

FINDINGS

(As amended by the City Planning Commission at its meeting on October 28, 2021)

General Plan/Charter Findings

The Director-initiated General Plan Amendment and requested Zone and Height District Change are in substantial conformance with the purposes, intent, and provisions of the General Plan as explained below:

1. General Plan Land Use Designation

The Project Site is located within the Central City North Community Plan, which was adopted by the City Council on December 15, 2000. The subject property is comprised of eight contiguous lots, totaling 44,867 square feet (1.03 acres) in size. The Community Plan currently designates the Project Site for Heavy Industrial land uses, corresponding to the M3 Zone. The Site is presently zoned M3-1-RIO, consistent with the range of zones under the land use designation.

As proposed, the General Plan Amendment would re-designate the Project Site from Heavy Industrial to Regional Commercial land uses. In addition, a Vesting Zone Change and Height District Change would modify the existing zoning from M3-1-RIO to (T)(Q)C2-2-RIO. The proposed Regional Commercial land use designation has the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. Thus, the recommended (T)(Q)C2-2-RIO Zone would be consistent with the adoption of the proposed land use designation and in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Central City North Community Plan.

2. General Plan Text

The Los Angeles General Plan sets forth goals, objectives and programs that guide both citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, 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 within those sub-areas of the City. The Project is in compliance with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element, Health and Wellness and Air Quality Elements and the Land Use Element – Central City North Community Plan.

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 Framework Element includes the following provisions, objectives and policies relevant to the proposed project:

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with

commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Central City North Community Plan. Specifically, the Project would be consistent with the following goals, objective and policies, as set forth in the General Plan Framework 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 3.2: *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

Policy 3.4.1: *Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located:*

- a. *in a network of neighborhood districts, community, regional, and downtown centers,*
- b. *in proximity to rail and bus transit stations and corridors, and*
- c. *along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

The Project would support the above goal, objectives and policy of the Framework Element through the provision of a complementary mix of uses on site, including 185 live/work units, 23,380 square feet of commercial space, and associated parking facilities on a 44,839 square foot lot. Eleven percent of the units (21 live/work units) would be deed-restricted for Very Low-Income households. The proposed building would be 116 feet in height to the top of the parapet (eight above-ground levels) plus three levels of subterranean parking.

The Project also proposes the ability to implement an increased commercial option (Flexibility Option) that would provide the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square-feet within the same building parameters (i.e., 197,355-square-foot floor area, 116 feet in height to the top of the parapet with eight-above ground levels and three-level subterranean parking structure) and, in turn, reduce the overall

amount of live/work units from 185 live/work units to 159 live/work units. Eleven percent of the units (18 live/work units) would be deed-restricted for Very Low-Income households.

The commercial and residential uses would be located in close proximity to public transit, including multiple local and regional bus lines, within convenient walking distance along 7th Street. Public transit service in the immediate Project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro). The bus lines include Metro Local Lines 18, 53, 60, 62, 66 and Metro Rapid 720 and 760. Additionally, the Project Site is located approximately one mile of the Metro L (Formerly Gold) Line Little Tokyo/Arts District Station.

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. 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.

GOAL 7A

A vibrant economically revitalized City.

GOAL 7B

A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.

Policy 3.14.5: Consider the potential re-designation of marginal industrial land for alternative uses by amending the community plans based on the following criteria:

- a. *Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified Site that will support viable industrial development;*
- b. *Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;*
- c. *Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;*
- d. *Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;*
- 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; and/or*
- h. *Where existing industrial uses constitute a hazard to adjacent residential or natural areas.*

The proposed Project includes a request to amend the General Plan land use for the subject property from Heavy Industrial to Regional Commercial. The Regional Commercial land use designation would allow for the development of new residential uses on the Project Site. 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. This is satisfied in several ways.

First, around 2007, the Department of City Planning, in conjunction with the Community Redevelopment Agency drafted an Industrial Land Use Policy (ILUP) that was intended to preserve certain industrially-zoned land in the City for industrial use. The ILUP addressed multiple areas of the City, among them the Greater Downtown, which encompasses the Project Site, located within Analysis Area 5 of the ILUP. The ILUP Map for Analysis Area 5 shows that the Project Site land use at the time was predominantly office and light industrial. Currently, the site is comprised of a warehouse and associated parking lot. The Project is consistent with and would complement the land use patterns and uses in the immediate area, which is developed with a variety of commercial, residential, and live/work uses on properties zoned for industrial uses. The 1.03-acre Project Site is also not well-suited for modern large-scale industrial operations, and the site is no longer being fully utilized for industrial related purposes. The Project would include community benefits, recommended in the ILUP Memo for approving the conversion of industrially zoned land in designated Industrial/Commercial Mixed Use (IMU) Districts. The IMU District is applied to areas appropriate for a mix of industrial and commercial activities and provides for a full range of goods and services to the community located along portions of industrial/commercial thoroughfares, in conformance with the general plan. This district allows for a mix of industrial and commercial or just industrial or commercial (stand alone) land uses. In addition, the Project would incorporate ILUP guidelines for providing community benefits through jobs-producing space and affordable and artist-oriented housing (live/work space), including live/work units deed-restricted for Very Low Income households. Therefore, the Project would not conflict with the policies of the ILUP.

In 2014, the City began an update of the Central City and Central City North Community Plans which includes studying land use and zoning in those plans, as well as the supporting policies and objectives. The Project Site is proposed to be designated "Hybrid Industrial (HI)" under the Downtown Community Plan. According to the Draft Plan, Hybrid Industrial areas preserve existing structures that characterize the existing unique form and development patterns, promote productive, creative, manufacturing, fabrication, and light industrial uses, encourage the development of live/work units, and support walkable neighborhoods with active and livable pedestrian realm.

