAD File Name

Description
ELEVATION - SOUTH

Scale

A4.02

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Issue	Issue Description	Date
△	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/29/2020

Seal/Signature

Project Name
MATEO

Project Number
05.1953.000
CAD File Name

Description
ELEVATION - WEST

Scale

MATERIALS LEGEND

- ① Expanded Metal Skin
- ② Metal Mesh Guardrails
- ③ Brick
- ④ Operable Metal Panels
- ⑤ Low-E Coated Glazing
- ⑥ Metal Mullion System
- ⑦ Formwork Concrete
- ⑧ Sliding Door System
- ⑨ Folding Door System
- ⑩ Exposed Concrete

EXTERIOR ELEVATION - WEST

A4.03

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1024 MATEO STREET
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Gensler

500 S. Figueroa Street
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Issue	Issue Description	Date
△	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/29/2020



- ⑩
- ①
- ②
- ⑤
- ⑥
- ⑨

- T.O. ELEVATOR OVERRUN 137'-0"
- LEVEL R10 - T.O. PARAPET 127'-0"
- LEVEL R09 - MECH 118'-0"
- LEVEL C06R08 - ROOF DECK 98'-0"
- LEVEL R07 87'-0"
- LEVEL C05R06 69'-0"
- LEVEL R05 58'-0"
- LEVEL R04 47'-0"
- LEVEL 03 36'-0"
- LEVEL 2.5 - LOFTS 27'-0"
- LEVEL 02 18'-0"
- LEVEL 01 0'-0"

- MATERIALS LEGEND**
- ① Expanded Metal Skin
 - ② Metal Mesh Guardrails
 - ③ Brick
 - ④ Operable Metal Panels
 - ⑤ Low-E Coated Glazing
 - ⑥ Metal Mullion System
 - ⑦ Formwork Concrete
 - ⑧ Sliding Door System
 - ⑨ Folding Door System
 - ⑩ Exposed Concrete

EXTERIOR ELEVATION - NORTH

Seal/Signature

Project Name
MATEO

Project Number
05.1953.000
CAD File Name

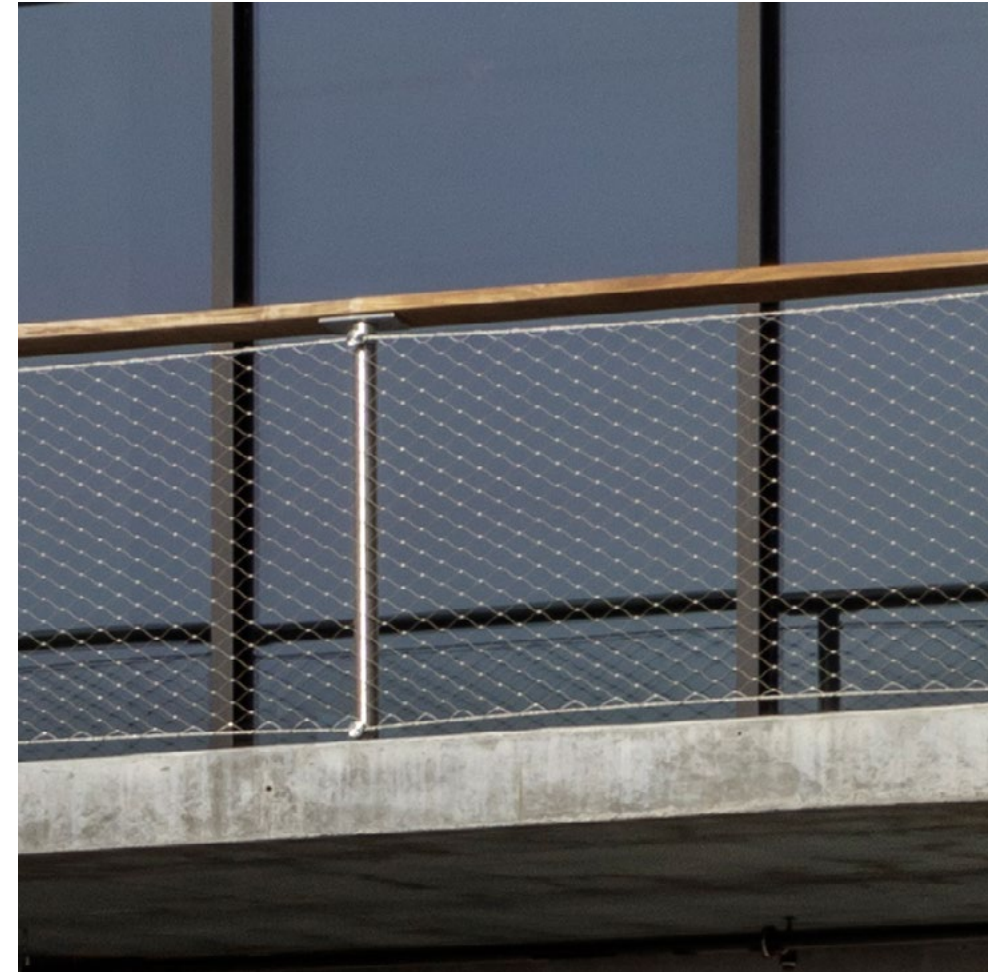
Description
ELEVATION - NORTH

Scale

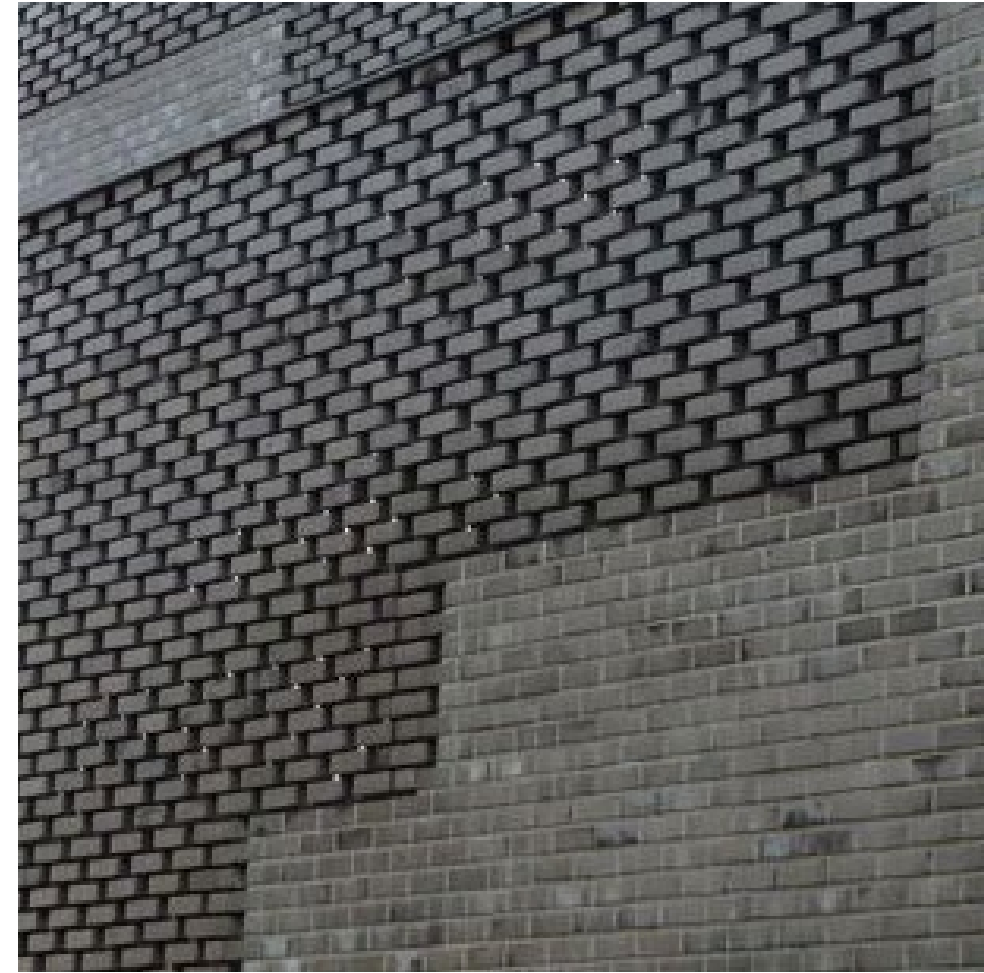
A4.04



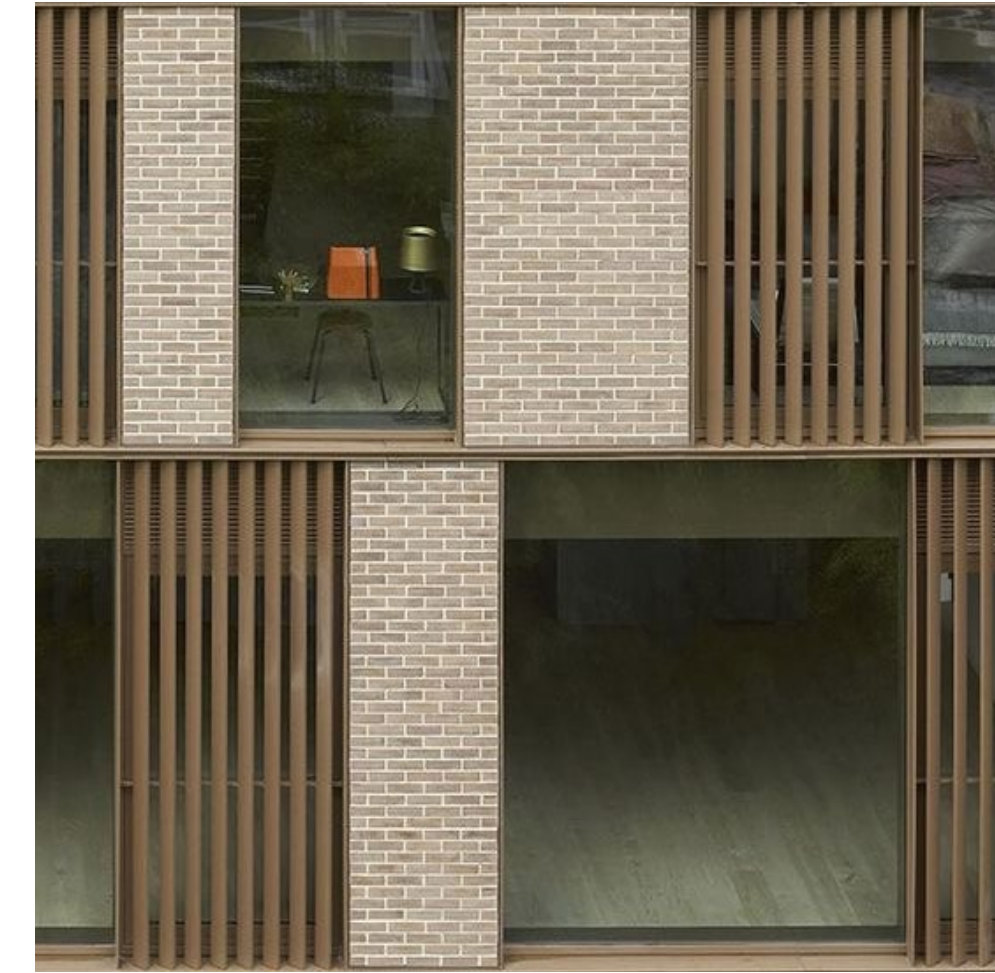
01. EXPANDED METAL



02. METAL MESH GUARDRAIL



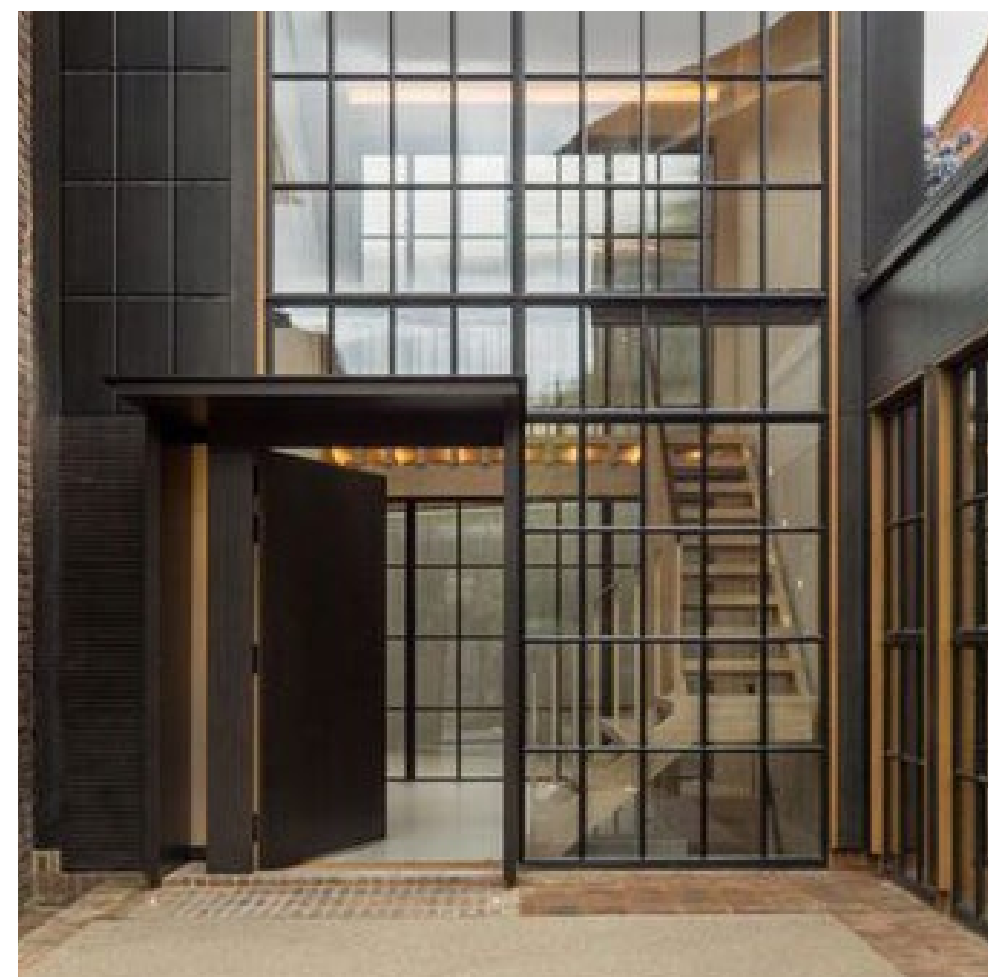
03. BRICK



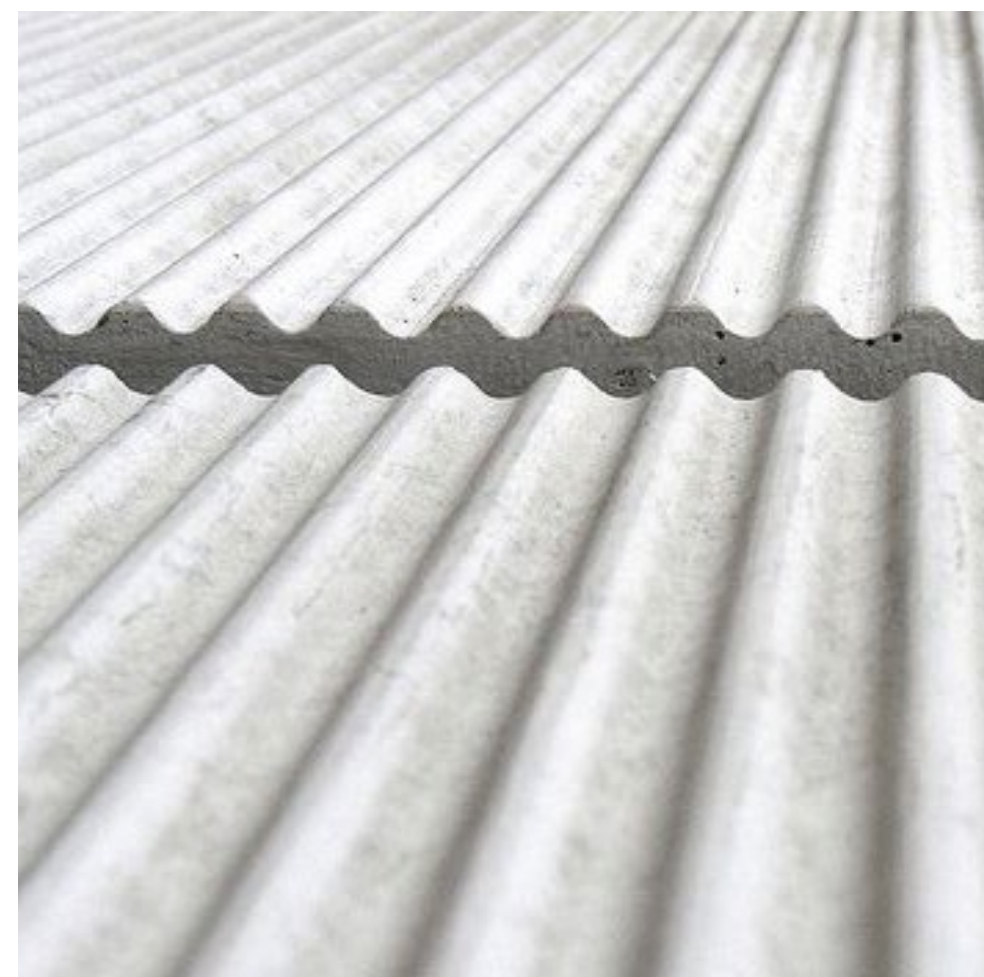
04. OPERABLE METAL PANELS



05. LOW-E COATED GLAZING



06. METAL FRAME GLAZING SYSTEM



07. FORMWORK CONCRETE



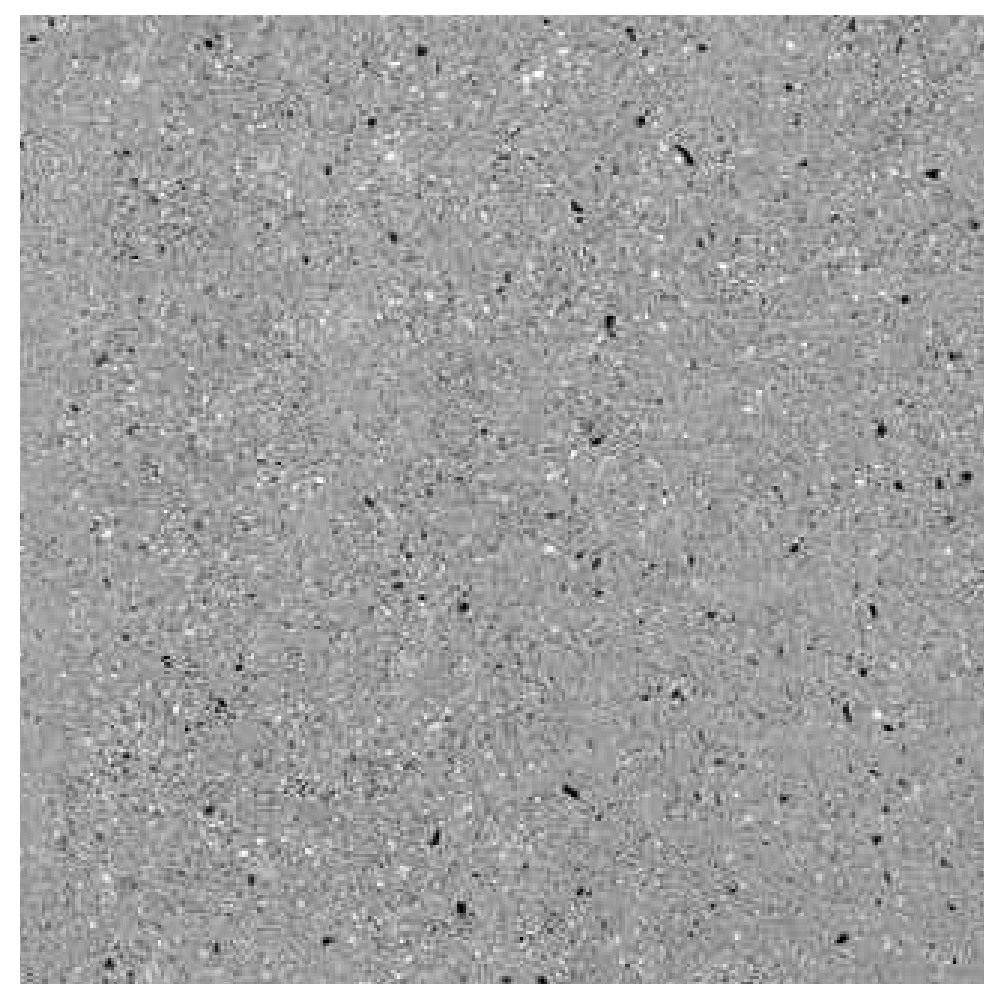
08. SLIDING DOOR OPTIONS



09. FOLDING DOOR SYSTEM



10. EXPOSED CONCRETE



11. DECORATIVE CONCRETE FLOORING



12. IPE Wood

MATEO ARTS, LLC

1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019

Seal/Signature

Project Name
MATEO

Project Number
05.1953.000
CAD File Name

Description
EXTERIOR MATERIALS

Scale

A4.05

LANDSCAPE POINTS REQUIRED - LA Landscape Ordinance 170.978

Square Footage of Site: 58,970 sf
 Minimum Points Required: 30 points
 Points Required for Affordable Housing Density Bonus: 33 points