The proposed Project includes a request to amend the General Plan land use for the subject property from Heavy Industrial to Regional Commercial. The Project prepared an Environmental Impact Report, which assessed the surrounding land uses, as well as an analysis of the proposed land use in relation to the General Plan and the CEQA Guidelines threshold for land use compatibility. As demonstrated therein, while the majority of properties in the surrounding area are designated and zoned heavy industrial and manufacturing, the implementation of the Adaptive Reuse Ordinance has allowed for residential uses within the live/work components, with neighborhood commercial uses to complement the residential population. Although the Project Site is currently zoned industrial, as described above, the existing uses of the site are not prime industrial uses that generate a significant number of quality industrial jobs. Specifically, while the ILUP survey categorized the Project Site as currently containing "light industry" uses, existing uses are a combination of industrial and office. The Project would include approximately 23,830 square feet of commercial uses (general commercial, restaurant, retail, office and art production-related uses), which would generate 73 new jobs, including management positions, in addition to the creative production work opportunities provided by the live/work units. As such, the Project would be consistent with the purpose of the ILUP to implement Goals 7A and 7B of the Framework Element for industrial growth that provides job opportunities for the City's residents and maintain the City's fiscal viability, including the City's intent to: protect industrial zoned land; retain and expand existing businesses (by bringing new customers to existing businesses); attract new uses that provide job opportunities for the City's residents; and maintain a healthy jobs/household ratio

that supports the General Fund and its capacity to pay for essential services and programs for the City's existing and future population.

Approval of the land use amendment and development of the Project would not physically divide an established community. Specifically, the surrounding area includes residential, retail, restaurant, hotel, and office uses, as well as a school. The immediate vicinity includes residential uses located on land designated and zoned for industrial uses. Residential uses close to the Project Site include the six-story mixed-use Toy Factory Lofts, the seven-story mixed-use Biscuit Company Lofts to the west of the Project site across Mateo Street, located at 1855 and 1850 Industrial Street, the three-story Brick Lofts to the north of the Project site across Jesse street located at 562 Mateo Street, and to the east of the Project site, AMP Lofts, a recently constructed seven-story mixed-use building, located at 695 S. Santa Fe Avenue. Immediately to the south of the Project Site are single-story industrial and commercial buildings with associated surface parking lots, and across 7th Street are structures that have been adaptively reused for office, restaurant, and retail uses. Given this mix of surrounding uses, the conversion of industrial land to residential live/work, office and commercial uses, will be compatible with and complementary to adjacent land uses.

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 1.03 acres or approximately 0.11 percent of the industrially-zoned land in the Community Plan. The Project would result in an increase of 92 net new employees under Project and 151 new employees under Flexibility option and would generate ongoing revenue to the City in the form of sales and property taxes. Therefore, the Project would not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or cause the City to incur adverse fiscal impacts. Furthermore, for this specific site, based on the immediately surrounding uses and the small lot size of the Project Site, the Project Site is not suited to a large-scale industrial operation. Therefore, the Project would not conflict with policy listed above.

In sum, the Project is consistent with the directions relative to industrial land set forth in the Framework Element in that it will provide for a mix of job-producing uses that are allowed for in industrial zones, along with the careful introduction of live/work uses, as is recognized in the adopted Central City North Community Plan and the Downtown Community Plan Update. The proposed uses are compatible with and complement the existing mix of industrial, live/work, arts production, and retail uses within the immediately surrounding area.

Chapter 4: Housing

The Project will be consistent with the relevant goals and objectives of the Framework Element (Chapter 4), including the following:

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

Objective 4.1: *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.*

Objective 4.2: *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

Policy 4.2.1 Offer incentives to include housing for very low- and low-income households in mixed-use developments.

As proposed, the Project would include up to 185 live/work units in the dense urban community of the Arts District in downtown Los Angeles, in close proximity to Metro bus services that are within walking distance of the Project Site. Furthermore, in recognition of the need for within the Community Plan area, the Project would set aside 11 percent, or 21 units, to be deed-restricted for Very Low Income households. The long-term affordability of these units would be guaranteed in conformance with the requirements of the City's Housing and Community Investment Department. The above analysis is equally applicable to the Flexibility Option, which would include 159 live/work units (with 11 percent, or 18 units deed-restricted for Very Low Income Households), as the overall design, configuration, and operation would be to the same as the Project. Thus, the Project would provide a range of housing opportunities by type and cost and would support the production of an adequate supply of housing. The Project would be located within an infill area in proximity to employment centers, entertainment, and amenities within the Arts District neighborhood, and would provide the future residents with convenient access to employment and commercial uses.

Chapter 5: Urban Form and Neighborhood Design

Goal 5A: A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.5: Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

The building elevations utilize a variety of architectural features, building materials and changes in depth to break up massing and create a consistent architectural theme for the development. The publicly accessible pedestrian paseo would provide connectivity through the site from Mateo Street to Imperial Street. In addition, the ground floor commercial space is designed to be transparent and open to the paseo and feature dining areas and access to the terrace on the second level. The materials palette complement the decorative brick of surrounding buildings and the texture of corrugated metal to ensure the proposed building would be integrated with the surrounding development. Overall, the Project's contemporary architecture complements and enhances the surrounding developments. In addition, the Project will be a mixed-use development that provides for continuous activity during commercial business hours through the development of ground floor retail and restaurant uses. The Project has been designed such that outdoor gathering and recreation areas within the Project Site are visible and accessible by Project residents, visitors and employees. Appropriate lighting and other security measures would be incorporated into the design of the building, and the residential areas of the site would be secured during nighttime hours with 24-hour security provided at the site. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Chapter 7: Economic Development

The Project's consistency with the relevant goals, objectives, and policies in the of the Framework Element (Chapter 7), is provided below:

Goal 7B: *A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.*

Objective 7.2: *Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*

Policy 7.2.2: *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*

The Project would support this goal, objective, and policy by providing a mixed-use development consisting of 185 live/work units and up to 23,380 square feet of commercial uses that would serve the community and future businesses. The proposed neighborhood-serving retail, restaurant, and office and art production-related uses would complement the employment base of the Central City North Community Plan area, meet the needs of local residents, and foster continued economic investment. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution to ensure maximum feasible environmental quality. Furthermore, the Project would integrate sustainable and green building techniques by incorporating various standards and guidelines to reduce resources and energy consumption. The Flexibility Option would consist of 159 live/work units and up to 45,873 square feet of commercial uses that would also serve the community and future businesses, and would be similarly consistent with the cited goal, objective, and policy.