Technique	Points Calculation	Qty.	Points
Understory Street Trees	1 pt/tree	15	15
36" Box Trees	2 pts/tree	2	4
100% California Native Plants	50% of landscape pts	15	15
TOTAL LANDSCAPE POINTS PROVIDED:			34

Condition Met

WATER MANAGEMENT POINT SYSTEM - LA Landscape Ordinance 170.978

Square Footage of Site: 58,970 sf
 Total Site Landscaped Area Provided: 14,488 sf
 Total Swimming Pool Area: 1,044 sf
 Minimum Points Required: 400 points

Technique	Points Calculation	Qty.	Points
Swimming Pool Area	10 pts if < 15% of total site landscaped area	7%	10
Permeable Paving	100 sf minimum over 100 sf		5
Plants that will remain in good health with no more than monthly watering in summer	2 pts/plant	193	386
TOTAL LANDSCAPE POINTS PROVIDED:			401

Condition Met

WATER EFFICIENCY - LA Landscape Ordinance 170.978

Hydrozone #/Planting Area Description: A1 All Zones
 Plant Water Use: Low

(PF) Plant Factor WUCHOLS, Species Coefficient: 0.2
 (ETO) Evapotranspiration Rate in LA: 50.1 50.1
 Irrigation Type: Drip
 (IE) Irrigation Efficiency: 0.81
 (ETAF) Estimated Total Adjustment Factor: (PF/IE) 0.25
 (LA) Landscaped Area: 14,488 14,488
 Plant Factor Area: (PFx LA) 2,898
 (ETWU) Estimated Total Water Use: (ETO)(0.62)(PFxLA)/IE 111,132 gal/yr
 (MAWA) Max Applied Water Allowance: (ETO)(0.62)((0.55xLA)+(0.45xSLA)) 247,514 gal/yr

TREE PALETTE



Strawberry Tree
Arbutus x andrachnoides
 Medium water use



Fruitless Olive
Olea europea 'Swan hill'
 Low water use



Chilean Mesquite
Prosopis chilensis
 Medium water use



Saucer Magnolia
Magnolia x soulangeana
 Medium water use



Dessert Museum Palo Verde
Cercidium
 Low water use



Pink Trumpet Tree
Handroanthus impetiginosus
 Low water use



Star Magnolia
Magnolia stellata
 Medium water use

SHRUBS & GROUND COVER PALETTE



White Rockrose
Cistus x corbariensis
 Low water use



Blue Fescue
Festuca glauca 'Elijah Blue'
 Low water use



California Fuchsia
Epilobium canum
 Low water use



Dwarf Myrtle
Myrtus communis
 Low water use



Deer Grass
Muhlenbergia rigens
 Low water use



English Lavender
Lavandula angustifolia
 Low water use



Emerald Carpet
Arctostaphylos 'Emerald Carpet'
 Low water use



Rosemary
Rosmarinus officinalis
 Low water use



Foxtail Agave
Agave attenuata
 Low water use



Huntington
Rosmarinus officinalis 'Carpet Rosemary'
 Low water use



Mexican Feather Grass
Stipa tenuissima
 Low water use



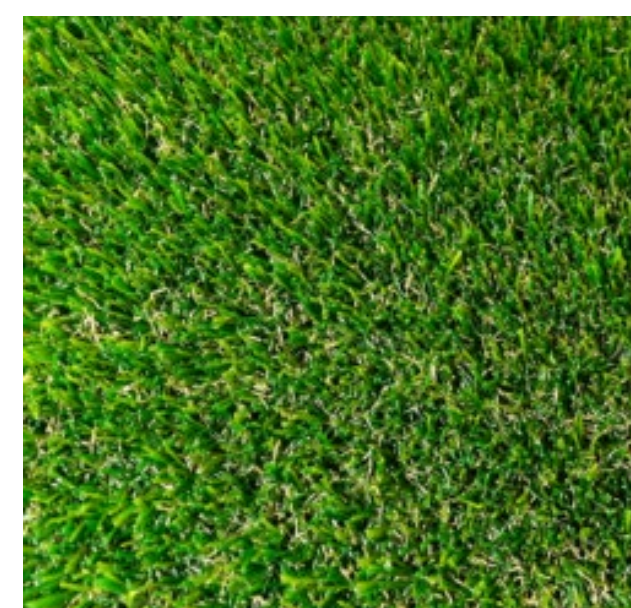
Myers Asparagus Fern
Asparagus densiflorus 'Myers'
 Medium water use



Parry's Agave
Agave parryi
 Low water use



Pink Muhly
Muhlenbergia capillaris
 Low water use



Artificial Turf
 Zero water use



Buffalo Grass
Anthoxanthum nitens
 Low water use



Golden Yarrow
Eriophyllum confertiflorum
 Low water use



Sonoma Sage
Salvia sonomensis
 Low water use



Texas Sage
Leucophyllum frutescens 'Compacta'
 Low water use



Thread Agave
Agave filifera
 Low water use

MATEO ARTS, LLC

1024 MATEO STREET
 LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
 Los Angeles, CA 90071
 Telephone 213.327.3600
 Facsimile 213.327.3601

Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020

Seal/Signature

Project Name
 MATEO

Project Number
 05.1953.000
 CAD File Name

Description
 LANDSCAPE PALETTE

Scale

L0.00

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1024 MATEO STREET
LOS ANGELES, CA 90021

Gensler

500 S. Figueroa Street
Los Angeles, CA 90071
Telephone 213.327.3600
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Issue	Issue Description	Date
△	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020

Seal/Signature _____

Project Name
MATEO

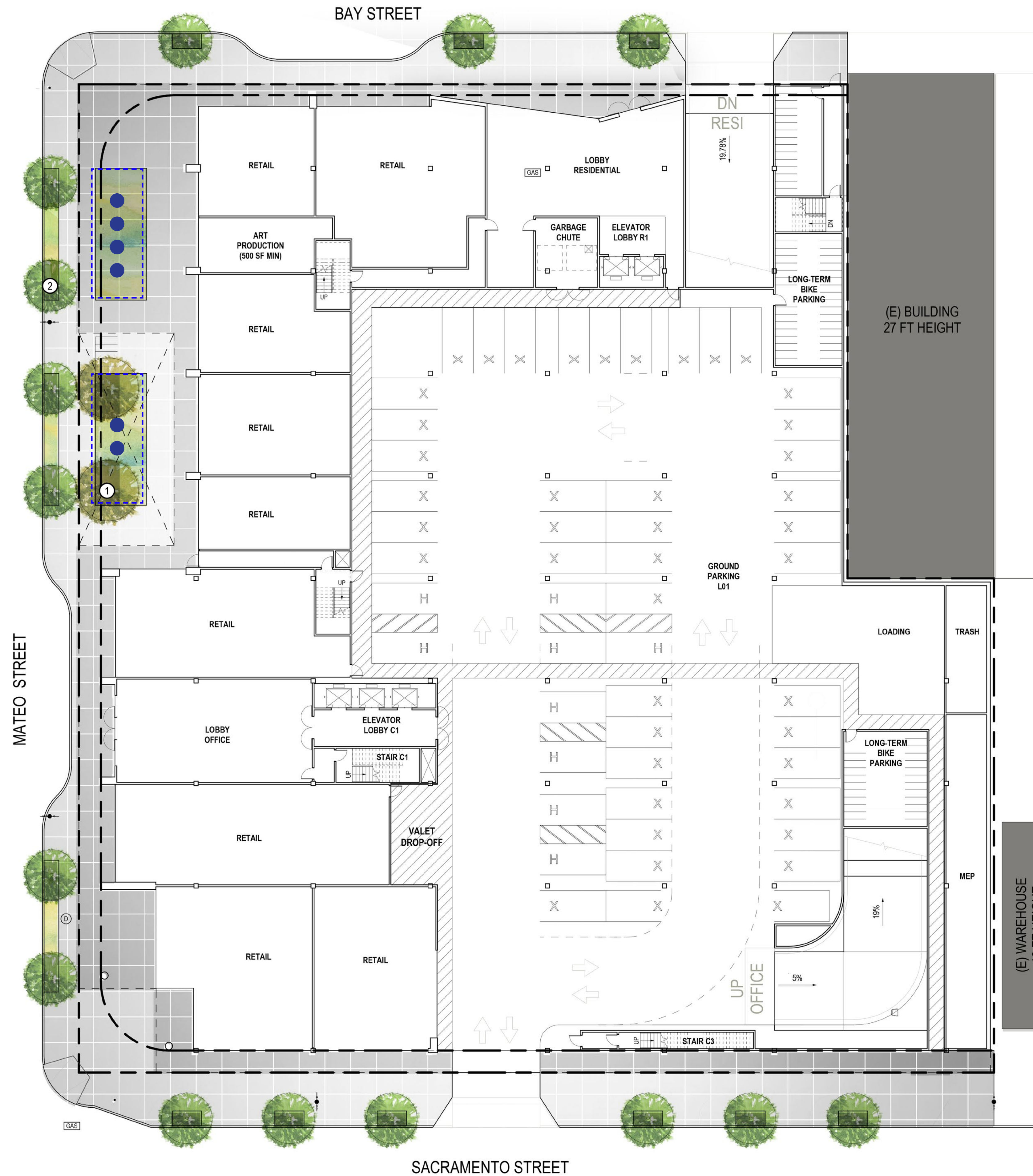
Project Number
05.1953.000
CAD File Name _____

Description
LANDSCAPE PLAN - LEVEL 01 - GROUND


Scale _____

L0.01


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TREE PALETTE




Star Magnolia
Magnolia stellata
Medium water use
24" box
Count: 2




Pink Trumpet Tree
Hemidioneus impetiginosus
Low water use
24" box
Count: 15

GROUNDCOVER PALETTE



Golden Yarrow
Eriophyllum confertiflorum
Low water use
1 gallon, 18" apart
Count: 2



Sonoma Sage
Salvia sonomensis
Low water use
2 gallons
Count: 6

FLOOR PLAN - LEVEL 01

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

LANDSCAPE TOTALS	
TOTAL TREE COUNT:	17
TOTAL PLANTING SF:	732



Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020

Seal/Signature

Project Name
MATEO


Project Number
05.1953.000
CAD File Name

Description
LANDSCAPE PLAN - LEVEL 03 - COURTYARD


Scale

L0.02

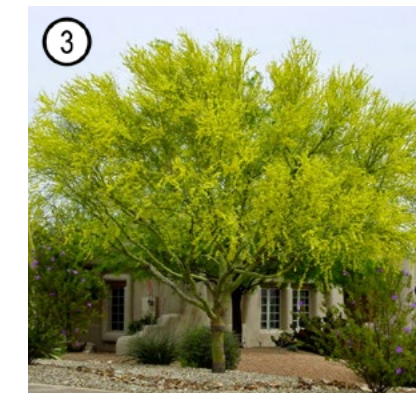
TREE PALETTE



1
Saucer Magnolia
Magnolia x soulangeana
Medium water use
24" box
Count: 2




2
Chilean Mesquite
Prosopis chilensis
Medium water use
24" box
Count: 3




3
Dessert Museum Palo Verde
Cercidium - 24" box
Low water use
24" box
Count: 1


GROUNDCOVER PALETTE




Emerald Carpet
Arcostachylos 'Emerald Carpet'
Low water use
1 gallon, 18" apart
Count: 24




California Fuchsia
Epilobium carum
Low water use
2 gallons
Count: 28




English Lavender
Lavandula angustifolia
Low water use
1 gallon, 18" apart
Count: 28



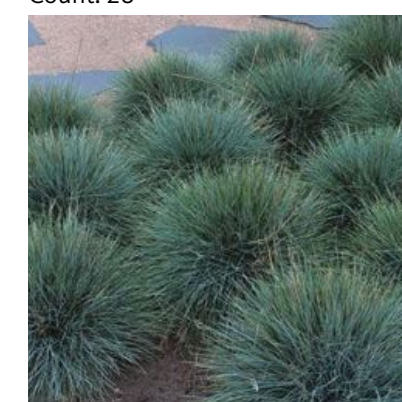
Foxtail Agave
Agave attenuata
Low water use
2 gallons
Count: 40




Huntington
Rosmarinus officinalis 'Carpet Rosemary'
Low water use
1 gallon, 18" apart
Count: 10



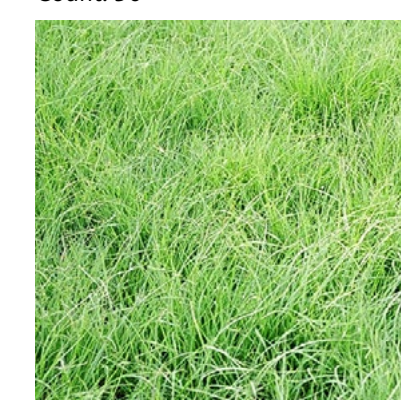
Texas Sage
Leucophyllum frutescens 'Compacta'
Low water use
5 gallons
Count: 10



Blue Fescue
Festuca glauca 'Elijah Blue'
Low water use
1 gallon, 12" apart
Count: 36



Pink Muhly
Muhlenbergia capillaris
Low water use
5 gallons
Count: 36



Buffalo Grass
Anthoxanthum nitens
Low water use
Count: 36



LANDSCAPE TOTALS

TOTAL TREE COUNT:	6
TOTAL PLANTING SF:	4,731

FLOOR PLAN - LEVEL 03

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



Issue	Issue Description	Date
	ENTITLEMENT PACKAGE	11/15/2018
	REVISION ENTITLEMENT	03/07/2019
	REVISION ENTITLEMENT	12/04/2020

Seal/Signature

Project Name
MATEO

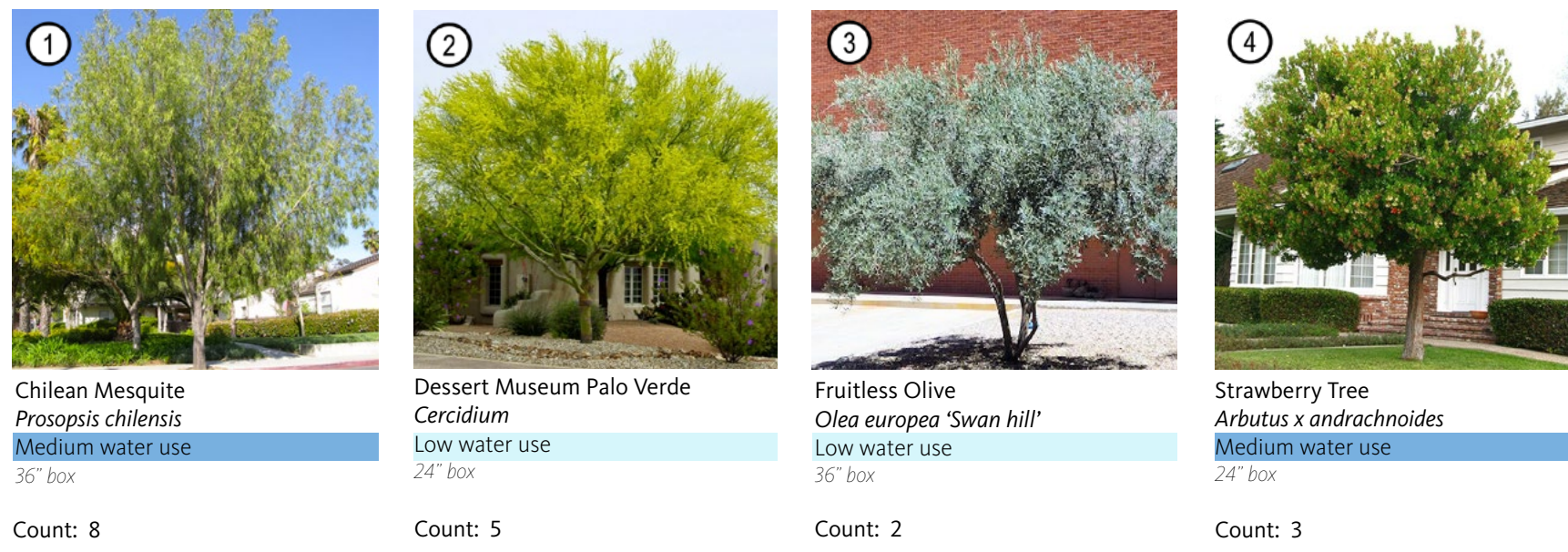
Project Number
05.1953.000
CAD File Name

Description
LANDSCAPE PLAN - LEVEL C06/R08 - ROOF DECK

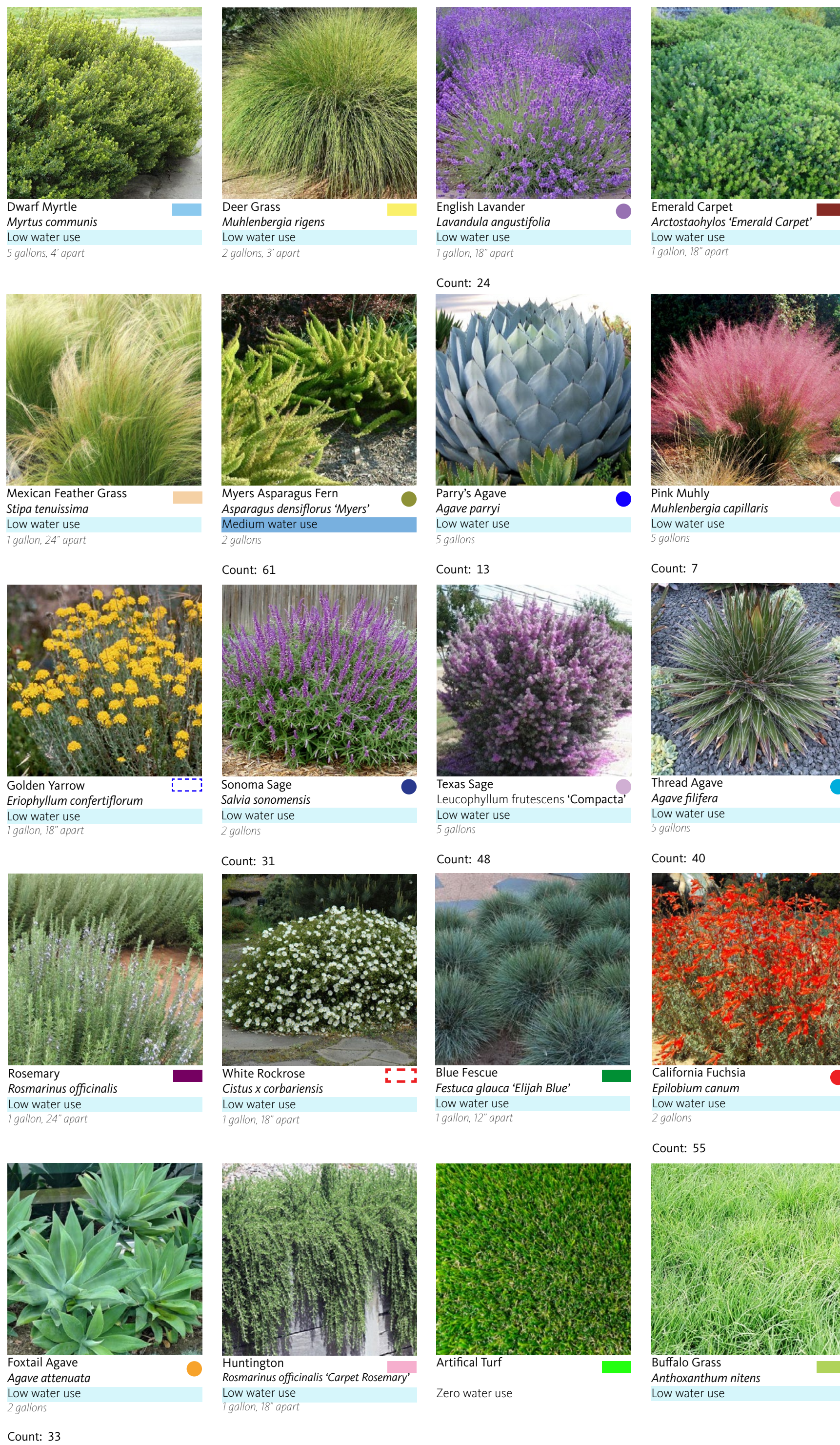
Scale

L0.03

TREE PALETTE



GROUNDCOVER PALETTE



FLOOR PLAN - ROOFTOP

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

LANDSCAPE TOTALS

TOTAL TREE COUNT:	18
TOTAL PLANTING SF:	9,024

EXHIBIT B

MITIGATION MONITORING AND REPORTING PROGRAM

CASE NO. CPC-2016-4554-GPA-VZC-HD-DB-SPR

MITIGATION MONITORING AND REPORTING PROGRAM

1. Purpose

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring and Reporting Program).

Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting):

15097. MITIGATION MONITORING OR REPORTING.

(a) This section applies when a public agency has made the findings required under paragraph (1) of subdivision (a) of Section 15091 relative to an EIR or adopted a mitigated negative declaration in conjunction with approving a project. In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

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

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

The MMRP is subject to review and approval by the Lead Agency as part of the certification of the SCEA and adoption of project conditions. The required PDFs, corrective measures and MMs are listed and categorized by impact area, as identified in the SCEA, with an accompanying identification of the following:

- Monitoring Phase, the phase of the Project during which the mitigation measure shall be monitored;
 - Pre-Construction, including the design phase
 - Construction
 - Pre-Occupancy (prior to issuance of a Certificate of Occupancy)
 - Occupancy (post-construction)
- Enforcement Agency, the agency with the power to enforce the mitigation measure;
- Monitoring Agency, the agency to which reports including feasibility, compliance, implementation, and development are made;
- Monitoring Frequency, the frequency at which the mitigation measure shall be monitored; and
- Action(s) Indicating Compliance, the action(s) of which the Enforcement or Monitoring Agency indicates that compliance with the identified mitigation measure has been implemented.

2. Administrative Procedures and Enforcement

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

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

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs, corrective measures and MMs during construction every 90 days in a form satisfactory

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

3. Program Modification

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

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

4. Mitigation Monitoring and Reporting Program

III. AIR QUALITY

MITIGATION MEASURES

MM-AQ-1. All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 3 emission standards, to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project Site.

In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

During plan check, the Project Applicant shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower that shall be used during any portion of demolition/excavation activities and concrete pour days for the foundation for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and CARB or SCAQMD operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment within the construction inventory list described above shall meet Tier 4 CARB/U.S. EPA standards.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

V. CULTURAL RESOURCES

MITIGATION MEASURES

CULT-MM-1: Retain a Qualified Archaeologist. Prior to the issuance of a demolition permit, the project proponent shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's (SOI) Standards for professional archaeology, during the excavation phase to carry out and ensure proper implementation of the mitigation measures related to archaeological resources. The qualified archaeologist shall submit a letter of retention to the project proponent no fewer than 15 days before demolition or excavation activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI standards.

Monitoring Phase:	Pre-Construction; Construction
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Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

CULT-MM-2: Prepare an Archaeological Resources Monitoring and Mitigation Plan (ARMMP). Prior to the commencement of demolition and excavation, an ARMMP shall be prepared. The ARMMP shall include, but not be limited to, a construction worker training program (described in CULT-MM-3), monitoring protocol for demolition and excavation activities, discovery and processing protocol for inadvertent discoveries of archaeological resources, and identification of a curation facility should artifacts be collected. The ARMMP shall identify areas that require monitoring, provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving archaeological remains are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, and spatial distribution of archaeological resources identified.

The ARMMP shall minimally include a historical context statement, research design, and methodology by which any newly identified archaeological sites will be evaluated for CRHR eligibility and as unique archaeological resources. The ARMMP will specify the specific types of archaeological sites likely to be encountered, the means by which significance will be assessed. If any archaeological resources are identified and are found not to be significant or do not retain integrity, then they will be recorded to a level sufficient to document the contents and condition. The ARMMP shall include a proactive identification and documentation protocol that would facilitate preservation or mitigation of impacts to any archaeological sites identified in a cost-effective manner. The ARMMP will include potential treatment plans to be implemented in the event a newly discovered archaeological resource is determined by the qualified archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to PRC 21083.2(g). The ARMMP will require that if the treatment plans outlined therein are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plans

stated in the ARMMP or prepared after the discovery of a historical resource, shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include but not be limited to any of the following depending on the type of resource and the significance evaluation:

- **Prehistoric archaeological sites.** Data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant where significance is determined under CRHR Criterion 4 and integrity is retained.
- **Historic-period archaeological sites.** If a Historic-period site, including but not limited to a refuse scatter or building foundation(s), is present and found to retain integrity, data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant. In addition to data recovery, specific treatments shall be developed and implemented based on potential CRHR or eligibility criteria or as a unique archaeological resource as follows:
 - **Treatment Under Criteria 1 and 2, or as a unique archaeological resource:** Treatment shall include interpretation for the public. Interpretive materials may include, but not be limited to, signage at the Project Site, relocating preserved materials in a publicly accessible display, or visual representations of recovered materials. The interpretive materials shall be prepared, at the expense of the project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archeology. The details of the interpretive materials, including the form, content, and timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning. The results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or identified non-profit historic groups interested in the subject matter.
 - **Treatment Under Criterion 3:** Architectural documentation of exposed features shall be conducted by producing narrative records, measured drawings, and photographs in conformance with HAER standards prior to any alteration or demolition activity.
 - **Treatment Under Criterion 4:** No additional work; data recovery is sufficient.

The ARMMP shall summarize the requirements for tribal coordination in the event of an inadvertent discovery of Native American archaeological resources, including the applicable regulatory compliance measures or conditions of approval for the inadvertent discovery of tribal cultural resources to be carried out in concert. The ARMMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

CULT-MM-3: Worker Environmental Awareness Program (WEAP) Training. Before the commencement of initial demolition or excavation at the Project Site, the retained qualified archaeologist or their designee shall provide a WEAP training to on-site project personnel responsible for supervising demolition and excavation (i.e., foreman or supervisor) and machine operators. The WEAP training shall brief construction crews regarding the regulatory compliance requirements and applicable mitigation measures that must be adhered to during demolition and excavation activities for the protection of archaeological resources. As an element of the WEAP training, the qualified archaeologist or their designee shall advise the construction crews on proper procedures to follow if an unanticipated archaeological resource is discovered during construction. The qualified archaeologist or their designee shall also provide the construction workers with contact information for the qualified archaeologist and their designee(s) and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of archaeological resources that would require notification of the archaeologist, if encountered. Once the ground disturbances have commenced, the need for additional or supplemental WEAP training shall be determined through consultation with the qualified archaeologist, project proponent or their designated project supervisor. Within five days of completing a WEAP training, a list of those in attendance shall be provided by the qualified archaeologist to the project proponent.

Monitoring Phase:	Pre-Construction; Construction
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Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

CULT-MM-4: Monitoring for Archaeological Resources. Before the commencement of demolition or excavation activities, an archaeological monitor shall be present during ground disturbing activities as stipulated in the ARMMP. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. The monitor shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially significant archaeological resources, as determined by the qualified archaeologist. The monitor shall complete a daily log documenting construction activities and observations. The field observations shall include assessment of the geoarchaeological setting and whether sediments are identified that are no longer capable or unlikely to contain archaeological material (i.e., sterile), which may be encountered prior to reaching the total depth of excavation expected for the project. If initial archaeological monitoring identifies low archaeological sensitivity (i.e., sterile soil strata) below a certain depth or within a certain portion of the Project Site, a corresponding reduction of monitoring coverage would be appropriate. In the event that potentially significant archaeological resources are exposed during construction, work in the immediate vicinity of the find (within 8 meters [25 feet]) shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas in coordination with the qualified archaeologist. If the discovery is determined by the qualified archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to PRC 21083.2(g), and the treatments proposed in the ARMMP are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and the Department of City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include architectural documentation and archaeological data recovery (i.e., excavation, laboratory

processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant.

Within 30 days of concluding the archaeological monitoring, the qualified archaeologist shall prepare a memo stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memo shall be submitted to the project proponent and the Department of City Planning. Following submittal of the memo, the qualified archaeologist shall prepare a technical report documenting the methods and results of all work completed under the ARMMP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the California Register of Historical Resources. Once laboratory analysis is complete, any recovered archaeological materials shall be curated at a public, non-profit research institution that will ensure their long-term preservation and allow access to interested scholars and shall be done at the expense of the project applicant. Should no such institutions accept the materials, they shall be donated to an educational institution or historical society. The format and content of the report shall follow the California Office of Historic Preservation's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format. Any archaeological resources identified shall be documented on appropriate California Department of Parks and Recreation 523-Series Forms. The report shall be prepared under the supervision of a qualified archaeologist and submitted to the Department of City Planning within 12 months of completion of the monitoring. The final draft of the report shall be submitted to the South Central Coastal Information Center.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

VI. ENERGY

PROJECT DESIGN FEATURES

ENERGY-PDF-1: The Project shall not include natural gas-fueled fireplaces in the proposed residential units.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

ENERGY-PDF-2: The Project shall provide vehicle parking spaces that would be pre-wired and capable of accommodating EV charging stations in accordance with Ordinance No. 186,485.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

ENERGY-PDF-3: Windows would be included in all living units and common spaces for natural daylight, reducing the need for overhead lighting impacting the need for electricity. High-performance dual-pane windows and exterior materials would be used in order to reduce the need for energy driven mechanical systems.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

ENERGY-PDF-4: Active energy conservation strategies would include implementing LED lighting with daylighting controls and dimming capabilities, installing motion detector controls for all circulation and auxiliary spaces, providing Energy Star qualified appliances.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

ENERGY-PDF-5: High-efficiency toilets with a flush volume of 1.0 gallon per flush, or less.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

ENERGY-PDF-6: Showerheads with a flow rate of 1.5 gpm or less.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

ENERGY-PDF-7: Residential bathroom faucets equipped with aerators to reduce flow to 1.0 gpm or less.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

ENERGY-PDF-8: Drip/subsurface irrigation (micro-irrigation)

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

ENERGY-PDF-9: Micro-spray

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

ENERGY-PDF-10: Proper hydro-zoning/zoned irrigation (group plants with similar water requirements)

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

ENERGY-PDF-11: Drought-tolerant plants – 50 percent of total landscaping

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

VII. GEOLOGY AND SOILS

MITIGATION MEASURES

GEO-MM-1: Prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Sites. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find shall stop until a qualified paleontologist can identify and evaluate the significance of the discovery and develop recommendations for treatment. Construction activities could continue in other areas of the Project Site. If the resource is found to be significant, recommendations would include a preparation of a Treatment Plan, which would require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with state law.

Monitoring Phase:	Pre-Construction; Construction
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Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety
Monitoring Frequency: Once, at Plan Check.
 Ongoing, during construction
Action Indicating Compliance: Plan approval; field inspection sign-offs

VIII. GREENHOUSE GAS EMISSIONS

PROJECT DESIGN FEATURES

GHG-PDF-1: The Project shall prohibit the use of natural gas-fueled fireplaces in the proposed live/work units.

Monitoring Phase: Pre-Construction; Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety
Monitoring Frequency: Once, at Plan Check.
 Ongoing, during construction
Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-2: The Project shall provide filtered outside air supply sufficient to meet American Society of Heating, Refrigerating, and Air Conditioning Engineers (ASHRAE) 62.1 standards.

Monitoring Phase: Pre-Construction; Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety
Monitoring Frequency: Once, at Plan Check.
 Ongoing, during construction
Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-3: Participation in fundamental refrigerant management to preclude the use of chlorofluorocarbons (CFCs) in heating, cooling, and ventilation (HVAC) systems.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-4: Use of adhesives, sealants, paints, finishes, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-5: Installation of a Low Impact Development (LID) compliant on-site stormwater treatment system, capable of treating the volume of stormwater runoff from a local 85th percentile storm event.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety and Department of Public Works

Monitoring Agency: Department of Building and Safety and Department of Public Works

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-6: Installation of pre-treatment stormwater infrastructure for the stormwater runoff tributary to the on-site stormwater treatment system.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety and Department of Public Works

Monitoring Agency: Department of Building and Safety and Department of Public Works

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-7: During construction of the Project, best management practices (BMPs) would be implemented to control stormwater runoff and minimize pollutant loading and erosion effects.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety and Department of Public Works

Monitoring Agency: Department of Building and Safety and Department of Public Works

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-8: During operation, BMPs would be implemented to minimize pollutant loading in stormwater runoff.

Monitoring Phase: Construction and Operation

Enforcement Agency: Department of Building and Safety and Department of Public Works

Monitoring Agency: Department of Building and Safety and Department of Public Works

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction and operation

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-9: Contractors would reference Partnership for Advancing Technology in Housing (PATH) and other current references for state-of-the-art construction methods, materials, and mechanical equipment and utilize same methods where applicable.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-10: Recycling and reuse of building and construction materials to the maximum extent feasible, including the on-site recycling and reuse of concrete removed during demolition and salvaging of existing appliances and fixtures.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-11: Use of sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-12: 15 percent of the roof area shall be set aside for future solar panels.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-13: Waste diversion accounting shall be utilized.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-14: Installation of a “cool roof” that reflects the sun’s heat and reduces urban heat island effect.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-15: At least 50 percent of construction and demolition debris from Project construction would be diverted from landfills.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-16: Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-17: Use of locally (within 500 miles) manufactured construction materials and of building materials with recycled content, where possible.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety
Monitoring Frequency: Once, at Plan Check.
 Ongoing, during construction
Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-18: Provision of EV charging stations in the parking structure in compliance with Ordinance No. 186,485

Monitoring Phase: Pre-Construction; Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety
Monitoring Frequency: Once, at Plan Check.
 Ongoing, during construction
Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-19: Provision of parking spaces that are capable of supporting future electric vehicle charging equipment in compliance with Ordinance No. 186,485.

Monitoring Phase: Pre-Construction; Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety
Monitoring Frequency: Once, at Plan Check.
 Ongoing, during construction
Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-20: Installation of Energy Star-labeled products and appliances, where appropriate.

Monitoring Phase: Pre-Construction; Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-21: Meeting or exceeding Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2016 Energy Efficiency Standards requirements. Examples of design methods and technologies that could be implemented may include but would not be limited to high-performance glazing on windows, appropriately-oriented shading devices, high-efficiency boilers (if single metered); instantaneous water heaters (if individual meters), and enhanced insulation to minimize thermal gain.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-22: Application of energy-saving lighting technologies and components to reduce the Project's electrical usage profile. Examples of these components include occupancy-sensing controls (where applicable), use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, and exterior lighting controlled by photo sensor and/or timeclocks to ensure safety and visibility while preventing unnecessary energy usage.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

GHG-PDF-23: Commissioning of building energy systems to verify that the Project's building energy systems are installed, calibrated, and performing to the Owner's Project requirements.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

GHG-PDF-24: Water conservation measures shall include:

- High-efficiency toilets (with flush volume of 1.06 gallons of water per flush or less) throughout, including ultra-low-flow urinals in all nonresidential restrooms, as appropriate.
- Residential lavatory faucets with a maximum flow rate of 1.2 gallons per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute.
- High-efficiency washers, whether within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less). Equipment is required to be Energy Star-certified.
- High-efficiency dishwasher within individual units, using 3.5 gallons per cycle or less. Equipment is required to be Energy Star-certified.
- No-flush or waterless urinals in all nonresidential restrooms as appropriate.
- Nonresidential lavatory faucets with a maximum flow rate of 0.4 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Nonresidential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.

- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms, where appropriate.
- Water-saving pool filter.
- Pool/spa recirculating filtration equipment.
- Pool splash troughs around the perimeter that drain back into the pool.
- Leak detection system for swimming pools and Jacuzzi.
- Minimum irrigation system distribution uniformity of 75 percent.
- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape contouring to minimize precipitation runoff.
- Use of landscape contouring to minimize precipitation runoff.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety and Department of Public Works
Monitoring Agency:	Department of Building and Safety and Department of Public Works
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

IX. HAZARDS AND HAZARDOUS MATERIALS

MITIGATION MEASURES

HAZ-MM-1: During excavation of the Project Site for the subterranean parking garage and prior to issuance of a Building Permit, if a UST is encountered, the Project Applicant shall procure a Division 5 Permit from the Los Angeles County Fire Department for removal of a UST and shall comply with the requirements of the permit.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency:	Department of Building and Safety; Los Angeles County Fire Department
Monitoring Agency:	Department of Building and Safety; Los Angeles County Fire Department
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

HAZ-MM-2: Prior to issuance of a Building Permit, the Soil Management Plan (SMP) dated May 27, 2020 and subsequent amendments shall be submitted to the Los Angeles County Fire Department for review and approval. The SMP shall be implemented during excavation and grading activities in areas of potential soil contamination to ensure site closure is properly implemented, and contaminated soil encountered is properly identified, removed, and disposed of off-site. The SMP shall include the following:

- A qualified environmental consultant shall be present as necessary during grading and excavation activities to monitor compliance with the SMP and to actively monitor the soil and excavations for evidence of contamination.
- Soil encountered during excavation or grading activities that appears to have been affected by hydrocarbons or other contamination shall be evaluated, based on appropriate laboratory analysis, by a qualified environmental consultant prior to off-site disposal at a licensed facility.
- Identified contaminated soil shall be properly removed, handled, and transported to an appropriately licensed disposal facility, in accordance with the SMP.
- Measures to protect construction workers from exposure to soils.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety; Los Angeles County Fire Department
Monitoring Agency:	Department of Building and Safety; Los Angeles County Fire Department
Monitoring Frequency:	Plan Check; Ongoing, during construction.

Action Indicating Compliance: Plan approval; field inspection sign-offs

HAZ-MM-3: Prior to start of construction, building controls such as liquid boot protection or a passive sub-slab vapor depressurization system as part of the footprint of the structure shall be included to the satisfaction of the Los Angeles Building and Safety Department.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.

Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

HAZ-MM-4: The design of the passive system shall include the provision to convert the passive system to an active depressurization system if vapor concentrations near the slab and in the parking structure exceed federal, state and/or local screening levels.

- Vapor sampling of the parking area and passive sub-slab system shall be conducted either annually or semi-annually to periodically measure the contaminant concentrations in those areas.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.

Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

HAZ-MM-5: During excavation tasks, a photo-ionization detector (PID) shall be on site at all times. The PID shall be maintained in good working order and shall be calibrated by the manufacturer at least once every three months and by experienced personnel on a daily basis. The calibration of the device shall be verified using

hexane calibration gas at the beginning of each working day. In the event that inconsistent or erratic readings are experienced, or the PID becomes otherwise inoperable, all excavation activities will cease until it is repaired or replaced.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

HAZ-MM-6: All monitoring shall be conducted by an environmental professional provided by Remdiox or other equally qualified professional, and the monitoring of soil will occur at a distance no more than 3 inches above the soil surface using the PID. Monitoring shall be initially conducted at a minimum frequency of one reading every fifteen minutes. Upon detection of VOC contamination, monitoring shall be conducted at a minimum rate of one reading for every five cubic yards excavated. All readings shall be taken no later than three minutes after each load of soil is excavated. All monitoring shall be conducted by trained personnel who are proficient in the use of the PID. Written records of PID monitoring and calibrations shall be kept in a format approved by the SCAQMD. The certification on all records shall be signed and dated on the day the measurements are observed. Upon detection of VOC-contaminated soil (defined by PID readings 50 ppmV or greater), the SCAQMD shall be notified within 24 hours. The Soil Monitoring Program is required by SCAQMD but is also designed to provide a framework for segregating the soil planned for export into three categories: Significantly Impacted Soil, Lightly Impacted Soil, and Non-Impacted Soil.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

HAZ-MM-7: Although not expected during this project, any VOC-contaminated soil greater than 1000 ppmV shall be immediately stockpiled, covered with plastic sheeting and stored separately from non-VOC-contaminated soil. Once excavated, contaminated soil under these conditions will be considered contaminated at all times and will not be backfilled. A VOC contaminated stockpile shall not contain more than 500 cubic yards of soil.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

HAZ-MM-8: If the PID measurement is greater than 50 ppmV, but less than 1000 ppmV, the affected work area and load of soil shall be sprayed with water to suppress vapors. The contaminated soil in stockpiles shall be covered with plastic sheeting and secured so that no portion of the contaminated soil is exposed to the atmosphere.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, at Plan Check.
Ongoing, during construction

Action Indicating Compliance: Plan approval; field inspection sign-offs

HAZ-MM-9: If the PID measurement is greater than 1000 ppmV, SCAQMD will be notified within one hour and the affected soil and working area shall be immediately sprayed with water. Contaminated soil once stockpiled and covered with plastic sheeting shall remain covered and undisturbed until removed from the site. In the unlikely event that any contaminated soils meet the criteria for designation as hazardous waste it will be disposed of according to the applicable SCAQMD and City regulations.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

HAZ-MM-10: Any soil with readings greater than 50 ppmV via PID shall be considered potentially contaminated and placed in a separate stockpile from native soil that is not impacted. This material will require additional testing and separate disposal from the (highly unlikely) Significantly Impacted Soil and the (probably more voluminous) Non-Impacted Soil. Monitoring of the spoils during excavation using the PID is the primary mechanism for separation of the material into different piles that may not be comingled. Stockpiles may be expanded to a maximum of 500 cubic yards before disposal is required. Determining the fate and destination of the stockpiled soil will require sampling and profiling of the material as required by the waste-accepting facility. This will include laboratory testing for petroleum hydrocarbons, VOC, heavy metals, and other components at their discretion. Soil that passes the field screening and has less than 50 ppmV VOC will be considered Non-Impacted by the SCAQMD Rule 1166 standards, but still may be impacted enough to warrant discretionary disposal at an appropriate landfill. Because of the high sensitivity of chlorinated volatiles, Remdiox recommends that all soils over 1 ppmV be contained in a separate pile from non-impacted soil.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at Plan Check. Ongoing, during construction
Action Indicating Compliance:	Plan approval; field inspection sign-offs

XVII. TRANSPORTATION

PROJECT DESIGN FEATURES

TRA-PDF-1: Reduce Parking Supply: This measure encourages alternative transportation choices. The degree of effectiveness of this measure varies based on the surrounding area, level of existing transit service, level of existing pedestrian and bicycle networks and other factors which would complement the shift away from single-occupant vehicle travel. The Project will provide 402 parking spaces (i.e., 140 spaces less than the 542 spaces required per LAMC prior to consideration of allowable adjustments).