The Project would provide for a mix of job-producing uses that are permitted in commercial zones, along with the careful introduction of live/work units, as is recognized in the adopted Central City North Community Plan and the Downtown Community Plan Update. The Project would provide a balance of uses that provides for productive commercial development including office, retail, and restaurant uses that would result in an increase of 946 net new on-site jobs and would generate ongoing revenue to the City in the form of sales and property taxes.

The proposed uses are compatible with and complement the existing mix of residential (including live/work), office, restaurant and retail uses within the immediately surrounding area. The development is located within an infill site in proximity to employment, entertainment, and various amenities within the Arts District neighborhood. Access to public transit is provided throughout Downtown, including multiple local lines and regional lines via stops within convenient walking distance along 7th Street. Public transit service in the immediate Project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro). The bus lines include Metro Local Lines 18, 53, 60, 62, 66 and Metro Rapid 720 and 760. Additionally, the Project Site is located approximately one mile south of the Metro L (Formerly Gold) Line Little Tokyo/Arts District Station. The co-location of residential, retail, and restaurant uses will support the objective listed above by establishing a balance of land uses that provides for commercial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

The Project is retaining job-producing uses as well as including new commercial uses that would sustain economic growth and a robust commercial base in an area where similar uses currently exist, and is developing an underutilized Site, all of which satisfies numerous objectives and policies regarding the provision of new housing and productive commercial uses within proximity to existing activity centers and transit.

Goal 7C: *A City with thriving and expanding businesses.*

Objective 7.3: *Maintain and enhance the existing businesses in the City.*

Policy 7.3.2: *Retain existing neighborhood commercial activities within walking distance of residential areas.*

Policy 7.3.3: *Prioritize the retention and renewal of existing industrial businesses.*

The Project would be consistent with the above goal, objective and policies because it would provide 185 new live/work units, 23,380 square feet of commercial space to be used for art production, retail and restaurants, thus supporting a City with thriving and expanding businesses. These commercial activities would be sited in proximity to existing residential and employment centers in the adjacent Downtown Center, as well as to the proposed residential uses on-site and within walking distance to existing residential buildings nearby, such as the Amp Lofts (695 South Santa Fe Avenue), the Brick Lofts (562 Mateo street), the Toy Factory Lofts (1855 Industrial street) and the Biscuit Company Lofts (1850 Industrial street). The proposed mix of productive uses would support the goal of a City with a renewed and enhanced base of expanding businesses in a manner that is complementary to the existing mix of uses which would be retained on-site and in the immediately surrounding area.

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.*

Policy 7.9.1: *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental.*

The proposed Regional Commercial land use designation and C2 Zone would enable the redevelopment of the site with 185 new live/work units, including studio, one and two-bedroom units. Of the 185 new live/work units, 11 percent of the total proposed rental units (up to 21 units) would be set aside for Very Low-Income Households. The Project also proposes a Flexibility Option which enables enable the redevelopment of the site with 159 new live/work units, including studio ,one and three-bedroom units. Of the 185 new live/work units, 11 percent of the total proposed rental units (up to 18 units) would be set aside for Very Low-Income Households Thus, the Project would provide a range of housing opportunities by type and cost, and would support the production of an adequate supply of housing. By enabling the construction of a supply of both market-rate and covenanted affordable housing in proximity to jobs and services, the Project would be consistent with the above listed goal, objective and policy of the Framework Element.

Housing Element

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City's housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City's housing and growth strategy. The Project would be in conformance with the objectives and policies of the Housing Element as described below.

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 1.1.2: Expand affordable rental housing for all income groups that need assistance.

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.

Goal 2: Safe, Livable, and Sustainable Neighborhoods.

Objective 2.1: Promote safety and health within neighborhoods.

Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.

Policy 2.3.3: Promote and facilitate the reduction of energy consumption in new and existing housing.

As a mixed-use development, the Project provides for a balance of housing and jobs and provides activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area. The Project would provide 185 new live/work units, 11 percent of the total proposed rental units (up to 21 units) would be set aside for Very Low-Income Households, and 23,380 square feet of commercial floor area and art-production space. The Project also proposes a Flexibility Option which provides 159 new live/work units, including studio, one and three-bedroom units, in addition to 48,873 square feet of commercial floor area and art-production space. Under the Flexibility Option, 11 percent of the total proposed rental units (up to 18 units) would be set aside for Very Low-Income Households. This would help meet the critical demand for new housing in the Central City North Community Plan area and would increase the City's stock of rent controlled units. As such, the Project would support the goals, objectives, and policies by providing an adequate supply of housing types and affordability levels, to meet the current and projected housing needs of the City.

Additionally, the Project would incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen, which would reduce energy and water usage, reducing greenhouse gas emissions. Sustainability features that would be incorporated into the Project would include, 30% of provided parking to be EV-ready (86 spaces), Electric Vehicle charging stations (EVSE) in ten percent of the total parking spaces (29 spaces), Energy-efficient elevators, Low-flow faucets, shower heads, and toilets; Energy-efficient mechanical systems, Energy-efficient glazing and window frames, and Energy-efficient lighting. The Project as proposed would be consistent with the goals of the Housing Element by providing a mixed-use, mixed-income Project that provides affordable housing to Very

Low Income groups, facilitates a range of different housing types, and promotes a sustainable building that facilitate the reduction of energy consumption.

Mobility Plan 2035

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 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. The Proposed Project would be in conformance with following objectives and policies of the Mobility Element as described below.