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Frequency:	Once, at Plan Check. Ongoing, during operations
Action Indicating Compliance:	Plan approval

TRA-PDF-2: Bicycle Infrastructure: These improvements help reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient. The Project should provide a maximum commitment to implementing/improving on-street bicycle facilities, providing bicycle parking per the LAMC and providing secure ancillary bike facilities such as indoor bicycle parking/lockers, showers, and repair stations. The Project will provide the minimum number of short-term and long-term bicycle parking spaces for the residential and commercial components.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Frequency:	Once, at Plan Check. Ongoing, during operations
Action Indicating Compliance:	Plan approval

TRA-PDF-3: Neighborhood Enhancement: Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The project should ensure a maximum commitment to providing pedestrian network improvements within the project and to off-site connections. The Project will include pedestrian access points directly to sidewalks on the adjacent streets. Specifically, a walk-in entrance to the Project's residential component is proposed via Bay Street. Additionally, a walk-in entrance to the Project's office and restaurant components is proposed via Mateo Street. Pedestrian access to the ground floor retail uses is proposed via adjacent streets. The Project will improve existing sidewalks or construct new sidewalks on Bay Street, Mateo Street and Sacramento Street adjacent to the site.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Frequency:	Once, at Plan Check. Ongoing, during operations
Action Indicating Compliance:	Plan approval

MITIGATION MEASURES

TRA-MM-1: Unbundle Parking: Unbundling parking costs from property costs would require those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces. The Project shall charge a minimum of \$110 per month per parking space, separately from the monthly cost to rent the unit.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Agency:	Department of Building and Safety; Los Angeles Department of Transportation

Monitoring Frequency: Once, at Plan Check.
Ongoing, during operations

Action Indicating Compliance: Plan approval

TRA-MM-2: Transit Subsidy: The availability of a subsidy provides a strong incentive to consider other commute trip alternatives. The Project shall provide a subsidy commensurate to the current daily rate and accessible to 100% of eligible residents. The Project shall offer a minimum of \$0.75 per day to eligible employees and residents of the Project. Eligibility shall be determined based on the employee or resident not parking a vehicle on-site.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety; Los Angeles
Department of Transportation

Monitoring Agency: Department of Building and Safety; Los Angeles
Department of Transportation

Monitoring Frequency: Once, at Plan Check.
Ongoing, during operations

Action Indicating Compliance: Plan approval

TRA-MM-3: Voluntary Travel Behavior Change Program: This strategy involves the development of a travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. The Project shall assign staff to serve as the transportation management coordinator to inform Project residents and employees of available travel options.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety; Los Angeles
Department of Transportation

Monitoring Agency: Department of Building and Safety; Los Angeles
Department of Transportation

Monitoring Frequency: Once, at Plan Check.
Ongoing, during operations

Action Indicating Compliance: Plan approval

CORRECTIVE MEASURES

TRA-CM-1: Transportation Demand Management (TDM) Plan

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. As recommended by the transportation study, the TDM program could include, but is not limited to the following:

- An on-site Transportation Information Center (TIC) where employees, visitors, and residents can obtain information regarding public transit, ridesharing, vanpool providers, bicycle facilities, and bicycle safety;
- A Transportation Coordinator responsible for implementing, maintaining, and monitoring the TDM program;
- If after coordination with LADOT it is determined that the project site is eligible, the project will provide space for an Integrated Mobility Hub with a bicycle share kiosk and/or parking spaces for car-share vehicles;
- Carpool/Rideshare Matching Program which would provide rideshare matching services and preferential parking for commercial employees commuting to work in employer-registered carpools;
- Transportation subsidy which would offer discount transit passes to residents and commercial employees who do not purchase monthly automobile parking in the project site;
- Unbundled parking from the commercial leasing cost and from the housing cost;
- Convenient and secure bicycle storage within a bicycle locker, an attended cage, or a secure parking room;
- On-site lockers for employees who bicycle or use another active means of getting to work;
- Make a one-time fixed-fee contribution of \$50,000 prior to the issuance of the first certificate of occupancy for the project to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the proposed project area;
- A Covenant and Agreement to ensure that the TDM program will be maintained.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Frequency:	Once, at Plan Check. Ongoing, during operations
Action Indicating Compliance:	Plan approval

TRA-CM-2: Transportation Management Organization (TMO)

Transportation Management Organization (TMO) In order to help alleviate current and future traffic congestion in the Arts District, the project proposes to fund a TMO. If an Arts District TMO will be established, the project proposes to fund the initiation of an Arts District TMO. Otherwise, if it is determined that FASTLinkDTLA can adequately serve the Arts District as well as the remainder of Downtown Los Angeles, the project proposes to fund the Arts District portion of the FASTLinkDTLA. The project agrees to the following:

- Commit funding up to \$200,000 prior to the issuance of the first certificate of occupancy for the project to cover the launch of the Arts District TMO or the Arts District portion of FASTLinkDTLA;
- Provide up to \$25,000 per year for nine additional years for annual dues as a charter member;
- Attend organizational meetings and provide traffic demand data to the TMO;
- Require commercial space tenants of all leases executed by the project as a landlord to participate in the TMO and that all subleases contain this same provision;
- Elect to provide some or all of the services required by this TDM Program through the TMO, in consultation with the City's Transportation Demand Program.

Monitoring Phase:	Pre-Construction; Construction
Enforcement Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Agency:	Department of Building and Safety; Los Angeles Department of Transportation
Monitoring Frequency:	Once, at Plan Check.

Ongoing, during operations

Action Indicating Compliance: Plan approval

TRA-CM-3: Traffic Monitoring Plan for the TDM Program

In order to assess the project's actual trip generation and any subsequent TDM Plan (if deemed necessary), a traffic monitoring plan will be implemented once the project is built and occupied to at least 80%. A traffic monitoring plan will consist of counting the number of automobiles coming from and going to the two project driveways during both AM and PM peak hours.

The monitoring program should be conducted annually to ensure compliance for a period of three years. If the project is found to not confirm to the trip reduction targets summarized in Attachment 4 of the LADOT Approval Letter, the project will have an additional year to meet the trip reduction levels. If the project continues to not meet the TDM goals, the City and project staff will coordinate on implementing further TDM strategies. The final traffic monitoring plan and TDM Plan will be prepared for and approved by the LADOT prior to the issuance of the first certificate of occupancy for the project.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety; Los Angeles
Department of Transportation

Monitoring Agency: Department of Building and Safety; Los Angeles
Department of Transportation

Monitoring Frequency: Once, at Plan Check.

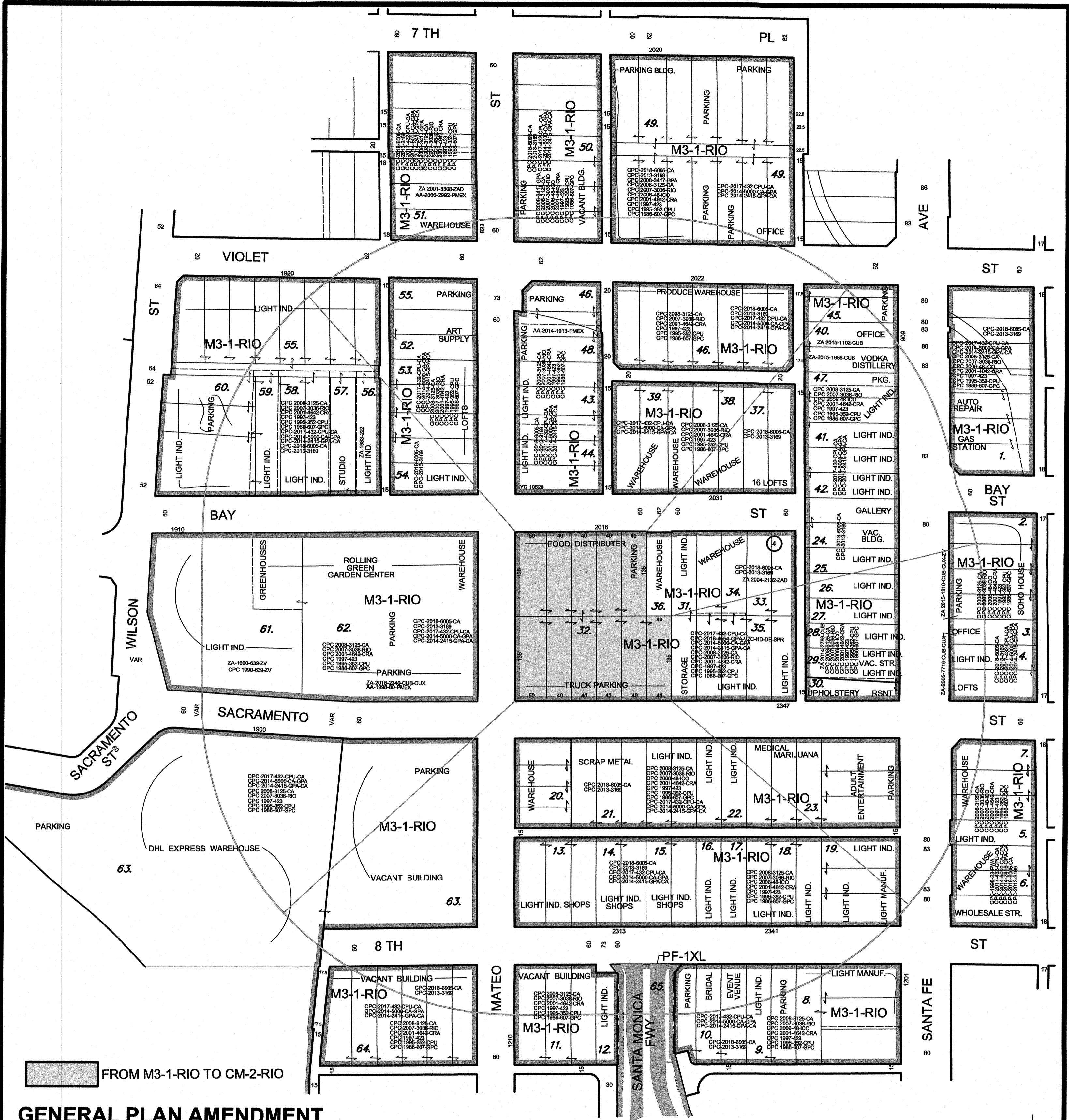
Ongoing, during operations

Action Indicating Compliance: Plan approval

EXHIBIT C

RADIUS, VICINITY AND ZIMAS MAPS

CASE NO. CPC-2016-4554-GPA-VZC-HD-DB-SPR



FROM M3-1-RIO TO CM-2-RIO

**GENERAL PLAN AMENDMENT
 VESTING ZONE CHANGE
 HEIGHT DISTRICT CHANGE
 VESTING TENTATIVE TRACT MAP NO. 74596
 SITE PLAN REVIEW
 DENSITY BONUS
 IMPORT / EXPORT HAUL ROUTE**

LEGAL: LOTS 73 & 75-84, HISOCK & SMITHS FIRST ADDITION, M.R. 25-11.

OWNER/APPLICANT:
 MATEO ARTS LLC
 1875 CENTURY PARK EAST #1750
 LOS ANGELES, CA. 90067

OWNER/APPLICANT:
 DART PARTNERS LLC
 1875 CENTURY PARK EAST #1750
 LOS ANGELES, CA. 90067

REPRESENTATIVE:
 GENSLER
 ATTN: JOEL MILLER
 500 S. FIGUEROA ST.
 LOS ANGELES, CA. 90071
 (213)-327-3970

C.D. 14
 C.T. 2060.31
 P.A. CENTRAL CITY NORTH

GC MAPPING SERVICE, INC.

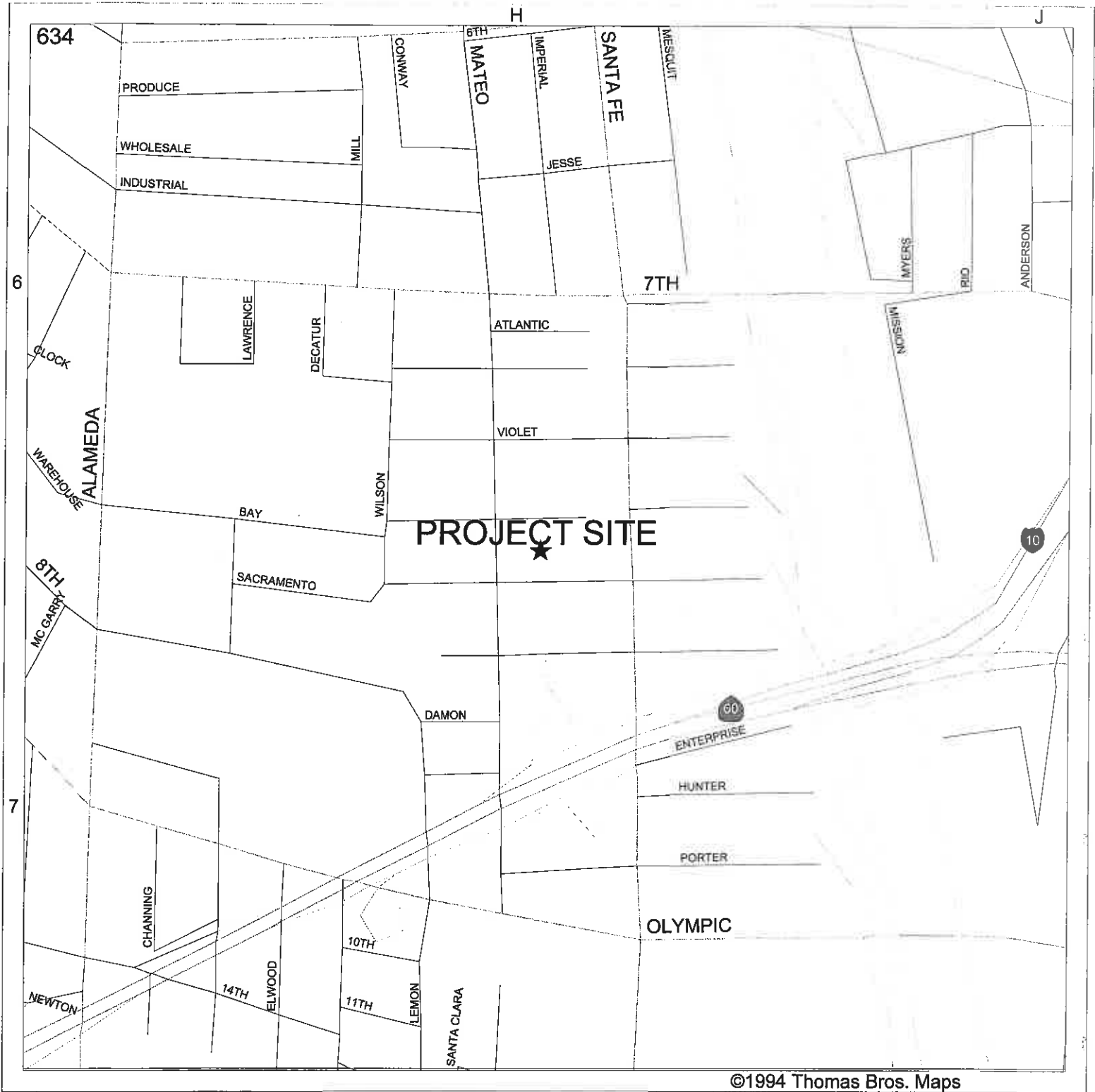
3055 WEST VALLEY BOULEVARD
 ALHAMBRA CA 91803
 (626) 441-1080 FAX (626) 441-8850
 GCMAPPING@RADIUSMAPS.COM

SITE ADDRESS:
 1024 S. MATEO ST.

1.42 NET AC.

CASE NO.
 DATE: 01-20-2021
 SCALE: 1" = 100'
 USES FIELD
 D.M. 123 A 217

T.B. PAGE: 634 GRID: H-6



©1994 Thomas Bros. Maps

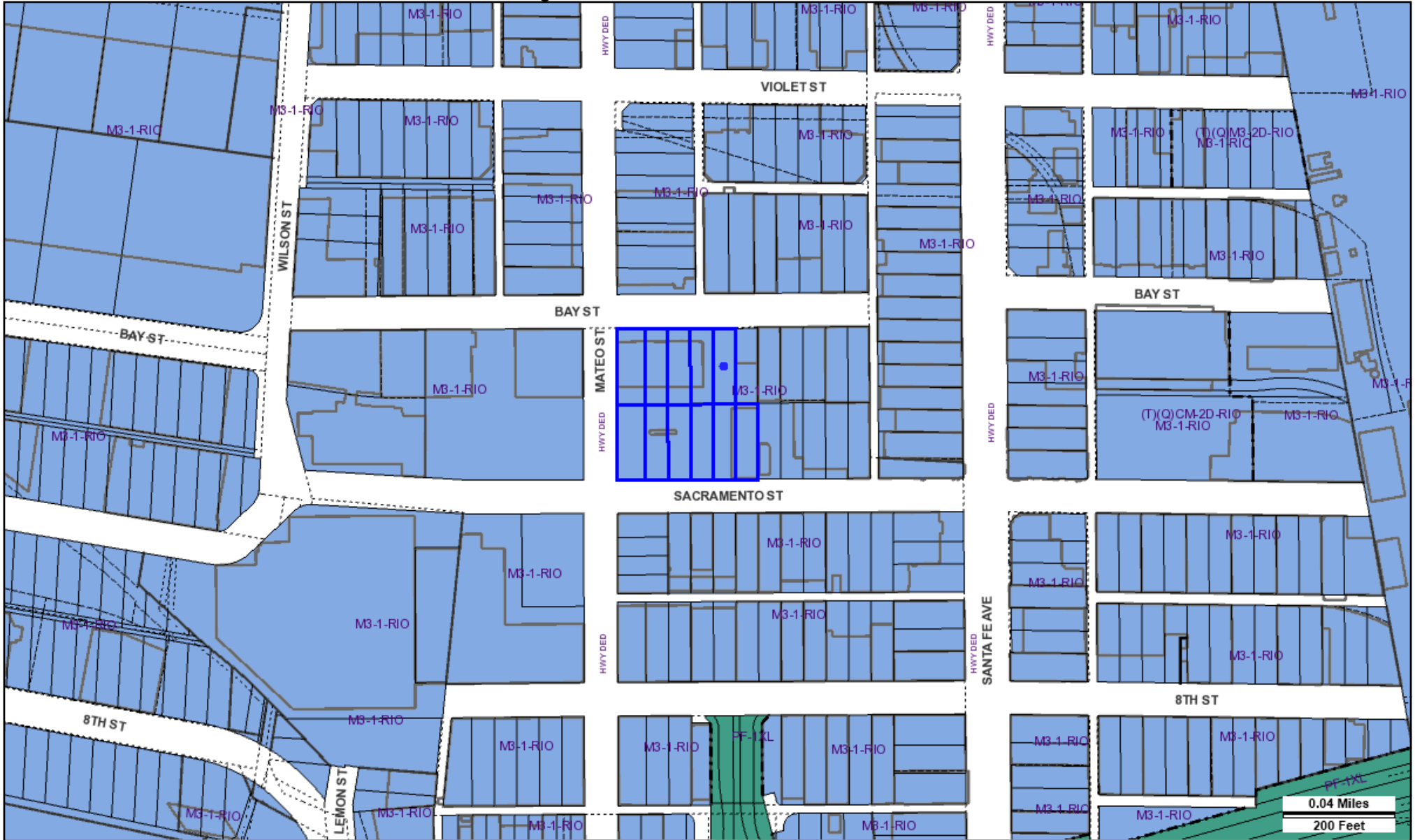
VICINITY MAP

SITE : 1024 S. MATEO STREET

GC MAPPING SERVICE, INC.

**3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803**

**(626) 441-1080, FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM**



0.04 Miles
200 Feet

Address: 2018 E BAY ST

Tract: HISCOCK AND SMITHS FIRST ADDITION Zoning: M3-1-RIO

APN: 5166011021

Block: None

General Plan: Heavy Manufacturing

PIN #: 123A217 198

Lot: 76

Arb: None

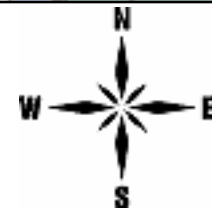


EXHIBIT D

SITE PHOTOS

CASE NO. CPC-2016-4554-GPA-VZC-HD-DB-SPR

Site Photo Exhibit
Applicant: Mateo Arts LLC



Site Photo Exhibit
Applicant: Mateo Arts LLC



1. The Project Site and the easterly adjacent building, facing northwest from across Sacramento Street from the Project Site.



2. The Project Site, facing north from across Sacramento Street from the Project Site.

Site Photo Exhibit
Applicant: Mateo Arts LLC



3. The Project Site, facing north from across Sacramento Street from the Project Site.



4. The intersection of Mateo Street and Sacramento Street, facing north from the southeast corner.

Site Photo Exhibit
Applicant: Mateo Arts LLC



5. The Project Site and adjacent sidewalk, facing north from the northeastern corner of Sacramento Street and Mateo Street intersection.



6. The Project Site, facing northeast from across Mateo Street.

Site Photo Exhibit
Applicant: Mateo Arts LLC



7. The Project Site, facing south from across Bay Street.



8. The Project Site, facing southeast from across Bay Street.

Site Photo Exhibit
Applicant: Mateo Arts LLC



9. Sacramento Street, facing east from the intersection of Sacramento Street and Mateo Street.



10. Mateo Street, facing south from the intersection of Mateo Street and Bay Street.

Site Photo Exhibit
Applicant: Mateo Arts LLC



11. Bay Street, facing east from the intersection of Mateo Street and Bay Street.



12. The northerly adjacent building and the Project Site, facing south from across Bay Street from the Project Site.

Site Photo Exhibit
Applicant: Mateo Arts LLC



13. The property across Bay Street from the Project Site, facing north from the southeast corner of the intersection of Bay Street and Mateo Street.



14. Caddy corner from the Project Site, facing northwest from the southeast corner of the intersection of Bay Street and Mateo Street.

Site Photo Exhibit
Applicant: Mateo Arts LLC



15. The property across Mateo Street to the west, facing northwest from the Project Site.



16. The property across Sacramento Street to the south, facing southwest from the Project Site.

Site Photo Exhibit
Applicant: Mateo Arts LLC



17. 2020 Sacramento Street, across Sacramento Street from the project site, facing southwest down Sacramento Street.



18. 2022 Sacramento Street, across Sacramento Street from the project site, facing southwest down Sacramento Street.

EXHIBIT E

VTT-74596 LETTER OF DETERMINATION

CASE NO. CPC-2016-4554-GPA-VZC-HD-DB-SPR

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

HELEN LEUNG
KAREN MACK

DANA M. PERLMAN
YVETTE LOPEZ-LEDESMA
JENNA HORNSTOCK
VACANT
VACANT

**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

Decision Date: June 2, 2021

Appeal End Date: June 14, 2021

Mateo Arts, LLC (A)
Sammi Shaaya
1875 Century Park East, Suite 1750
Los Angeles, CA 90067

DART Partners, LLC (O)
1875 Century Park East, Suite 1750
Los Angeles, CA 90067

Gensler
Joel Miller
500 South Figueroa Street
Los Angeles, CA 90071

Re: Vesting Tentative Tract Map No. 74596
Related Case: CPC-2016-4554-GPA-VZC-HD-
DB-SPR
1000-1026 South Mateo Street; 2006-2018 East
Bay Street; and 2001-2023 East Sacramento
Street
Central City North Plan Area
Existing Zone : M3-1-RIO
Proposed Zone : CM-2-RIO
D.M. : 123A217
C.D. : 14 - León
CEQA : ENV-2016-4555-SCEA
Legal Description: Lots 73, 75, 76, 77, 78, 79,
80, 81, 82, 83, 84; Hiscock and Smiths First
Addition Tract

The Advisory Agency **found**, pursuant to Public Resources Code (PRC) Section 21155.2, after consideration of the whole of the administrative record, including the Senate Bill 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; **found** that the City Council held a hearing on and adopted the SCEA on May 19, 2021 pursuant to PRC Section 21155.2(b)(6); **found** 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; **found** all potentially significant effects required to be identified in the initial study have been identified and analyzed in the SCEA; **found** 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; **found** the SCEA reflects the independent judgment and analysis of the City; **found** the mitigation measures have been made enforceable conditions on the project; and **adopted** the SCEA.

In accordance with provisions of Section 17.03 A, 17.06 and 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency **approves** Vesting Tentative Tract No. 74596 composed of **one (1) master ground lot and six (6) airspace lots**, located at 1000-1024 South Mateo Street, 2006-2018 East Bay Street, and 2001-2023 East Sacramento Street for a maximum of **106 live/work condominium units**, as shown on the map stamp-dated October 3, 2019, in the Central City North Community Plan. The Advisory Agency **approves** the haul route to export 38,985 cubic yards of earth material and limited dedication on Bay Street, Mateo Street, and Sacramento Street as conditioned, and designates the lot lines along Bay Street, Mateo Street, and Sacramento Street as the Front Lot Lines of the tract map. The Advisory Agency **dismisses** the request to waive the parking requirements pertaining to new condominiums in Advisory Agency Policy No. 2006-2 inasmuch as the project is subject to the Central City Parking District parking requirements in LAMC Section 12.21 A.4(p) or Density Bonus and Affordable Housing Incentive Program parking requirements in LAMC Section 12.22 A.25(d)(1). This unit density is based on the proposed CM-2-RIO Zone in conjunction with the approval of Case No. CPC-2016-4554-GPA-VZC-HD-DC-SPR. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property.) The Advisory Agency's approval is subject to the following conditions:

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

Any questions regarding this report should be directed to Quyen Phan of the Land Development Section, located at 201 North Figueroa Street, Suite 290, and at quyen.phan@lacity.org.

1. That a 3-foot wide public right-of-way be dedicated along Bay Street adjoining the tract to complete a 33-foot wide half right-of-way in accordance with Collector Street Standards of LA Mobility Plan including a 20-foot radius property line return at the intersection with Mateo Street. **Above dedication shall be limited to a height of 18-feet measured from the finished sidewalk surface.**
2. That a 3-foot wide public right-of-way be dedicated along Sacramento Street adjoining the tract to complete a 33-foot wide half right-of-way in accordance with Collector Street Standards of LA Mobility Plan including a 20-foot radius property line return at the intersection with Mateo Street. **Above dedication shall be limited to a height of 18-feet measured from the finished sidewalk surface.**
3. That a 6-foot wide public right-of-way be dedicated along Mateo Street adjoining the tract to complete a 36-foot wide half right-of-way in accordance with Avenue III Street Standards of LA Mobility Plan including a 20-foot radius property line return at the intersection with Mateo Street. **The width of 3-foot dedication measured from the new property line shall be limited to a height of 18-feet measured from the finished sidewalk surface.**
4. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.

5. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:
 - a. Plan view at different elevations.
 - b. Isometric views.
 - c. Elevation views.
 - d. Section cuts at all locations where air space lot boundaries change.
6. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

Grading Division approvals are conducted at 221 North Figueroa Street, 12th Floor suite 1200. The approval of this Tract Map shall not be construed as having been based upon a geological investigation such as will authorize the issuance of the building permit of the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.

7. Comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

8. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
 - a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
 - b. Provide a copy of affidavit AFF-25260, AFF-40460 and AFF-252620. Show compliance with all the conditions/requirements of the above affidavit(s) as applicable. Termination of above affidavit(s) may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
 - c. Provide a copy of CPC case CPC-2016-4554-GPA-VZC-HD-DB-SPR. Show compliance with all the conditions/requirements of the CPC case(s) as applicable.
 - d. Zone Change must be recorded prior to obtaining Zoning clearance.
 - e. Provide a copy of the Zone change and show compliance to the Zone Change requirements/conditions as applicable.

- f. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front, side and rear yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).
- g. The submitted map does not comply with the maximum density (800 s.f. of lot area/dwelling unit) requirement of the proposed CM-2-RIO Zone. Revise the map to show compliance with the above requirement based on the lot area after required street dedication is taken or obtain approval from the Department of City Planning.
- h. Submit a revised Map that dimensions the Master Lot boundary.
- i. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Notes:

Each Air Space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

The submitted Map may not comply with the number of parking spaces required by Section 12.21 A.4 (a) based on number of habitable rooms in each unit. If there are insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

The submitted Map may not comply with the number of guest parking spaces required by the Advisory Agency.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

DEPARTMENT OF TRANSPORTATION

Contact LADOT Central District Office at (213) 482-7024 for any questions regarding the below.

- 9. That prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:
 - a. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when driveway is serving less than 100 parking spaces. Reservoir space will increase to 40-feet and 60-feet when driveway is serving more than 100 and 300 parking spaces respectively or as shall be determined to the satisfaction of the Department of Transportation.

- b. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk (not applicable when driveways serve not more than two dwelling units and where the driveway access is to a street other than a major or secondary highway), LAMC 12.21 A.
- c. Driveway(s) and vehicular access for residential component of any development should be limited to the street with lowest classification or as shall be determined to the satisfaction of the Department of Transportation.
- d. Driveways(s) and vehicular access to the site shall be conformance to project description of LADOT's Transportation Impact Assessment report Case No. CEN 16-45186, date December 4, 2019 or as shall be determined to the satisfaction of the Department of Transportation.
- e. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment, call (213) 482-7024.
- f. That a fee in the amount of \$205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

FIRE DEPARTMENT

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 264-6807. You should advise any consultant representing you of this requirement as well.

10. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
 - a. Submit plot plans for Fire Department approval and review prior to recordation of Tract Map action.
 - b. The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.
 - c. Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at **9,000 G.P.M. from four to six fire hydrants flowing simultaneously.**

- d. Improvements to the water system in this area may be required to provide 9,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.
- e. During demolition, the Fire Department access will remain clear and unobstructed.
- f. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- g. Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
- h. One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75). The entrance to a Residential lobby must be within 50 feet of the desired street address curb face.
- i. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
- j. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- k. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- l. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- m. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)
 - i. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
 - ii. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
 - iii. This policy does not apply to single-family dwellings or to non-residential

buildings.

- n. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.
- o. Entrance to the main lobby shall be located off the address side of the building.
- p. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- q. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- r. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- s. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- t. Submit plot plans indicating access road and turning area for Fire Department approval.
- u. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- v. Standard cut-corners will be used on all turns.
- w. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- x. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- y. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- z. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- aa. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

- bb. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.
- cc. Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.

DEPARTMENT OF WATER AND POWER

- 11. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

BUREAU OF STREET LIGHTING – SPECIFIC CONDITIONS

Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office, see condition S-3. (c).

- 12. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF SANITATION

- 13. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found no potential problems to their structure or potential maintenance problem, as stated in the memo dated October 21, 2019. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

INFORMATION TECHNOLOGY AGENCY

- 14. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

DEPARTMENT OF RECREATION AND PARKS

If you have any questions or comments regarding this information, contact the Park Fee Staff at (213) 202-2682 or rap.parkfees@lacity.org.

- 15. That the Quimby Fee be based on the CM Zone.

BUREAU OF STREET SERVICES, URBAN FORESTRY DIVISION

16. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction to expedite tree planting.

Note: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: (213) 847-3077 for permit information. CEQA document must address parkway tree removals.

DEPARTMENT OF CITY PLANNING - SITE SPECIFIC CONDITIONS

Clearances may be conducted at the Figueroa, Valley, or West Los Angeles Development Services Centers. To clear conditions, an appointment is required, and can be requested at planning.lacity.org.

17. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- a. Limit the proposed development to one (1) master ground lot and six (6) airspace lots with a maximum of 106 live/work condominium units.
 - b. Off-street parking for residential and commercial uses shall comply with the requirements of Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR. In the event that Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR is denied or modified, the project shall comply with LAMC Section 12.21 A.4(p) or 12.22 A.25(d)(1).
 - c. Note to City Zoning Engineer and Plan Check. The Advisory Agency has reviewed and approved the following designation of lot lines as they apply to this subdivision and the proposed development on the site:
 - i. Lot lines along Bay Street, Mateo Street, and Sacramento Street shall be designated as Front Lot Lines.
 - ii. Easterly lot lines are designated as Side Lot Lines.
 - e. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - f. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
18. That prior to the issuance of the building permit or the recordation of the final map, a copy of the Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR is not approved, the subdivider shall submit a tract modification.

19. Prior to the issuance of a grading permit, the subdivider shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the subdivider to the following haul route conditions:
- a. The approved haul route is as follows:
 - i. Loaded:
 1. Exit jobsite on Mateo Street (Southbound)
 2. Left turn onto Porter Street (Eastbound)
 3. Left turn onto Eastbound Santa Monica Freeway (I-10) on-ramp
 - ii. Unloaded:
 1. Westbound Santa Monica Freeway (I-10)
 2. Exit towards Mateo Street
 3. Left turn onto 8th Street (Westbound)
 4. Right turn onto Mateo Street (Northbound)
 5. Continue on Mateo Street (Northbound) to jobsite
 - b. Hauling shall be from 9 AM to 3 PM on weekdays, and 8 AM to 4 PM on Saturdays. No hauling shall be performed on Sundays.
 - c. Trucks shall be staged on the jobsite only. No staging of trucks on city streets is permitted at any time.
 - d. No interference to traffic; access to driveways must be maintained at all times.
 - e. The contractor shall contact LADOT at (213) 485-2298 at least four business days prior to hauling to post "Temporary Tow-Away No Stopping" signs along S. Mateo Street, adjacent to the jobsite for hauling if needed.
 - f. Flagger control shall be provided during the hauling operations to assist with ingress and egress of truck traffic on S. Mateo Street.
 - g. **Required Permit Fee and Bond.** Permit fee must be paid before the Department of Building and Safety will issue a grading permit.
 - i. Under the provisions of Section 62.201 of the Los Angeles Municipal Code, the following permit fee shall be required:
 1. The Minimum permit fee of \$150.00 is required for the (import/export).
 - ii. The required permit fee shall be paid at the Street Services Investigation and Enforcement Division office, 1149 South Broadway, Suite 350, Los Angeles, CA 90015, telephone (213) 847-6000.
 - iii. Under the provisions of Section 62.202 of the Los Angeles Municipal Code, a cash bond or surety bond in the amount of \$50,000.00 shall be required from the property owner to cover any road damage and/or street cleaning

costs resulting from the hauling activity.

- iv. Forms for the bond will be issued by Bond Control, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401, telephone (818) 374-5090.

h. **Special Conditions.** An authorized Public Officer may make additions to, or modifications of, the following conditions if necessary to protect the health, safety and welfare of the general public.

- i. The hauling operations are restricted to the hours between 9:00 a.m. and 3:00 p.m. on Mondays through Fridays, and Saturdays from 8:00 a.m. to 4:00 p.m. No hauling shall be performed on Sundays, and holidays.
- ii. The vehicles used for hauling shall be Bottom Dump trucks.
- iii. All trucks are to be cleaned of loose earth at the export site to prevent spilling. The contractor shall remove any material spilled onto the public street.
- iv. All trucks are to be watered at the export site to prevent excessive blowing of dirt.
- v. The applicant shall comply with the State of California, Department of Transportation policy regarding movement of reducible loads.
- vi. Total amount of dirt to be hauled shall not exceed 38,985 cubic yards.
- vii. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.
- viii. Flag persons shall be required at the job site to assist the trucks in and out of the project area. Flag persons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."
- ix. The permittee shall comply with all regulations set forth by the State of California, Department of Motor Vehicles pertaining to the hauling of earth.
- x. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along streets in haul route.
- xi. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.
- xii. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division at (213) 847-6000 prior to effecting any change.
- xiii. The permittee shall notify the Street Services Investigation and Enforcement

Division at (213) 847-6000 at least 72 hours prior to the beginning of hauling operations and shall notify the Division immediately upon completion of hauling operations.

- xiv. The application shall expire eighteen months after the date of the Board of Building and Safety Commission and/ or the Department of City Planning approval. The permit fee shall be paid to the Street Services Investigation and Enforcement Division prior to the commencement of hauling operations.
20. Prior to the recordation of the final map, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make nine (9) units of the development available for rental or sale solely to Very Low Income Households, at a rental or sales price determined to be affordable to Very Low Income Households by HCIDLA, for a period of 55 years. Said units shall be comparable in size, number of bedrooms, distribution, and amenities to the non-income-restricted units in the development.
21. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably

cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

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

For purposes of this condition, the following definitions apply:

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

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

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

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

22. That prior to recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770 and Exhibit CP-6770. M) in a manner satisfactory to the Planning Department requiring the subdivider to identify (a) mitigation monitor(s) who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition No(s). 23, 24 and 25 of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitor(s) shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.
23. Prior to the recordation of the final map, the subdivider will prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

MM-AQ-1: All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 3 emission standards, to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

During plan check, the Project Applicant shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction

equipment, equal to or greater than 50 horsepower that shall be used during any portion of demolition/excavation activities and concrete pour days for the foundation for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and CARB or SCAQMD operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment within the construction inventory list described above shall meet Tier 4 CARB/U.S. EPA standards.

CULT-MM-1: Retain a Qualified Archaeologist. Prior to the issuance of a demolition permit, the project proponent shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's (SOI) Standards for professional archaeology, during the excavation phase to carry out and ensure proper implementation of the mitigation measures related to archaeological resources. The qualified archaeologist shall submit a letter of retention to the project proponent no fewer than 15 days before demolition or excavation activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI standards.

CULT-MM-2: Prepare an Archaeological Resources Monitoring and Mitigation Plan (ARMMP). Prior to the commencement of demolition and excavation, an ARMMP shall be prepared. The ARMMP shall include, but not be limited to, a construction worker training program (described in CULT-MM-3), monitoring protocol for demolition and excavation activities, discovery and processing protocol for inadvertent discoveries of archaeological resources, and identification of a curation facility should artifacts be collected. The ARMMP shall identify areas that require monitoring, provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving archaeological remains are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, and spatial distribution of archaeological resources identified.

The ARMMP shall minimally include a historical context statement, research design, and methodology by which any newly identified archaeological sites will be evaluated for CRHR eligibility and as unique archaeological resources. The ARMMP will specify the specific types of archaeological sites likely to be encountered, the means by which significance will be assessed. If any archaeological resources are identified and are found not to be significant or do not retain integrity, then they will be recorded to a level sufficient to document the contents and condition. The ARMMP shall include a proactive identification and documentation protocol that would facilitate preservation or mitigation of impacts to any archaeological sites identified in a cost-effective manner. The ARMMP will include potential treatment plans to be implemented in the event a newly discovered archaeological resource is determined by the qualified archaeologist to constitute a "historical

resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to PRC 21083.2(g). The ARMMP will require that if the treatment plans outlined therein are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plans stated in the ARMMP or prepared after the discovery of a historical resource, shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include but not be limited to any of the following depending on the type of resource and the significance evaluation:

- Prehistoric archaeological sites. Data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant where significance is determined under CRHR Criterion 4 and integrity is retained.
- Historic-period archaeological sites. If a Historic-period site, including but not limited to a refuse scatter or building foundation(s), is present and found to retain integrity, data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant. In addition to data recovery, specific treatments shall be developed and implemented based on potential CRHR or eligibility criteria or as a unique archaeological resource as follows:
 - **Treatment Under Criteria 1 and 2, or as a unique archaeological resource:** Treatment shall include interpretation for the public. Interpretive materials may include, but not be limited to, signage at the Project Site, relocating preserved materials in a publicly accessible display, or visual representations of recovered materials. The interpretive materials shall be prepared, at the expense of the project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archeology. The details of the interpretive materials, including the form, content, and timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning. The results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or identified non-profit historic groups interested in the subject matter.
 - **Treatment Under Criterion 3:** Architectural documentation of exposed features shall be conducted by producing narrative records, measured drawings, and photographs in

conformance with HAER standards prior to any alteration or demolition activity.

- **Treatment Under Criterion 4:** No additional work; data recovery is sufficient.

The ARMMP shall summarize the requirements for tribal coordination in the event of an inadvertent discovery of Native American archaeological resources, including the applicable regulatory compliance measures or conditions of approval for the inadvertent discovery of tribal cultural resources to be carried out in concert. The ARMMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1.