Chapter 2: World Class Infrastructure

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

Chapter 3: Access for All Angelenos

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.3: Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

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

The Project would provide access for all modes of travel, focusing on pedestrians and cyclists. Pedestrian entrances are prominently located along Mateo Street and Imperial Street and the landscaped paseo connecting Mateo Street and Imperial Street along the southern boundary of the Project Site in an east-west orientation and perpendicular to adjacent streets. The Project introduces new commercial uses such as restaurants to the area, which would reduce the vehicle miles travel to the site as residents and visitors would be able to walk to these commercial uses. Further, the Project site is located in a Transit Priority Area and adjacent to several bus lines and in the vicinity of the Metro L (Formerly Gold) Line Little Tokyo/Arts District Station (approximately 1 mile north of the project site), increasing accessibility to and from the site via walking and other transit. In addition, the project site would be adjacent to many other mixed-use buildings with similar commercial and residential uses.

As mentioned previously, the project would also improve the streetscape surrounding the Project Site with improved sidewalks, street lighting, street trees, short-term bicycle parking, and landscaping. The project will also activate the street for pedestrians with a pedestrian paseo which

provides access through the site from Mateo Street to Imperial Street, and contains outdoor seating and landscaping. The building's orientation also contributes to a walkable environment as the entrances to the commercial uses are located directly on Mateo Street and from the paseo, while the residential entrances are located on Mateo Street and Imperial Street. There is only one vehicular driveway on Imperial Street. In general, the site design creates an active environment by supporting a variety of pedestrian activities, and the building is oriented and easily accessible from adjacent public streets and open spaces. These on- and off-site project features and improvements will lend themselves to create a safe and engaging pedestrian environment, and will enrich the quality of the public realm, consistent with the objectives of the Mobility Element.

The Project, with the requested General Plan Amendment and Vesting Zone Change, proposes to construct a new eight-story mixed-use building between Mateo Street and Imperial Street. The Los Angeles Bureau of Engineering has indicated that Imperial Street adjacent to the Property is classified as an Industrial Collector Street, which requires a 9-foot dedication to complete a 34-foot-wide half right-of-way, 24-foot half roadway, and a 10-foot-wide sidewalk. Imperial Street adjacent to the Property has an existing 25-foot-wide half right-of-way, 17-foot-wide half roadway, and an 8-foot-wide sidewalk. Accordingly, as part of the Vesting Tentative Tract Map for the Project, the Applicant requested to waive the required 9 foot dedication and instead to provide an 8-foot dedication which would be consistent with the Mobility Plan's Collector Street dimensions.

The Project, like many others in the surrounding area represents the changing nature of the Arts District from primarily industrial uses to a mix of commercial and residential uses. As a result, the streets in this area would no longer require the street dimensions of an Industrial Collector Street, which are meant to accommodate large truck traffic. Rather, the Collector Street standard is more conducive to the residential and commercial mix of uses, for which wider sidewalks and a slightly narrower roadway are more appropriate. For example, the property immediately to the south of the Project Site was only required to provide a 7-foot dedication to complete a 32-foot half-roadway in 1985, while the properties east of the Project Site were more recently only required to provide either a 7-foot or an 8-foot dedication to complete a 33-foot half-roadway in 1997 and 2016, respectively. The 33-foot half-roadway condition is consistent along the entire length of the eastern side of Imperial Street from 7th Street to Jesse Street. Therefore, allowing for the Project to similarly be subject to a 33-foot half-roadway condition would be consistent with requirements for similar adjacent development projects.

Furthermore, the additional 1-foot dedication to complete the Industrial Collector half-right-of-way dimensions rather than the Collector dimensions along the Project's Imperial Street frontage is not necessary to meet the City's mobility needs for the next 20 years based on the guidelines established by the Streets Standards. The Project incorporates mobility-friendly design elements such as expanded, landscaped sidewalks, a pedestrian pathway connecting Mateo Street and Imperial Street, and bicycle parking facilities consistent with the City's Bicycle Parking Ordinance to provide friendly, safe, and convenient access to nearby neighborhood uses and various nearby transit options. The Project site is located within a Transit Priority Area, as defined by Public Resources Code Section 21099. These Project and neighborhood elements would further support the purpose of the Streets Standards Committee's guidelines, which is to ensure that "safety, accessibility, and convenience for all transportation users pedestrians, bicyclists, transit riders, and motorists is accommodated."

Therefore, the Deputy Advisory Agency modified the required dedication and improvements on Imperial Street to require an 8-foot dedication to provide a 33-foot half right-of-way, 20-foot half roadway, and 13-foot-wide sidewalk consistent with the Collector Street dimensions of the Mobility Plan.

Health and Wellness Element and Air Quality Element

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it 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. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Project is consistent with the following:

Chapter 2: A City Built for Health

Policy 2.2: *Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.*

Chapter 5: An Environment Where Life Thrives

Policy 5.1: *Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*

Policy 5.7: *Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.*

Air Quality Element

Policy 4.2.3 *Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.*

Policy 5.1.2 *Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations,*

The Project would comply with applicable provisions of the CALGreen Code and the Los Angeles Green Building Code, which will serve to reduce the Project's energy usage. Furthermore, as conditioned and in compliance with Code requirements, a minimum of 30 percent of the total code-required parking spaces will be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total code-required parking spaces will be equipped with EV chargers.

In addition to adhering to smart growth principles of locating infill development adjacent to existing employment centers and public transportation options, the Project would incorporate a wide range of building technologies and design features, such as high efficiency toilet and urinals, low flow showerheads and private and commercial faucets, drought tolerant and native plants, drip/subsurface, zoned irrigation with weather-based irrigation controllers, water conserving turf, high-efficiency residential and commercial clothes washers, water-saving pool filters, and leak detection systems for pools and jacuzzies, that would protect the environment by saving energy (which would also reduce air emissions associated with electricity generation), reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality.

The Project's energy efficiency features and location near major transit facilities, which designates it in a TPA, could help reduce the energy and emission footprint of the Project and the per capita GHG emissions of the residents and visitors from private automobile travel. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project. As conditioned, the Project would be consistent with the aforementioned policies, as well as Policy 5.1.2 of the Air Quality Element mentioned above, by ensuring that future developments are energy efficient and shift to efficient and non-polluting sources of energy. The solar-panel roof space and EV-parking are also good zoning practices because they provide a convenient service amenity to the occupants or visitors who 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. Therefore, the Project would promote a healthy built environment, encourage healthy living and working conditions, reduce air pollution, and promote land use policies that reduce per capita greenhouse gas emissions.

Land Use Element – Central City North Community Plan.

The development of the Project would support the overarching goals of the Central City North Community Plan. The proposed development furthers the following Community Plan objectives and policies:

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.

Policy 1-2.1: Encourage multiple residential development in commercial zones.

Policy 1-3.1: Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

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: 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 Project would provide 185 new live/work units, 11 percent of the total proposed rental units (up to 21 units) would be set aside for Very Low-Income Households, and 23,380 square feet of commercial floor area and art-production space. The Project also proposes a Flexibility Option

which provides 159 new live/work units, including studio, one and three-bedroom units, in addition to 45,873 square feet of commercial floor area and art-production space. Under the Flexibility Option, 11 percent of the total proposed rental units (up to 18 units) would be set aside for Very Low-Income Households. As a result, the Project would develop new housing to meet the diverse economic and physical needs of the existing and projected future population of the Community Plan area, and would promote individual choice in the available type, quality, and price of housing. As such, the Project would support the goals, objectives, and policies by providing an adequate supply of housing types and affordability levels, to meet the current and projected housing needs of the City.

The Project would locate new housing in an area that is accessible to existing and proposed services and facilities, which will reduce the number and length of vehicular trips. The area surrounding the Project Site is urbanized and is characterized by a mix of office, industrial, commercial, retail, and residential uses contained in low-rise and mid-rise buildings. The range of uses in the surrounding area, proximity to the Downtown core and public transportation, including several regional and local bus lines and bike/share hubs, would reduce vehicular trips and facilitate access to services and employment for future residents, employees, and visitors of the Project.

The Project would include the construction of a new mixed-use development, comprised of a eight-story residential tower with a maximum height of 116 feet with ground floor commercial space. The new building would be designed with a contemporary architectural style. The Project would feature sculptural elements, including a custom-shaped building that emerges from a single-story base, oriented west toward the Industrial Street/Mateo Street T-intersection, connecting to the rest of the Project from the third floor and above. The corner building would consist of metal and glass. The remainder of the Mateo Street façade above ground level would consist of masonry and a regular grid of large windows. The Imperial Street facade would consist of the same glass, metal, and masonry as well as channel glass surrounding the ground-floor entrance to the subterranean parking structure. The materials palette is intended to complement the decorative brick of surrounding buildings and the texture of corrugated metal.

The Project has been designed to create a pedestrian-oriented streetscape. The Project's building frontage would provide a variety of commercial uses along Mateo Street and Imperial Street. In addition, the publicly accessible pedestrian paseo would provide connectivity between the building's frontages and the two public streets. The Project would include approximately 15,320 square feet of useable open space (approximately 14,160 square feet under the Flexibility Option), of which approximately 9,290 square feet would be outdoor common space, including the pedestrian paseo. The paseo would be accessible to the public and would provide access to ground-floor commercial uses and to open space dining areas and terrace on the second level. The paseo would provide a landscaped connection through the Project from Mateo Street to Imperial Street. These proposed distinctive textures, colors, materials, and architectural features add visual interest and complement the neighborhood identity.

Commercial

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 2-1.1: New commercial uses shall be located in existing established commercial areas or existing shopping centers.

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

Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

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 2-3.4: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented areas incorporate commercial uses.

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

Policy 2-4.3: Improve safety and aesthetics of parking areas in commercial areas.

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.

Objective 3-1: To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

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.

Objective 3-3: To retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.

The Project would support the Community Plan's overall goals, objectives and policies relative to commercial and industrial land uses. The Project's development of the new 185 live/work units, 23,380 square feet (or 45,873 square feet under the Flexibility Option) of new commercial floor area to be used for art production, retail and restaurants would strengthen existing nearby commercial development, provide opportunities for new commercial development and services, and strengthen the economic base by expanding market opportunities for existing and new businesses. These commercial activities would be sited in proximity to existing residential and employment centers in the nearby Downtown Center, as well as to existing nearby residential uses located throughout the Arts District neighborhood. Parking would be fully provided in subterranean levels, improving the safety and aesthetics of parking areas in commercial areas.

The mixed-use Project's ground-floor street frontage would incorporate art production, commercial and retail uses, with design features such as the courtyard located mid-paseo that would draw interest from pedestrians walking along Mateo and Imperial Streets. This small commercial space is designed to be transparent and open up to the paseo. In addition the ground floor plaza was designed with a three dimensional volume in mind creating an architecturally significant space that provides ground space for future furniture such as bench seating, dining tables and chairs, and other pedestrian friendly amenities.

The location of commercial uses within the building helps to create a strong urban context, which will give opportunities to small businesses. Additionally, the Project would create an inviting pedestrian environment through the provision of a 3,500 square foot ground floor paseo that would be activated with a variety of seating and planters, display areas for public art, and lighting.

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 1.03 acres or approximately 0.11 percent of the industrially-zoned land in the Community Plan. The Project would result in an increase of 92 jobs onsite via office, commercial and art production use that would generate ongoing revenue for the City in the form of sales and property taxes. Therefore, the Project would not adversely impact the ability of the Community Plan Area to provide sufficient land for a variety of industrial uses with maximum employment opportunities. Furthermore, for this specific site, based on the immediately surrounding uses and the size and lot configuration, the Project Site is not well-suited to a large-scale industrial operation.

In order to provide the new 185 live/work residential units the Project would not retain the current industrial land use designation; however, the Project includes job producing uses that will maximize employment opportunities which are safe for the environment and the work force, and which have minimal adverse impact on adjacent uses. Surrounding uses include retail, restaurant, a hotel, and office uses. The proposed uses are compatible with and complement the existing mix of industrial, live/work, arts production, and retail uses within the immediately surrounding area.