CULT-MM-3: Worker Environmental Awareness Program (WEAP) Training. Before the commencement of initial demolition or excavation at the Project Site, the retained qualified archaeologist or their designee shall provide a WEAP training to on-site project personnel responsible for supervising demolition and excavation (i.e., foreman or supervisor) and machine operators. The WEAP training shall brief construction crews regarding the regulatory compliance requirements and applicable mitigation measures that must be adhered to during demolition and excavation activities for the protection of archaeological resources. As an element of the WEAP training, the qualified archaeologist or their designee shall advise the construction crews on proper procedures to follow if an unanticipated archaeological resource is discovered during construction. The qualified archaeologist or their designee shall also provide the construction workers with contact information for the qualified archaeologist and their designee(s) and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of archaeological resources that would require notification of the archaeologist, if encountered. Once the ground disturbances have commenced, the need for additional or supplemental WEAP training shall be determined through consultation with the qualified archaeologist, project proponent or their designated project supervisor. Within five days of completing a WEAP training, a list of those in attendance shall be provided by the qualified archaeologist to the project proponent.

CULT-MM-4: Monitoring for Archaeological Resources. Before the commencement of demolition or excavation activities, an archaeological monitor shall be present during ground disturbing activities as stipulated in the ARMMP. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. The monitor shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially significant archaeological resources, as determined by the qualified archaeologist. The monitor shall complete a daily log documenting construction activities and observations. The field observations shall include assessment of the geoarchaeological setting and whether sediments are identified that are no longer capable or unlikely to contain archaeological material (i.e., sterile), which may be encountered prior to reaching the total depth of excavation expected for the project. If initial archaeological monitoring identifies low archaeological sensitivity (i.e., sterile

soil strata) below a certain depth or within a certain portion of the Project Site, a corresponding reduction of monitoring coverage would be appropriate. In the event that potentially significant archaeological resources are exposed during construction, work in the immediate vicinity of the find (within 8 meters [25 feet]) shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas in coordination with the qualified archaeologist. If the discovery is determined by the qualified archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to PRC 21083.2(g), and the treatments proposed in the ARMMP are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and the Department of City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include architectural documentation and archaeological data recovery (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant.

Within 30 days of concluding the archaeological monitoring, the qualified archaeologist shall prepare a memo stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memo shall be submitted to the project proponent and the Department of City Planning. Following submittal of the memo, the qualified archaeologist shall prepare a technical report documenting the methods and results of all work completed under the ARMMP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the California Register of Historical Resources. Once laboratory analysis is complete, any recovered archaeological materials shall be curated at a public, non-profit research institution that will ensure their long-term preservation and allow access to interested scholars and shall be done at the expense of the project applicant. Should no such institutions accept the materials, they shall be donated to an educational institution or historical society. The format and content of the report shall follow the California Office of Historic Preservation’s Archaeological Resource Management Reports (ARMR): Recommended Contents and Format. Any archaeological resources identified shall be documented on appropriate California Department of Parks and Recreation 523-Series Forms. The report shall be prepared under the supervision of a qualified archaeologist and submitted to the Department of City Planning within 12 months of completion of the monitoring. The final draft of the report shall be submitted to the South Central Coastal Information Center.

- GEO-MM-1:** Prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Sites. In addition, in the event that paleontological resources or sites,

or unique geologic features are exposed during Project construction, work within 50 feet of the find shall stop until a qualified paleontologist can identify and evaluate the significance of the discovery and develop recommendations for treatment. Construction activities could continue in other areas of the Project Site. If the resource is found to be significant, recommendations would include a preparation of a Treatment Plan, which would require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with state law.

HAZ-MM-1: During excavation of the Project Site for the subterranean parking garage and prior to issuance of a Building Permit, if a UST is encountered, the Project Applicant shall procure a Division 5 Permit from the Los Angeles County Fire Department for removal of a UST and shall comply with the requirements of the permit.

HAZ-MM-2: Prior to issuance of a Building Permit, the Soil Management Plan (SMP) dated May 27, 2020 and subsequent amendments shall be submitted to the Los Angeles County Fire Department for review and approval. The SMP shall be implemented during excavation and grading activities in areas of potential soil contamination to ensure site closure is properly implemented, and contaminated soil encountered is properly identified, removed, and disposed of off-site. The SMP shall include the following:

- A qualified environmental consultant shall be present as necessary during grading and excavation activities to monitor compliance with the SMP and to actively monitor the soil and excavations for evidence of contamination.
- Soil encountered during excavation or grading activities that appears to have been affected by hydrocarbons or other contamination shall be evaluated, based on appropriate laboratory analysis, by a qualified environmental consultant prior to off-site disposal at a licensed facility.
- Identified contaminated soil shall be properly removed, handled, and transported to an appropriately licensed disposal facility, in accordance with the SMP.
- Measures to protect construction workers from exposure to soils.

HAZ-MM-3: Prior to start of construction, building controls such as liquid boot protection or a passive sub-slab vapor depressurization system as part of the footprint of the structure shall be included to the satisfaction of the Los Angeles Building and Safety Department.

- HAZ-MM-4:** The design of the passive system shall include the provision to convert the passive system to an active depressurization system if vapor concentrations near the slab and in the parking structure exceed federal, state and/or local screening levels.
- Vapor sampling of the parking area and passive sub-slab system shall be conducted either annually or semi-annually to periodically measure the contaminant concentrations in those areas.
- HAZ-MM-5:** During excavation tasks, a photo-ionization detector (PID) shall be on site at all times. The PID shall be maintained in good working order, and shall be calibrated by the manufacturer at least once every three months and by experienced personnel on a daily basis. The calibration of the device shall be verified using hexane calibration gas at the beginning of each working day. In the event that inconsistent or erratic readings are experienced, or the PID becomes otherwise inoperable, all excavation activities will cease until it is repaired or replaced.
- HAZ-MM-6:** All monitoring shall be conducted by an environmental professional provided by Remdox or other equally qualified professional, and the monitoring of soil will occur at a distance no more than 3 inches above the soil surface using the PID. Monitoring shall be initially conducted at a minimum frequency of one reading every fifteen minutes. Upon detection of VOC contamination, monitoring shall be conducted at a minimum rate of one reading for every five cubic yards excavated. All readings shall be taken no later than three minutes after each load of soil is excavated. All monitoring shall be conducted by trained personnel who are proficient in the use of the PID. Written records of PID monitoring and calibrations shall be kept in a format approved by the SCAQMD. The certification on all records shall be signed and dated on the day the measurements are observed. Upon detection of VOC-contaminated soil (defined by PID readings 50 ppmV or greater), the SCAQMD shall be notified within 24 hours. The Soil Monitoring Program is required by SCAQMD but is also designed to provide a framework for segregating the soil planned for export into three categories: Significantly Impacted Soil, Lightly Impacted Soil, and Non-Impacted Soil.
- HAZ-MM-7:** Although not expected during this project, any VOC-contaminated soil greater 1000 ppmV shall be immediately stockpiled, covered with plastic sheeting and stored separately from non-VOC-contaminated soil. Once excavated, contaminated soil under these conditions will be considered contaminated at all times and will not be backfilled. A VOC contaminated stockpile shall not contain more than 500 cubic yards of soil.
- HAZ-MM-8:** If the PID measurement is greater than 50 ppmV, but less than 1000 ppmV, the affected work area and load of soil shall be sprayed with water to suppress vapors. The contaminated soil in stockpiles shall be covered with plastic sheeting and secured so that no portion of the contaminated soil is exposed to the atmosphere.
- HAZ-MM-9:** If the PID measurement is greater than 1000 ppmV, SCAQMD will be notified within one hour and the affected soil and working area shall be immediately sprayed with water. Contaminated soil once stockpiled and

covered with plastic sheeting shall remain covered and undisturbed until removed from the site. In the unlikely event that any contaminated soils meet the criteria for designation as hazardous waste it will be disposed of according to the applicable SCAQMD and City regulations.

- HAZ-MM-10:** Any soil with readings greater than 50 ppmV via PID shall be considered potentially contaminated and placed in a separate stockpile from native soil that is not impacted. This material will require additional testing and separate disposal from the (highly unlikely) Significantly Impacted Soil and the (probably more voluminous) Non-Impacted Soil. Monitoring of the spoils during excavation using the PID is the primary mechanism for separation of the material into different piles that may not be comingled. Stockpiles may be expanded to a maximum of 500 cubic yards before disposal is required. Determining the fate and destination of the stockpiled soil will require sampling and profiling of the material as required by the waste-accepting facility. This will include laboratory testing for petroleum hydrocarbons, VOC, heavy metals, and other components at their discretion. Soil that passes the field screening and has less than 50 ppmV VOC will be considered Non-Impacted by the SCAQMD Rule 1166 standards, but still may be impacted enough to warrant discretionary disposal at an appropriate landfill. Because of the high sensitivity of chlorinated volatiles, Remdiox recommends that all soils over 1 ppmV be contained in a separate pile from non-impacted soil.
- TRA-MM-1:** Unbundle Parking: Unbundling parking costs from property costs would require those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces. The Project shall charge a minimum of \$110 per month per parking space, separately from the monthly cost to rent the unit.
- TRA-MM-2:** Transit Subsidy: The availability of a subsidy provides a strong incentive to consider other commute trip alternatives. The Project shall provide a subsidy commensurate to the current daily rate and accessible to 100% of eligible residents. The Project shall offer a minimum of \$0.75 per day to eligible employees and residents of the Project. Eligibility shall be determined based on the employee or resident not parking a vehicle on-site.
- TRA-MM-3:** Voluntary Travel Behavior Change Program: This strategy involves the development of a travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. The Project shall assign staff to serve as the transportation management coordinator to inform Project residents and employees of available travel options.
24. **Mitigation Monitoring Program.** The project shall be in substantial conformance with the mitigation measures in the MMP stamped Exhibit B attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or

in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Zone Change unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

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

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

DEPARTMENT OF CITY PLANNING - STANDARD CONDOMINIUM CONDITIONS

- C-1 That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. Where the existing zoning is (T) or (Q) for multiple residential use, no construction or use shall be permitted until the final map has recorded or the proper zone has been effectuated. If models are constructed under this tract approval, the following conditions shall apply:
1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Development Services Section of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.
 2. All other conditions applying to Model Dwellings under Section 12.22A, 10 and 11 and Section 17.05 O of the Code shall be fully complied with satisfactory to the Department of Building and Safety.
- C-2 Prior to the recordation of the final map, the subdivider shall pay or guarantee the payment of a park and recreation fee based on the latest fee rate schedule applicable. The amount of said fee to be established by the Advisory Agency in accordance with Section 17.12 of the Los Angeles Municipal Code and to be paid and deposited in the trust accounts of the Park and Recreation Fund.
- C-3 That a landscape plan, prepared by a licensed landscape architect, be submitted to and

approved by the Advisory Agency in accordance with CP-6730 prior to obtaining any permit. The landscape plan shall identify tree replacement on a 1:1 basis by a minimum of 24-inch box trees for the unavoidable loss of desirable trees on the site. Failure to comply with this condition as written shall require the filing of a modification to this tract map in order to clear the condition.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

- C-4 In order to expedite the development, the applicant may apply for a building permit for an apartment/commercial building. However, prior to issuance of a building permit for apartments/commercial building, the registered civil engineer, architect or licensed land surveyor shall certify in a letter to the Advisory Agency that all applicable tract conditions affecting the physical design of the building and/or site, have been included into the building plans. Such letter is sufficient to clear this condition. In addition, all of the applicable tract conditions shall be stated in full on the building plans and a copy of the plans shall be reviewed and approved by the Advisory Agency prior to submittal to the Department of Building and Safety for a building permit.

OR

If a building permit for apartments will not be requested, the project civil engineer, architect or licensed land surveyor must certify in a letter to the Advisory Agency that the applicant will not request a permit for apartments and intends to acquire a building permit for a condominium building(s). Such letter is sufficient to clear this condition.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the Los Angeles Municipal Code (LAMC).
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together

with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.

- (g) That any required slope easements be dedicated by the final map.
 - (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
 - (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
 - (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
 - (k) That no public street grade exceeds 15%.
 - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 2010.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
 - (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
 - (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
 - (d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
 - (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.
- S-3. That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:
- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
 - (b) Construct any necessary drainage facilities.

- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.
 - (1) Construct new street lights: two (2) on Bay Street, three (3) on Mateo Street, and three (3) on Sacramento Street.

Notes:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering condition S-3 (i), requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division ((213) 847-3077) upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.
- (i) That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:
 - (1) Improve Bay Street and Sacramento Street being dedicated and adjoining the subdivision by the construction of the followings:
 - (i) Concrete curbs, concrete gutters, and 13-foot full-width concrete sidewalks with tree wells.
 - (ii) Suitable surfacing to join the existing pavement and to complete 20-foot half roadways.
 - (iii) Any necessary removal and reconstruction of existing improvements.
 - (iv) The necessary transitions to join the existing improvement all satisfactory to the City Engineer.

Additional roadway improvement may be necessary beyond the centerline satisfactory to the Central District Engineering Office.

- (2) Improve Mateo being dedicated and adjoining the subdivision by the construction of the following:
 - (i) Concrete curbs, concrete gutters, and 13-foot full-width concrete sidewalk with tree wells.
 - (ii) Suitable surfacing to join the existing pavement and to complete a 23-foot half roadway.
 - (iii) Any necessary removal and reconstruction of existing improvements.
 - (iv) The necessary transitions to join the existing improvement all satisfactory to the City Engineer.

Additional roadway improvement may be necessary beyond the centerline satisfactory to the Central District Engineering Office.

- (3) That, if necessary, new off-site relief sewer construction may be required if the existing sewers do not have the capacity to handle the flow generated by the project.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units. This vesting map does not constitute approval of any variations from the Municipal Code, unless approved specifically for this project under separate conditions.

Any removal of the existing street trees shall require Board of Public Works approval.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05-N of the Los Angeles Municipal Code (LAMC).

The final map must be recorded within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT (CEQA)

The Project is a Transit Priority Project pursuant to Public Resources Code (PRC) Section 21155:

- (a) The Project is consistent with the general use designation, density, building intensity, and applicable policies specified in the project area in the current SCAG RTP/SCS.
- (b) The Project contains at least 50 percent residential use, based on total building square footage, and if the project contains between, 26 percent and 50 percent non-residential uses, a floor area ratio of not less than 0.75;
- (c) The Project provides a minimum net density of at least 20 dwelling units per acre;
- (d) The Project is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan, consistent with PRC Section 21155(b).

The Transit Priority Project has incorporated all feasible mitigation measures, performance standards or criteria set forth in the SCAG 2020-2045 RTP/SCS PEIR.

An initial study has been prepared and circulate in compliance with PRC Section 21155.2(b). A public hearing on the SCEA, and all comments received on the SCEA, was considered by the City Council prior to SCEA adoption and approval of the Project. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:

- (a) Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
- (b) 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.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract No. 74596, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) THE PROPOSED MAP WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The Land Use Element of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. Additionally, through the Land Use Map, the Community Plan designates parcels with a land use designation and zone. The Land Use Element is further implemented through the Los Angeles Municipal Code (LAMC). The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and the subdivision of land.

The subdivision of land is regulated pursuant to Article 7 of the LAMC. Specifically, Section 17.05 C requires that the vesting tentative tract map be designed in compliance with the zoning regulations applicable to the project site. The project site is located within the Central

City North Community Plan, which designates the site with a Heavy Manufacturing Land Use Designation. The land use designation lists the M3 Zone as the corresponding zone. The Project Site is zoned M3-1-RIO, which is consistent with the land use designation.

As the tract map is to merge and re-subdivide the property for the purposes of constructing a mixed-use development containing residential uses, the applicant has requested a General Plan Amendment to the Community Plan to amend the land use designation from Heavy Manufacturing to Commercial Industrial and remove Footnote Nos. 1 and 6 to permit Height District 2 in the CM Zone, and a Vesting Zone Change and Height District Change from M3-1-RIO to CM-2-RIO under Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR. Approval of the General Plan Amendment, Vesting Zone Change, and Height District Change would permit the development of the site with the proposed mixed-use project containing 106 live/work units with a maximum floor area ratio of 4.37:1. The tract map is approved contingent upon the approval and adoption of the General Plan Amendment, Vesting Zone Change and Height District Change. In the event that the incidental CPC case is denied or modified, the applicant would be required to submit a revised tract map and file an application for a tract modification.

In addition to LAMC Section 17.05 C, LAMC Section 17.06 B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The tract map was prepared by Daniel Rahe, PSOMAS, LS No. 9425 and contains information regarding the boundaries of the project site, as well as the abutting public rights-of-way, existing and proposed dedication, and improvements of the tract map. The tract map indicates the tract number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.06 B. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05 C, and 17.06 B and is consistent with the applicable General Plan in conjunction with the approval of Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR.

(b) **THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

For purposes of a subdivision, design and improvement is defined by Section 66418 and 66419 of the Subdivision Map Act and LAMC Section 17.02. Design refers to the configuration and layout of the proposed lots in addition to the proposed site plan layout. Pursuant to Section 66427(a) of the Subdivision Map Act, the location of the buildings is not considered as part of the approval or disapproval of the map by the Advisory Agency. Easements and/or access and "improvements" refers to the infrastructure facilities serving the subdivision. LAMC Section 17.05 enumerates the design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. As indicated in Finding (a), LAMC Section 17.05 C requires that the tract map be designed in conformance with the zoning regulations of the project site. As the project site's Heavy Manufacturing land use designation and M3-1-RIO Zone would not permit the construction of the proposed mixed-use development containing 106 live/work units, the applicant has requested a General Plan Amendment to the Community Plan to amend the land use designation from Heavy Manufacturing to Commercial Industrial and remove Footnote Nos. 1 and 6 to permit Height District 2 in the CM Zone, and a Vesting Zone Change and Height District Change from M3-1-RIO to CM-2-RIO under Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR. Approval of the General Plan Amendment, Vesting Zone Change, and Height District Change would permit the development of the site with the proposed mixed-use project containing 106 live/work units with a maximum floor area ratio of 4.37:1. As discussed in Finding No. 1, the tract map is

approved with the condition that the map is in compliance with the approvals of Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR. As such, the proposed density and uses would be consistent with the proposed Land Use Designation, Zone and Height District.

The tract map was distributed to and reviewed by the various city agencies of the Subdivision Committee that have the authority to make dedication, and/or improvement recommendations. The Bureau of Engineering reviewed the tract map for compliance with the Street Design Standards. The Bureau of Engineering has recommended dedication and/or improvements to the public right-of-way along Bay, Mateo and Sacramento Streets, consistent with the standards of the Mobility Element. In addition, the Bureau of Engineering has recommended the construction of the necessary on-site mainline sewers and all necessary street improvements will be made to comply with the Americans with Disabilities Act (ADA) of 2010. The Bureau of Street Lighting has recommended the construction of two new street lights on Bay Street, three new street lights on Mateo Street, and three new street lights on Sacramento Street. The Department of Transportation has recommended that a parking area and driveway plan be submitted to DOT for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. All recommendations by the various city agencies of the Subdivision Committee are included in this Letter of Determination as Conditions of Approval. As conditioned, the design and improvements of the proposed subdivision are consistent with the applicable General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.

The subject site is a level, irregularly shaped site consisting of 11 lots with 62,111 square feet of lot area pre-dedication and 58,970 square feet of lot area post-dedication. The site is currently developed with a surface parking lot and a 16,960-square-foot maintenance service building, which was formerly operated by Metro and used as a service center for transit buses. The project site is located within the 0.95 km (0.6 miles) from the Puente Hills Blind Thrust, but is not located within the Alquist-Priolo Fault Zone. The site is not located within a designated hillside area or within the BOE Special Grading Area. The site is not located within a high fire hazard severity zone, flood zone, landslide, liquefaction, methane, or tsunami inundation zone. Prior to the issuance of any permits, the project would be required to be reviewed and approved by the Department of Building and Safety and the Fire Department. The site is not identified as having hazardous waste or past remediation. The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. Therefore, the site will be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The subject site is a level, irregularly shaped site consisting of 11 lots with 62,111 square feet of lot area pre-dedication and 58,970 square feet of lot area post-dedication. The site is currently developed with a surface parking lot and a 16,960-square-foot maintenance service building, which was formerly operated by Metro and used as a service center for transit buses. In conjunction with the proposed tract map, the applicant requests a General Plan Amendment, Vesting Zone Change and Height District to permit the construction of the proposed mixed-use development containing 106 live/work units and 119,845 square feet of commercial space for a maximum floor area ratio of 4.37:1. The new CM Zone would allow a by-right density of 74 dwelling units on the subject property. The applicant requests an On-Menu Incentive per the Density Bonus and Affordable Housing Incentive Program to include the dedication area as lot area to calculate the by-right density, which would permit

a base density of 78 units. With the 35-percent density increase using the Density Bonus and Affordable Housing Incentive Program, the project is permitted a maximum density of 106 units. In conjunction with the approval of Case No. CPC-2016-4554-GPA-VZC-HD-DB-SPR, the density and floor area are consistent with the proposed CM-2-RIO zone and Commercial Industrial land use designation. The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. Additionally, prior to the issuance of a demolition, grading, or building permit, the project would be required to comply with conditions herein and applicable requirements of the LAMC. As conditioned the proposed tract map is physically suitable for the proposed density of the development.