Through the provision of 185 live/work units, which include productive as well as residential components, and through the on-site provision of amenities usable as artist production space and art gallery space, the Project and proposed General Plan Amendment would encourage the continued development and maintenance of the artists-in-residence community in industrial areas of the plan, and through these new available live/work units and art spaces, support the artists-in-residence community.

The Central City North Community Plan "encourages the continued and expanded development of a thriving artists-in-residence community in the plan and proposed redevelopment areas," and notes as an opportunity for "potential for artists-in-residence buildings to locate within industrially zoned areas of the plan." The Project's live/work units, art gallery and production space would support these provisions of the Community Plan.

In sum, the Project is consistent with the above residential, commercial, and industrial policies in that it will provide for a mixed-use development with job-producing uses that are allowed for in commercial zones, along with the careful introduction of live/work uses, as is recognized in the adopted Central City North Community Plan and the Downtown Community Plan update. The proposed uses are compatible with and complement the existing mix of office, industrial, live/work, arts production, and retail uses within the immediately surrounding area.

For the reasons discussed above, the Project would be consistent with the overarching goals, objectives, and policies of the Central City North Community Plan.

Sewerage Facilities Element

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. The sewer system will be able to accommodate the total flows for the 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 Applicant 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 Compliance Findings

Section 502 - Redevelopment Plan Map

This section defers to the General Plan, Community Plan, and any applicable zoning ordinance regarding allowable land uses. The Project Site is designated as Heavy Industrial in the Central City North Community Plan and is located in the M3-1-RIO zone. The proposed General Plan Amendment would change the Site's land use designation from Heavy Industrial to Regional Commercial and the proposed Vesting Zone and Height District Change would change the zoning from M3-1-RIO to (T)(Q)C2-2-RIO. Pursuant to Section 502 of the Redevelopment Plan, and pending City Council approval, changes to the General Plan, Community Plan and any applicable Ordinances are automatically incorporated into the Redevelopment Plan. Therefore, the requested actions would be incorporated into the Plan, making the Project request and designation consistent with the Redevelopment Plan Map.

Section 503.1 – Industrial Uses

This section states that industrial areas shown on the Redevelopment Map Plan shall be maintained, consistent with the Community Plan. The Project Site is designated as Heavy Industrial in the Central City North Community Plan and is zoned M3-1-RIO. The proposed General Plan Amendment would change the Site's land use designation from Heavy Industrial to Regional Commercial. In addition, the Project includes a Vesting Zone Change and Height District Change which would change the existing zoning from M3-1-RIO to (T)(Q)C2-2-RIO. The proposed Regional Commercial land use designation has the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. Thus, the recommended (T)(Q)C2-2-RIO Zone would be consistent with the adoption of the proposed land use designation and in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Central City North Community Plan. As discussed above, while the majority of properties in the surrounding area are designated and zoned heavy industrial and manufacturing, the implementation of the Adaptive Reuse Ordinance has allowed for residential uses within the live/work components, with neighborhood commercial uses to complement the residential population.

Specifically, the immediate vicinity includes residential uses located on land designated and zoned for industrial uses. Residential uses close to the Project Site include the six-story mixed-use Toy Factory Lofts, the seven-story mixed-use Biscuit Company Lofts to the west of the Project site across Mateo Street, located at 1855 and 1850 Industrial Street, the three-story Brick Lofts to the north of the Project site across Jesse street located at 562 Mateo Street, and to the east of the Project site, AMP Lofts, a recently constructed seven-story mixed-use building, located at 695 S. Santa Fe Avenue. Immediately to the south of the Project Site are single-story industrial and commercial buildings with associated surface parking lots, and across 7th Street are structures that have been adaptively reused for office, restaurant, and retail uses. Given this mix of surrounding uses, the conversion of industrial land to residential live/work, office and commercial uses, will be compatible with and complementary to adjacent land uses.

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 1.03 acres or approximately 0.11 percent of the industrially-zoned land in the Community Plan. The Project would result in an increase of 92 net new employees under Project and 151 new employees under Flexibility option and would generate ongoing revenue to the City in the form of sales and property taxes. Therefore, the Project would not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or cause the City to incur adverse fiscal impacts. Furthermore, for this specific site, based on the immediately surrounding uses and the small lot size of the Project Site, the Project Site is not suited to a large-scale industrial operation. Therefore, the Project would comply with Section 503 of the Redevelopment Plan.

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

This section 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 has indicated that Imperial Street adjacent to the Property is classified as an Industrial Collector Street, which requires a 9-foot dedication to complete a 34-foot-wide half right-of-way, 24-foot half roadway, and a 10-foot-wide sidewalk. Imperial Street adjacent to the Property has an existing 25-foot-wide half right-of-way, 17-foot-wide half roadway, and an 8-foot-wide sidewalk. Accordingly, as part of the Vesting Tentative Tract Map for the Project, the Applicant requested to waive the required 9 foot dedication and instead to provide an 8-foot dedication which would be consistent with the Mobility Plan's Collector Street dimensions.

The Project, like many others in the surrounding area represents the changing nature of the Arts District from primarily industrial uses to a mix of commercial and residential uses. As a result, the streets in this area would no longer require the street dimensions of an Industrial Collector Street, which are meant to accommodate large truck traffic. Rather, the Collector Street standard is more conducive to the residential and commercial mix of uses, for which wider sidewalks and a slightly narrower roadway are more appropriate. The 33-foot half-roadway condition is consistent along the entire length of the eastern side of Imperial Street from 7th Street to Jesse Street. Therefore, the Project would be consistent with requirements for similar adjacent development projects with a 33-foot half-roadway condition.

Furthermore, the additional 1-foot dedication to complete the Industrial Collector half-right-of-way dimensions rather than the Collector dimensions is not necessary to meet the City's mobility needs for the next 20 years based on the guidelines established by the Streets Standards. The Project incorporates mobility-friendly design elements such as expanded, landscaped sidewalks, a pedestrian pathway connecting Mateo Street and Imperial Street, and bicycle parking facilities consistent with the City's Bicycle Parking Ordinance to provide friendly, safe, and convenient access to nearby neighborhood uses and various nearby transit options. The Deputy Advisory Agency modified the required dedication and improvements on Imperial Street to require an 8-foot dedication to provide a 33-foot half right-of-way, 20-foot half roadway, and 13-foot-wide sidewalk consistent with the Collector Street dimensions of the Mobility Plan. Therefore, the Project would comply with Section 504.2 of the Redevelopment Plan.

Section 507 – New Construction and Rehabilitation of Properties

This section requires that new construction and rehabilitation of existing structures located in the Project Area shall comply with all existing regulations. The Project is required to comply with all applicable federal, state, and local regulations. Therefore, the Project would comply with Section 507 of the Redevelopment Plan.

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

This section requires 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 Project Site is zoned M3-1-RIO. While Height District 1 limits the FAR to 1.5:1 and does not establish a maximum building height, the Project is requesting a Vesting Zone and Height District Change to (T)(Q)C2-2-RIO which would permit a maximum FAR of 6:1 and would not establish a maximum building height.

The recommended General Plan Amendment would change the Site's land use designation from Heavy Industrial to Regional Center Commercial and the recommended Vesting Zone and Height District Change would change the zoning from M3-1-RIO to [T][Q]C2-2-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 with FAR of 4.63:1.

Section 512.1 – Maximum Floor Area Ratios

This section requires that the maximum floor area ratios for any parcel in the Redevelopment Plan Area to be no more than three times the parcel area. In total, the Project would contain up to 42,598 net square feet of floor area on a 44,867 square feet (1.03 net acre) lot. Contingent on the approval of the General Plan Amendment and Vesting Zone and Height District Change, the Project would be permitted a maximum 6:1 FAR. As stated in Section 502 of the Redevelopment Plan, "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

This section 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 ground floor public paseo, second floor dining and seating area and rooftop amenities would provide light, air, and privacy to the Project site. Landscaping would be provided in the public paseo and amenity decks. 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

This section prohibits billboards and requires that all other signage conform to the City's signage standards. No billboards are proposed for the Project, and all future commercial tenant signage would comply with the City's sign regulations. Therefore, the Project conforms with Section 514 of the Redevelopment Plan.

Section 515 – Utilities

This section 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

This section 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 within a three-level subterranean garage. In addition, the loading areas for the residential and commercial ground floor space would be located on-site, in the northeast corner of the Site. Therefore, the Project conforms with Section 516 of the Redevelopment Plan.

Section 517 – Setbacks

This section requires that all setback areas be landscaped, paved for accessibility, and maintained by the owner. The C2 Zone defaults to the R4 Zone for residential setbacks, measured at the first residential level. The Project provides a 15 foot side yard setback along the southern property line, and a 10 foot to 10 foot 6 inch side yard setback along the northern property line. The building along the Mateo Street and Imperial Street frontages will observe a zero foot setback, in compliance with LAMC regulations. The Project would include a landscaped and hardscaped public paseo that traverses the Site. Therefore, the Project conforms with Section 517 of the Redevelopment Plan.

Section 518 – Incompatible Uses

This section prohibits the construction/operation of incompatible uses with the surrounding area and/or the extraction of oil, gas, or other mineral substances. The Project would involve the demolition of an existing warehouse and surface parking lot, and the construction of a 197,355-square-foot mixed-use building including 185 live/work units, 23,380 square feet of commercial space, and associated parking facilities on a 44,839 square foot lot. The Project also proposes the ability to implement a Flexibility Option that would provide the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square-feet, which would reduce the overall amount of live/work units from 185 to 159. The Project Site is located within the South Industrial subarea, which is bounded by the City of Vernon to the south, the Los Angeles River to the east, 3rd Street to the north, and Alameda Street to the west, is primarily made up of industrial uses with large warehouses, and truck and railroad yards. The Alameda Corridor terminates in this area of the Community Plan. Numerous warehouses, in the South Industrial subarea, have been recently converted to commercial uses and artists' lofts and studios. This area borders an area commonly referred to as the Arts District of downtown Los Angeles. The Arts District encompasses an area that has been transitioning from predominantly industrial warehouses to also include creative spaces, including live/work units, commercial uses (e.g., retail shops, restaurants, and studios), multi-family residential, etc. The Project Site has frontage along Mateo Street and Imperial Street, which are lined with industrial, commercial, and live/work uses. The land uses within the Property's general vicinity are characterized by a mix of low- to medium-intensity industrial, commercial, and live/work uses which vary widely in building style and period of construction. The surrounding properties include industrial, commercial retail, studio, bar, café, restaurant, low-rise and mid-rise adaptive reuse buildings with live/work components, and surface parking lots. In addition as a mixed-use Project, there would be no oil, gas and other mineral substances extractions. Therefore, 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

This section states that no parcel shall be resubdivided without Agency approval. The Project includes the associated tract map case VTT-74550-CN, for a merger and re-subdivision of eight existing lots into one ground lot, for 185 live/work units, 23,380 square feet of commercial space on a 44,839 square foot lot. On September 16, 2021, the Letter of Determination for Case No. VTT-74550-CN was issued. The determination of the Deputy Advisory Agency was appealed on September 23, 2021 and is part of the actions of the City Planning Commission concurrent with the subject case. Pursuant to the City Planning Commission decision regarding the appeal, the Project would conform with Section 519 of the Redevelopment Plan.

Section 522 – Design Guidelines and Development Controls

This section 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 Project would include a public paseo, street trees, and employ high quality and distinguishable architecture while minimizing the quantity and appearance of parking and loading areas. Therefore, the Project conforms to Section 522 of the Redevelopment Plan.

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

This section 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 Main Conditional Use Permit for alcohol sales, a Density Bonus Compliance Review, 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. As part of the requirement for this Project, Redevelopment Plan compliance findings have been provided herein. Therefore, the Project conforms to Section 523 of the Redevelopment Plan.