- (e) THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The project site is currently developed with a 16,960-square foot maintenance service building, which was formerly operated by the Metro and used as a service center for transit buses. There are six (6) existing trees that will be removed as part of the proposed development: three (3) street trees along Mateo Street and three (3) on-site trees. The removal of street trees are required to be replaced at a 2:1 ratio and subject to the approval of the Board of Public Works. The surrounding area is designated and zoned for commercial and industrial uses and developed with one- to three-story commercial and manufacturing buildings. Neither the project site nor the surrounding area provides a natural habitat for fish or wildlife. The Department of City Planning prepared the Sustainable Communities Environmental Assessment (SCEA) Case No. ENV-2017-614-SCEA, which determined that the project would not result in significant impacts on biological resources. As such, the project and the design of the subdivision and proposed improvements will not cause substantial environmental damage or injury to wildlife or their habitat.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appears to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

- (g) THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

As required by LAMC Section 12.03, the project site has a minimum of 20 feet of frontage along Bay Street, Mateo Street and Sacramento Street, which are public streets. The project site consists of a parcel identified as Lot Nos. 73, 75, 76, 77, 78, 79, 80, 81, 82, 83, and 84 of Hiscock and Smith First Addition Tract and is identified by the Assessor Parcel Map No. 5166-011-021. There are no known easements acquired by the public at large for access through or use of the property within the proposed subdivision, as identified on the tract

map. Necessary easements for utilities will be acquired by the City prior to the recordation of the proposed parcel map. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION SHALL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

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

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 74596.

THE FOLLOWING NOTES ARE FOR INFORMATIONAL PURPOSES AND ARE NOT CONDITIONS OF APPROVAL OF THIS TRACT:

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05-N of the Los Angeles Municipal Code (LAMC).

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission or Area Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Downtown

Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
[\(213\) 482-7077](tel:2134827077)

San Fernando Valley

Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Boulevard, Rm 251
Van Nuys, CA 91401
[\(818\) 374-5050](tel:8183745050)

West Los Angeles

West Los Angeles Development
Services Center
1828 Sawtelle Boulevard, 2nd Floor
Los Angeles, CA 90025
[\(310\) 231-2598](tel:3102312598)

Forms are also available on-line at <http://planning.lacity.org>

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP
Advisory Agency

Debbie Lawrence

Debbie Lawrence, AICP
Deputy Advisory Agency

VPB:DL:NC

EXHIBIT F

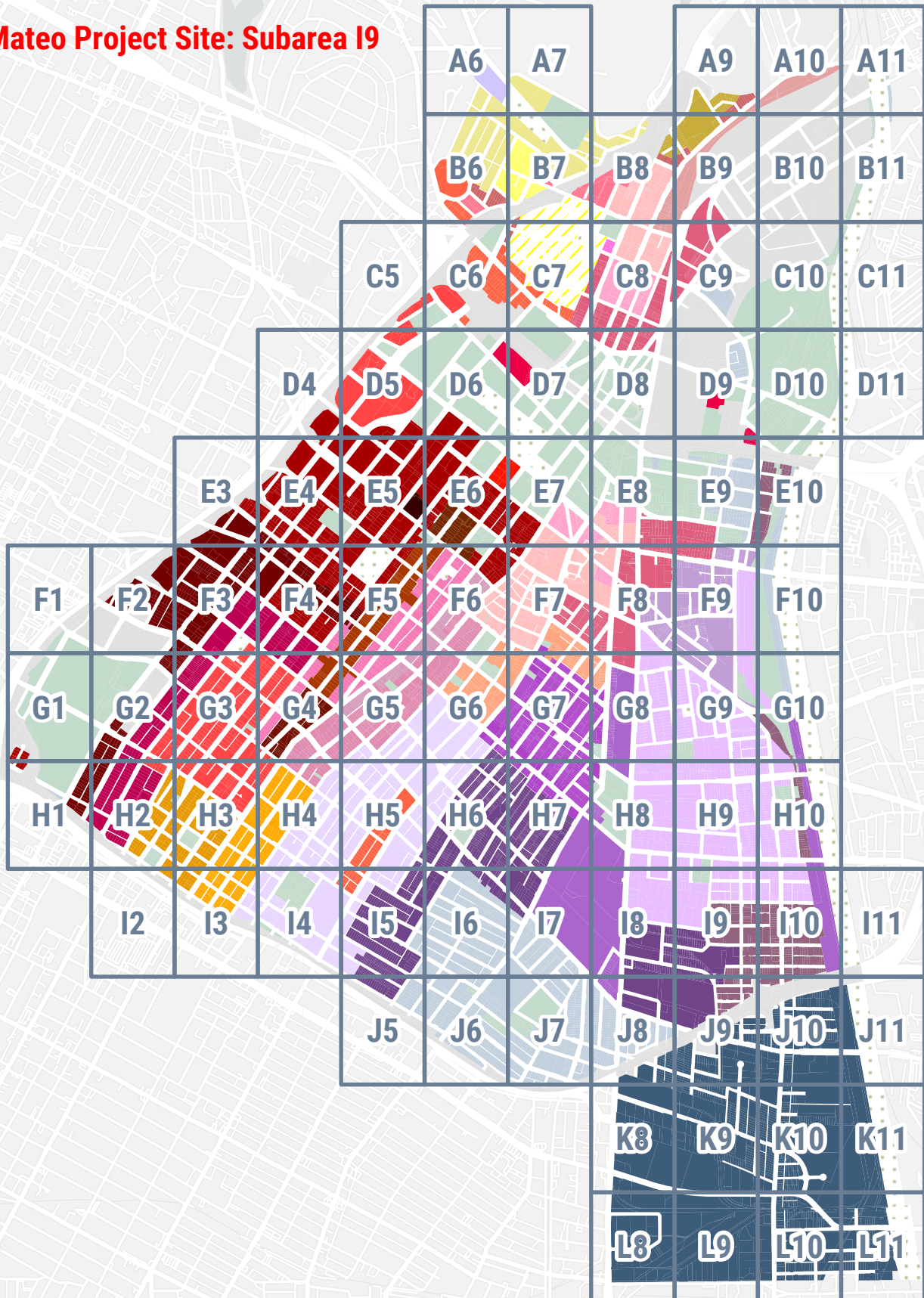
DTLA 2040 DRAFT ZONING MAP SUBAREA I9

CASE NO. CPC-2016-4554-GPA-VZC-HD-DB-SPR

DRAFT ZONING MAP - OVERALL GRID

Downtown Community Plan

1000 Mateo Project Site: Subarea I9



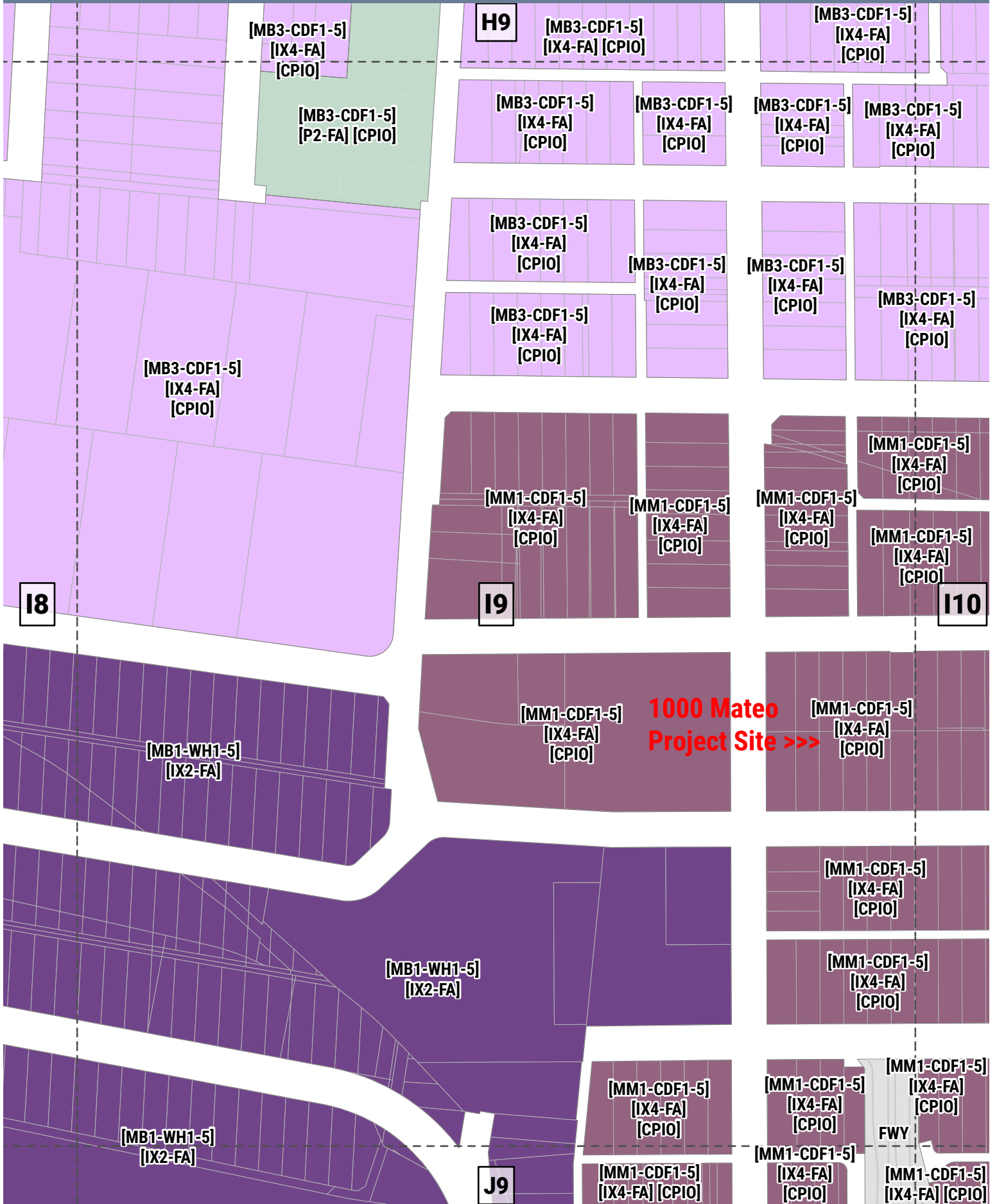


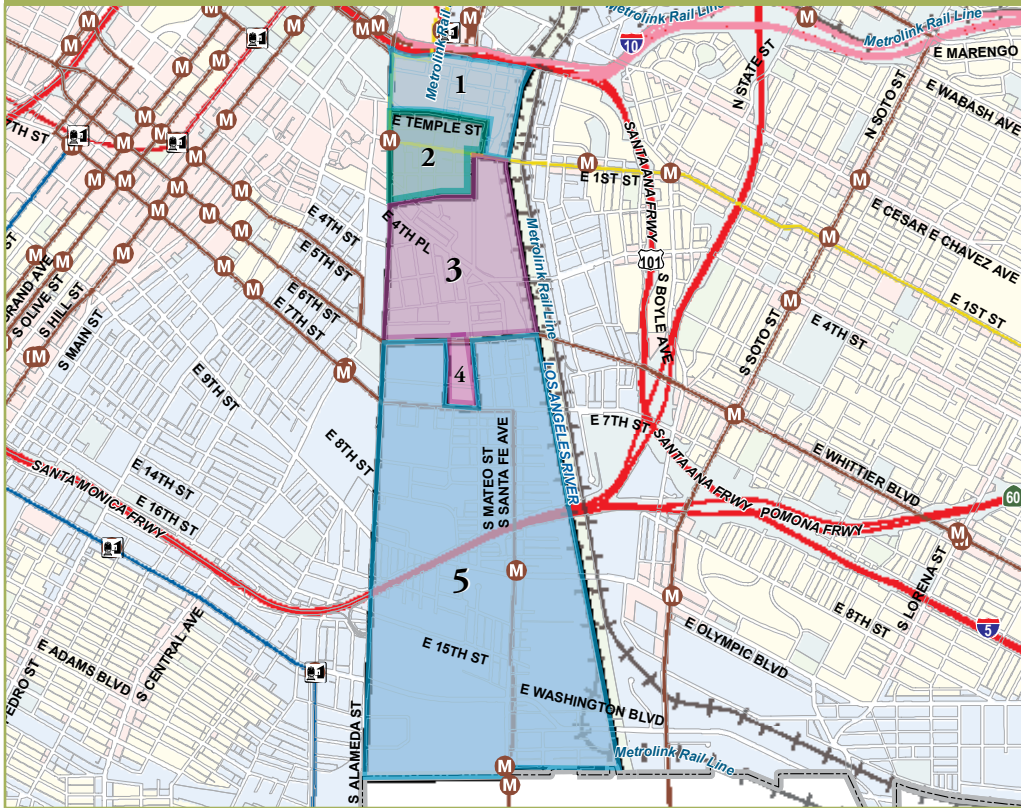
EXHIBIT G

**INDUSTRIAL LAND USE POLICY, CENTRAL CITY
NORTH – ALAMEDA: ANALYSIS AREA 5**

CASE NO. CPC-2016-4554-GPA-VZC-HD-DB-SPR

CENTRAL CITY NORTH - ALAMEDA

INDUSTRIAL AREA DIRECTIONS



SUMMARY STATISTICS

AREA TOTALS

ACRES	848
BUSINESSES	814
JOBS	8,363

ANALYSIS AREA 1 (EMP)

Acres	34
Businesses	30
Jobs	668

ANALYSIS AREA 2 (TD)

Acres	24
Businesses	117
Jobs	939

ANALYSIS AREA 3 (IMU)

Acres	106
Businesses	116
Jobs	1,040

ANALYSIS AREA 4 (IMU)

Acres	28
Businesses	10
Jobs	106

ANALYSIS AREA 5 (EMP)

Acres	656
Businesses	541
Jobs	5,610

EMPLOYMENT PROTECTION DISTRICT (EMP):

Areas where industrial zoning should be maintained, i.e., where adopted General Plan, Community Plan and Redevelopment Plan industrial land use designations should continue to be implemented. Residential uses in these Districts are not appropriate.

INDUSTRIAL MIXED USE DISTRICT (IMU):

Areas that should remain as predominantly industrial/employment districts, but which may support a limited amount of residential uses.

TRANSITION DISTRICT (TD):

Areas where the viability of industrial use has been compromised by significant conversions and where this transition to other uses should be continued. Transition Districts have been identified in areas where "Alternate Policies" (AP) such as specific plans, Transit Oriented Districts (TOD) and other planning efforts are anticipated or in process. Unlike "Industrial Mixed Use Districts," stand-alone housing or mixed use developments containing housing and commercial uses may be appropriate in "Transition Districts."

CORRECTION AREA (CA):

Areas where earlier land use decisions resulted in inappropriate land use conflicts. A change in zoning and land use designations to correct existing land use conflicts is deemed appropriate and should be encouraged.

CENTRAL CITY NORTH - ALAMEDA: ANALYSIS AREA 5

EMPLOYMENT PROTECTION DISTRICT

Survey Land Use

Industrial

- Research / Intellectual / Industry
- Light Industry
- Auto
- Storage
- Heavy Industrial and Manufacturing
- Entertainment / Production

Commercial

- Grocery / Liquor / Convenience
- Restaurant / Bar
- Commercial / Service / Office
- Retail
- Adult

Infrastructure

- Parking / Associated Parking
- Railroad
- Bridges / Streets / other ROWs

Misc. / Other

- Institutional
- Residential
- Vacant
- Other / Unknown

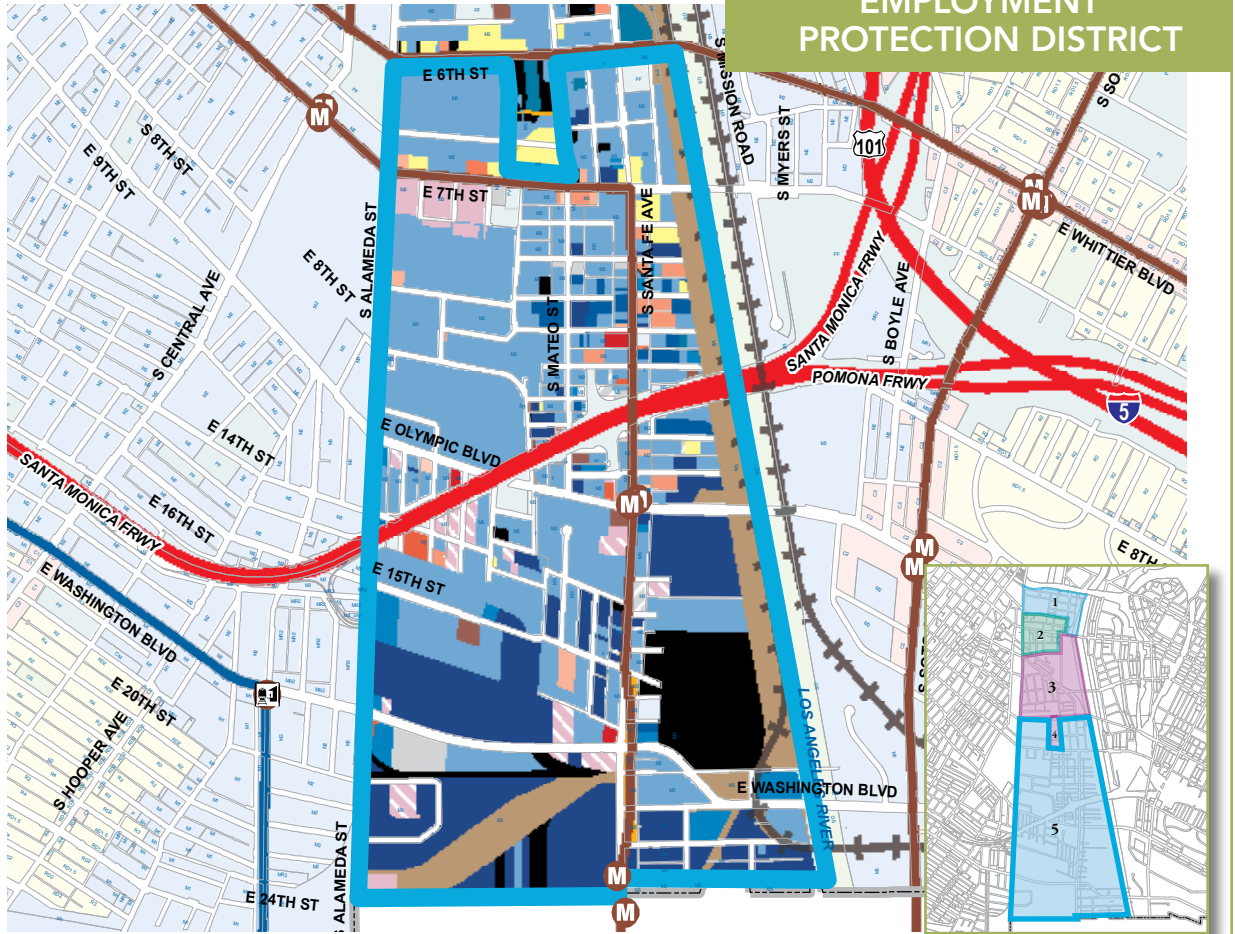
ZONE CATEGORY

Generalized Zoning

- Residential
- Commercial
- Industrial
- OS / PF

Transit Stops and Lines

- Metro Rail Stations
- Transit Stops
- MetroLink Lines
- Metro Blue Line
- Metro Gold Line and Extension
- Metro Red Line
- Metro El Monte Busway
- Metro Harbor Transit Way
- Metro Rapid Lines



TOTAL ACRES - 656

TOTAL BUSINESSES - 541

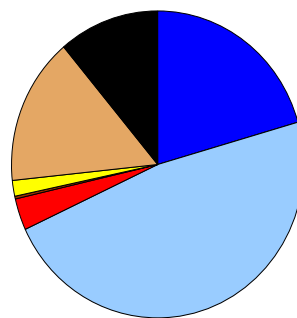
TOTAL JOBS - 5,610

STAFF DIRECTIONS:

Preserve industrial zoning consistent with Central City North Community Plan; allow industrial and ancillary commercial uses only.

EXISTING LAND USE 2006

(Acres & Percent of Analysis Area)



Heavy Industry	135.0 (21%)
Light Industry	311.3 (47%)
Commercial	20.9 (3%)
Institutional	3.0 (<1%)
Residential	9.8 (1%)
Infrastructure	102.8 (16%)
Miscellaneous	73.5 (11%)

PLAN OVERLAYS & SPECIAL DISTRICTS

- Enterprise Zone
- Empowerment Zone
- Overlay (TOD, Master Plan, etc.)
- Specific Plan
- Redevelopment Project Area
- Design for Development

EXHIBIT H

PUBLIC COMMENTS

CASE NO. CPC-2016-4554-GPA-VZC-HD-DB-SPR



www.dlanc.org
P.O. Box #13096
Los Angeles CA 90013-0096

July 9, 2019

Los Angeles Department of City Planning
Office of Zoning Administration, 7th Floor
200 North Spring Street
Los Angeles, California 90012

RE: Planning Case No: CPC-2016-4554-GPA-VZC-HD-DB-SPR
Project Address: 1024 Mateo Street Los Angeles, CA 90021
Applicant: Sammi Shaaya on behalf of Mateo Art, LLC
Project Description: Mixed-use project consisting of 106 live/work condominium units and approximately 119,843 square feet of commercial spaces.

Dear Zoning Administrator:

At our regularly held public meeting on July 9, 2019, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to support the below request, pursuant to the motion passed on June 18, 2019, by DLANC's Planning & Land Use Committee ("PLUC").

DLANC supports the Applicant's requests listed below:

1. Pursuant to Los Angeles Municipal Code (L.A.M.C.) Section 11.5.6, as authorized by the Los Angeles Charter Section 555, the Applicant requests approval of a General Plan Amendment to revise the land use designation in the Central City North Community Plan from Heavy Industrial to Commercial Industrial to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units ("LW"), 11% of the base density or 9 units will be set aside as Restricted Affordable units at a Very Low-income level, and approximately 119,843 square feet of commercial space. This request also includes the deletion of Community Plan Footnote's 1 and 6 from the Industrial land use category to permit a Height District 2 in the CM zone.
2. Pursuant to L.A.M.C. Section 12.32 F & Q, the Applicant requests approval of a Vesting Zone Change from M3-1-RIO to CM-2-RIO to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units, 11% of the base density or 9 units will be set aside as Restricted Affordable units at a Very Low-income level, approximately 119,843 square feet of commercial space
3. Pursuant to L.A.M.C. Section 12.32 F, the Applicant requests approval of a Height District change from M3-1-RIO to CM-2-RIO to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units, 11% of the base density or 9 units will be set aside as Restricted Affordable units at a Very Low-income level,

approximately 119,843 square feet of commercial space. The projects proposed floor area ratio is equal to 4.57:1.

4. Pursuant to L.A.M.C. Section 12.22 A.25 (as amended by Ordinance 179,681), the Applicants propose to set aside 11% of the site's base density, equal to 9 units, as Restricted Affordable Units at a Very Low-income level, qualifying it for a 35% density increase, parking reductions and the following incentives: a. On-Menu Incentives, pursuant to L.A.M.C. Section 12.22 A.25(f)(7): i. to utilize the pre-dedicated lot area to define the site's permitted density. The request will permit a base density of 78 units in lieu of 73 units.

5. Pursuant to L.A.M.C. Section 16.05, the Applicant requests the approval of Site Plan Review findings.

6. Pursuant to California Government Code Sections 66473.1, 66474 (Subdivision Map Act) and LAMC, Section 17.00 of Article 7 (Division of Land), the Applicant requests a Vesting Tentative Tract Map No. 74596 to merge all lots to create Live/Work condominiums within an Airspaces Subdivision consisting of the following seven lots:

- Lot 1: Master Ground Lot
- Lot 2: Office space in Southern portion of the building
- Lot 3: Residential space in Northern portion of the building
- Lot 4: Subterranean Residential Parking
- Lot 5: Ground Floor, Level 2 Parking (2 levels of parking above residential for office and retail)
- Lot 6: Retail space in the Southern portion of building
- Lot 7: Retail Space in Southern portion of building

7. The Applicant is also requesting a deviation in the Advisory Agency Parking policy to allow the Code required parking to suffice.

Pursuant to various sections of the L.A.M.C., the Applicant will request approvals and Permits from the Building and Safety Department (and other municipal agencies) for project construction actions including, but not limited to the following: demolition, excavation, shoring, grading, foundation, building, and tenant improvements.

In DLANC's view, the information presented provides adequate justification for granting Applicant's requests (as modified by the applicable conditions set forth below). *Subject to the conditions set forth below* and any additional conditions recommended by the LAPD or City Council, DLANC encourages the Los Angeles Department of City Planning to approve the Applicant's project.

CONDITION 1: Applicant will maintain pedestrian access if the sidewalk is temporarily closed during construction;

July 9, 2019

Page 2

CONDITION 2: Applicant will ensure any temporary walkways covered due to construction (e.g. scaffolding) are well-lit;

CONDITION 3: Storefront of ground floor retail will be transparent to allow for eyes on the street and pedestrian safety.

If possible, please provide a digital copy of your decision letter by mail to planning@dlanc.com instead of sending a hard copy. Thank you in advance for your consideration of the comments presented in this Letter.

Very truly yours,

Patricia Berman

Patricia Berman
DLANC President

Very truly yours,



Scott Bytof
DLANC Planning & Land Use Committee Chair

CC: Joella Hapkins (Council District 14) (via email)
Sgt. Rogelio Dela Cruz (Los Angeles Police Department) (via email)
Joel Miller / joel_miller@gensler.com (via email)



Nuri Cho <nuri.cho@lacity.org>

Apointment to see file

Bill Feldman <personal@wfeldman.com>
To: Nuri Cho <nuri.cho@lacity.org>

Thu, Feb 11, 2021 at 1:49 PM

Dear Ms. Cho, thank you for your response. First, I am the companion of the owner of two lots on the north side of Bay Street. I am an experienced developer (retired) known to Reuben Caldwell and Faisal Roble of your department when we were involved in the West Adams... Community Plan around the Culver City Metro Station. I also know Tom Wulf who was active in that area and is now developing in the Art District area.

I want to know about the project referenced in your reply but, more important is how Bay Street will be handled as to street improvements and parking. Most of the buildings in the area have little or no parking. Since there are no street improvements people park wherever they can.

As a fellow developer I am not an adversary of the project. The overall benefit to the City could outweigh the interest of a property owner on the north side of Bay Street. I do not want that to happen to my companion who is a widow depending on the income from her only property on Bay Street.

Thank you for your offer of cooperation, Bill Feldman 310 339 4986

From: Nuri Cho <nuri.cho@lacity.org>
Date: Tuesday, February 9, 2021 at 6:07 PM
To: Bill's Personal E-Mail <personal@wfeldman.com>
Subject: Re: Apointment to see file

Hello,

I am currently looking into our COVID protocol for case file review for the general public since the public is not allowed to enter the City Hall. I will get back to you as soon as I hear back.

Are there specific documents that you are looking for? Perhaps I can get you an electronic copy in the meantime if I have them?

On Tue, Feb 9, 2021 at 12:16 PM Bill Feldman <personal@wfeldman.com> wrote:

Case #: VTT-74596,

CPC-2016-4554-GPA-VZC-HD-DB-SPR


ENV-2015-4555-SCEA

APPLICANT: Mateo Arts, LLC

Representative: PSOMAS

Dear Mr. Cho: My I please review the above file a your earliest convenience.

Thank you, William Feldman. 310 339 4986, personal@wfeldman.com

--
 Image removed by sender.

Nuri Cho

Pronouns: She, Her, Hers







City Planner

Los Angeles City Planning

200 N. Spring St., Room 620

Los Angeles, CA 90012

T: (213) 978-1177 | Planning4LA.org

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Nuri Cho <nuri.cho@lacity.org>

Re: Development at Bay / Mateo

1 message

Ford Allen <baystreetarts@gmail.com>

Mon, May 24, 2021 at 4:00 PM

To: Emma Howard <emma.howard@lacity.org>

Cc: Nuri Cho <nuri.cho@lacity.org>, Christopher Antonelli <christopher.antonelli@lacity.org>

Emma Howard,

Thanks for your reply. You seem incredibly busy. I appreciate your continued service during the pandemic. I can certainly speak to you on June 2nd. Nuri has been keeping me informed and suggested I contact the council office as well. Christopher kindly directed me to you.

Here is the issue: the applicant for the project at Bay and Mateo isn't a serious builder or business person. They are being evicted from the building at 2028 Bay Street. That's the building they sandblasted into my building from. I don't know that they ever paid rent there. I can put you in contact with the landlord for that property if you like. What I'm getting to is that this project on Bay Street seems to be a Ponzi scheme.

Other than my experience with the sandblasting and what I know of the eviction, I can share what a quick search of the applicant's name revealed. It appears that Mr Shaaya was a registered lobbyist in 2017 and 2018. Mr Shaaya has also shared extensively online about his G Waggon, posting many times about it during the pandemic. All this while not paying rent on a property on the very same street of this project he wants entitlements for. This makes no sense. It also seems like he has enough entitlements, so there's no need for the city to start granting him any more of them.

He and his partners aren't trustworthy enough to be given this project. It will end up a fenced-off hole in the ground if they are in control. And how can they afford to fund this proposal while not being able to pay rent? This is the kind of logic that only makes sense to those insulated from consequences due to the fact of their wealth and/or criminal acumen.

At the very least and in the interest of public safety, the applicant has earned some extra scrutiny, a background check, something. For instance: is lobbying what landed him this project? That seems like an important thing to find out before this goes too far. You have an opportunity to prevent misdeeds. You have an opportunity to safeguard the public trust.

Please let me know that this is being looked into.

Respectfully,
Ford

ford allen
bay street arts
213-239-4620

On May 24, 2021, at 3:06 PM, Emma Howard <emma.howard@lacity.org> wrote:

Ford,

Thank you for your patience with my reply- I understand that you spoke with Christopher Antonelli, our Downtown LA Field Director and he connected you to the city planning staff as well? Just to confirm, that planner is Nuri Cho and her email is nuri.cho@lacity.org and any concerns you want part of the public file, you can send to her. Make sure she also adds you to the interested parties list, so you get updates as the project goes to hearing, which includes opportunities for public comment.

Regarding your location, have you worked with Building and Safety code enforcement or with the Air Quality Management District? Christopher and I would be happy to help connect you to the code enforcement teams at both to make sure that you're getting assistance at the time of any construction impacts like you describe.

We can also set up a time to discuss if you'd like- do you have time at 1pm on Wednesday June 2nd?
Emma

Emma G. Howard *(she/her)*
Planning Director
Office of Councilmember Kevin de León
200 N. Spring Street, Suite 425
Los Angeles, CA 90012



On Mon, May 3, 2021 at 1:18 PM Ford Allen <baystreetarts@gmail.com> wrote:

Dear Emma Howard,

I'm corresponding concerning the proposed development at Bay and Mateo. I've recently learned that the applicant also controls the building next to me at 2028 Bay St. The character of this developer and his partners is illustrated by the letter I have attached to this email. The tenants at the building I manage will likely want to share their personal experience with the applicant and his partners as well. Ultimately, I believe the applicant is not responsible enough to be granted the entitlement for the project. From my experience the applicant will likely cause damages to surrounding properties, city infrastructure and actively poses a risk to the health and safety of individuals near his projects.

Please let me know the best way for myself and the tenants at the building I manage to share our experience with the decision-makers involved in granting the entitlements to the applicant and his partners.

Respectfully,
Ford

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Ford Allen
Bay Street Arts
2038 Bay Street
Los Angeles CA 90021
213-239-4620
<http://sites.google.com/site/artistloftproject/>

Ford Allen
Bay Street Arts
2038 Bay Street
Los Angeles CA 90021
baystreetarts@gmail.com
213-239-4620

RE: Mateo Arts LLC and 1000 Mateo /1024 Mateo Project

I am the manager of a property at the end of an industrial cul-de-sac on Bay Street between Mateo and Santa Fe. I became aware of the project on the corner of Bay and Mateo through letters from the city that were sent to me as the building falls within the distance required to inform neighbors. The description of the project and the available drawings seem in keeping with what has already been built in the northern part of the arts district. While I wonder how many more of these luxury loft buildings the city actually needs, for instance, why is this project not 100% affordable housing, my biggest concerns were raised when I learned who the applicant and his partners appear to be. The applicant poses a serious risk to health and safety, from my experience. See the included attachment for details of my direct professional experience with the applicant.

I'm concerned of a possibility of a Ponzi scheme involving the Mateo project. The idea of financial misdeeds related to the Mateo project became a question for me once I learned that Daniel Abrams and Sammi Shaaya have not paid rent at 2028 Bay Street, next door to me, and are presumably facing eviction while also pursuing the Mateo project. Dan and Sammi also have been unable to pay any damages or provide insurance for injuries they have already caused on Bay Street. The lack of expertise in the way renovations were performed on Bay St, the absence of any concern or even interest in what happens at their current location also points toward there being some issues with the seriousness of their application. I wonder if the Mateo project isn't simply an investment vehicle for the partners. Since the Bay Warehouse LLC, just steps away, is now left abandon, I suspect that the Mateo project will be left abandon as well. It would be a shame if a now thriving street is reduced to rubble, if a fenced off hole in the ground is all that's left behind.

There are also murky finances. The connections between the LLCs and the LLC members points toward there being complicated finances and overlap between multiple companies all connected to a small number of people, David and Moussa Shaaya and Bruce Abrams. The applicant for the Mateo project, Samuel Shaaya, Sammi Shaaya or S. Shaaya (who all appear to be the same person), is presumably a relative of the aforementioned Shaayas, and does not seem to be the decision-maker in the Mateo project. He could merely be the named applicant. Daniel Abrams (also listed as D. Abrams on the 2028 Bay St property LLC), is the manager of several LLCs directly connected to the Mateo project. These multiple LLCs potentially funnel money in an out of LLCs tangential to the Mateo project and to the project itself. SRG Properies LLC, Dart Partners LLC and Bay Warehouse LLC are all tied to Daniel Abrams. Sammi and Daniel are the members of the Bay Warehouse LLC, which controls 2028 Bay Street. Daniel may be the named officer for his relatives interests as well. Bruce Abrams is a member of many of the LLCs connected to Daniel.

I believe that the applicant and application for the Mateo project has earned some extra scrutiny. I respectfully ask that you investigate these matters to answer the questions: is this project funded with legitimate and traceable financing or is an investment scheme? Will this project be built or left abandon like Bay Warehouse LLC on the same block? Please require that the applicant to explain their financial connections, lobbying efforts and business practices in regards to what has already transpired on Bay Street, ie, eviction status and unpaid damages.

I am grateful for your consideration of this request. Ultimately, I think the project as it is presented should not be approved. A new applicant with an affordable housing-only focus should be the requirement for this permit. With everything we have experienced and learned during this last year, we can ask that people to do better.

Respectfully,
Ford Allen

Ford Allen
Bay Street Arts LLC
2038 Bay Street
Los Angeles CA 90021
baystreetarts@gmail.com
213-239-4620

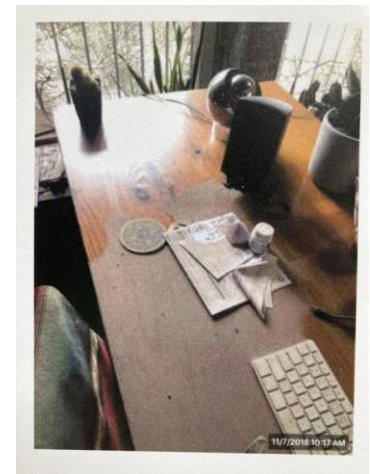
RE: Mateo Arts LLC and 1000 Mateo Project

4/24/21

I'm writing concerning Sammi Shaaya who is the applicant for the proposed project called 1000 Mateo or 1024 Mateo, under the umbrella of Mateo Arts LLC, SRG Properties LLC and Dart Partners LLC, which are all owned by Daniel Abrams. Sammi and his partners steamroll over neighboring buildings and tenants in the pursuit of their interests without regard for the health and safety of others, to say nothing of the financial damages that their actions cause. Therefore Sammi is not the right applicant for the above project, nor are any of the numerous LLC's created by Daniel Abrams. Let me explain below how I come to this belief.



I am the manager of the building at 2038 Bay St. Sammi Shaaya took control of the building next door at 2028 Bay St in 2018. At 1:51pm on October 26, 2018, Sam left me a voicemail explaining that while he was sandblasting the interior of 2028 Bay Street, that the sandblasting dust was shooting into 2038 Bay St from the adjoining wall. I have Sammi's voicemail available for review. I also received numerous calls, texts and emails from the tenants at 2038 Bay explaining the damages that were taking place and the hazardous conditions inside the building created by Sammi Shaaya.



I called Sammi immediately and asked him to stop sandblasting until an inspection could be performed and solution to the problem could be found. Upon

speaking with Sammi, he informed me that he would not stop sandblasting, that "this was not his first rodeo", that he would enter my building and plug holes from my side as they popped up. This last suggestion was not feasible for several reasons, one of which is that multiple tenant's units share the adjoining wall. 24 hours notice for entry is usually required for entry. Sammi's renovation schedule could not supersede tenant's rights. Sammi sought to create an emergency to gain entry to the building and tenant's units. At this point I did not have confidence that Sammi would put the tenant's interests, health or safety as a priority. It is my job to protect the tenants and the property. Sammi continued to sandblast for 3 days without stopping. Sammi did not pay for clean up or damages caused by the sandblasting that began October 28, 2018. Upon my request for proof of insurance, he and Daniel refused to furnish any documentation. I contacted my insurance carrier to handle the damages.



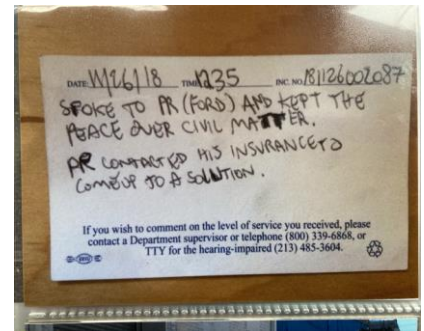
After my insurance inspected and cleaned up from the sandblasting and I compensated the tenants for loss of use, Sammi began sandblasting AGAIN, also for 3 days, beginning November 26, 2018. Sam would not stop sandblasting and demanded entry into the building as the only option to avoid further damages. At this point I called the police and ultimately hired an attorney to intervene. Sammi finally stopped sandblasting but I believe only after his work was complete. He sandblasted for 6 days while toxic dust shot into 2038 Bay Street.

He had no permit for either instances of sandblasting. He has performed all the work on 2028 Bay without ever obtaining a permit. Extensive changes have been made to the interior of the building known as 2028 Bay Street. No reimbursements have ever been paid for the damage he caused. False insurance information was furnished to

me in superior court during a case between myself and Sammi and his partners. Sammi and his partners also furnished incorrect names as the responsible parties to evade a judgment in that case. A subsequent reimbursement agreement requested by Sam's partners (in order to avoid a judgment in a second court appearance), was also never paid. So it turns out this was indeed "not his first rodeo" as he put it. He knew exactly what to do in order to avoid legal and financial responsibility. My insurance deductible was never paid. My insurance carrier did not renew my policy. I replaced 2 AC units damaged by the sandblasting dust. I have since decided to take the loss rather than continue expensive, time consuming and labyrinthine pursuits for reimbursements to damages caused by the sandblasting. Sammi and his partners will likely never pay for any reimbursements even if ordered to by the courts. These developers are insulated by their wealth from any harm they may cause.



This is the person who has applied to build a massive project on the corner of Bay Street and Mateo Street, the access for my tenants and other businesses on Bay Street. These players have never managed a project of this scale. The ones they have managed resulted in the situation I described. The damage described above was caused from a neighboring building that is approximately 10,000 sqft. Imagine the damage that Sammi can do with a 200,000 sqft project! Sammi and his partners are not responsible builders and this entitlement should not be granted. Knowingly granting entitlements to them may open the city to liability when businesses are interrupted and damages are caused.



If permission to build is granted, the only other option that MIGHT make the project safe for surrounding buildings and businesses could be the creation of an escrow fund to cover damages and interruption costs that Sammi will likely cause during the project. The fund should be managed by outside counsel as Sammi and his partners have proven they will furnish false evidence even in court, ie, the false insurance documentation I was given. Ultimately, I believe that Sammi is not the right applicant for this project. That also applies to Daniel Abrams, Dart Partners LLC and any company with Sammi or Daniel as members. Perhaps another more responsible applicant and company can be found to manage and build the proposed project? That is the safest course to avoid a situation like the one I have experienced.

If you would like to discuss the details of this letter or to see pictures and insurance documentation concerning the incidents described above, please do not hesitate to contact me.

PS: Update 6/3/2020. It has since come to light that the applicant and his partner have not paid rent on 2028 Bay St, according to the landlord. She is due thousands of dollars. It's my understanding that she is seeking their eviction. The applicant was also a registered lobbyist around the time the process began for the Mateo Arts project. His current online presence consists of multiple posts concerning his new G Wagen. The applicant is not a serious builder nor a responsible or ethical business person.