Section 524 – Buildings of Architectural and Historical Significance

This section 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. As determined in the Project's Cultural Resources Section of the Draft EIR, the existing building on-site is not of architectural or historical significance, and therefore, the demolition of the existing warehouse would not directly cause a change in the significance of a historic resources. Therefore, the Project would comply with Section 524 of the Redevelopment Plan.

Section 525 – Design for Development

This section 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. With approval of the requested entitlements, the Project conforms to Section 525 of the Redevelopment Plan.

3. **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.

Amendment in Whole or in Part. The requested General Plan Amendment is an Amendment in Part of the Central City North Community Plan, as it is for the subject site and not the entire Community Plan. The Project's requested amendment from Heavy Manufacturing to Regional Commercial, and concurrent Vesting Zone Change and Height District Change would allow for the proposed mix of live/work units and commercial uses, supporting the City's efforts to provide housing in appropriate infill locations near existing activity centers.

The Project Site is comprised of eight contiguous parcels totaling approximately 44,867 square feet of lot area (1.03 acres) and is currently improved with a 26,740 square foot warehouse and office building. The site is surrounded by a mix of residential, retail, restaurant, and office uses. The proposed uses are compatible with and complement the existing mix of office, industrial, live/work, arts production, and retail uses within the immediate vicinity.

The Project will help the City achieve land use goals of increasing density near transit and existing activity centers. The Project Site is located within a Transit Priority Area and would be located in close proximity to public transit, including multiple local and regional bus lines, several of which provide connections to the Metro L (Formerly Gold) Little Tokyo/Arts District Station, located approximately one mile north of the site. Public transit service in the vicinity of the Project Site is currently provided by multiple local lines and regional lines via stops within convenient walking distance along 7th Street. Public transit service in the immediate Project area is provided by the Metro, and includes Metro Local Lines 18, 53, 60, 62, 66 and Metro Rapid 720 and 760. Additionally, a bus stop for the Metro Local Line 60 is located at the corner of Santa Fe Avenue and Violet Street, approximately 200 feet west of the Project Site.

The Project would provide 185 new live/work units, 11 percent of the total proposed rental units (up to 21 units) would be set aside for Very Low-Income Households, and 23,380 square feet of commercial floor area and art-production space. The Project also proposes a Flexibility Option which provides 159 new live/work units, including studio, one and three-bedroom units, in addition to 45,873 square feet of commercial floor area and art-production space. Under the Flexibility Option, 11 percent of the total proposed rental units (up to 18 units) would be set aside for Very Low-Income Households. The Project represents an opportunity to provide new housing for a mix of incomes, and job-producing commercial uses including office, retail, and restaurants, which are compatible and complementary to the uses in the immediate vicinity.

The Arts District is a neighborhood of Downtown Los Angeles that has historically been characterized by industrial, warehousing, and distribution uses, and is an important part of the City's physical identity. The requested General Plan Amendment would allow the Project Site to provide a mix of commercial, live/work residential, retail, and restaurant uses to strengthen the economic identity of the surrounding area, which currently includes these uses. The Project would result in an active street life, while also maintaining office, retail, and residential uses on the Project Site, thereby contributing to the conservation of the significant economic identity of the Site while introducing new commercial and residential uses that contribute to the significant social and physical identity of the district.

Multiple properties in the vicinity of the Project site are designated for heavy industrial uses, however, the immediate vicinity is characterized by a mix of office, residential, industrial, retail, restaurants, and other commercial uses. The Project Site itself is no longer being utilized for

industrial related purposes, as it is currently vacant. Nearby residential buildings include the Brick lofts located at 652 Mateo Street, the Amp Lofts located 695 South Santa Fe Avenue, the Biscuit Company lofts located at 1850 Industrial Street and the Toy Factory lofts located at 1855 Industrial Street, all within 500 feet radius of the Project site.

Re-designating the land use of the Project Site reinforces an area that has its own economic and physical identity by: 1) contributing to the available housing stock within the City and helping to alleviate the housing crisis in the City, 2) furthering the General Plan Land Use Element's policies to focus development in areas that are accessible to existing activity centers and transit, providing compatible and complementary live/work and economically productive uses, which supports the provisions of the Central City North Community Plan.

Therefore, the General Plan should be amended in part through the Central City North Community Plan as the Project would contribute to and strengthen an area which has significant social, economic or physical identity.

4. City Charter Finding 556

The Project Site is located within the Central City North Community Plan area, which is one of the 35 community plans that comprise the Land Use Element of the General Plan. The Community Plan designates the Site as Heavy Industrial, which has a corresponding zone of M3. The site is presently zoned M3-1-RIO, consistent with the land use designation. As proposed, the Project would re-designate the Project Site from Heavy Industrial to Regional Commercial. The amendment, and corresponding Vesting Zone and Height District Change to (T)(Q)C2-2-RIO, would allow the redevelopment of the Site with a new mixed-use project comprised of 185 live/work units, approximately 15,320 square feet of open space for residents (14,160 square feet under Flexibility Option), up to 23,380 square feet of art-production and commercial space, and associated parking facilities. Eleven percent of the units (21 live/work units) would be deed-restricted for Very Low Income households. The Project also proposes the ability to implement a Flexibility Option that would provide the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square-feet, which would reduce the overall amount of live/work units from 185 to 159.

The Project would be consistent with the land use patterns and uses in the immediate area, which is developed with a variety of commercial, residential, and live/work projects on properties zoned for industrial uses. Further, the 1.03-acre Project Site is not well-suited for modern large-scale industrial operations. The Central City North Community Plan "encourages the continued and expanded development of a thriving artists-in-residence community in the plan and proposed redevelopment areas." The Project's proposed uses are generally consistent with the overarching vision of the adopted Community Plan.

As detailed above, the requested amendment is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness and Air Quality Elements and the Land Use Element – Central City North Community Plan. The Project would increase housing choices at varying income levels and different unit types, which are compatible with similar residential uses in the immediate vicinity; introduce new land uses while providing economically productive uses that are complementary to similar uses in the immediate vicinity; and enhance the pedestrian environment by activating ground floor uses, within proximity to transit and existing employment, amenity, and commercial centers within and around the Downtown Center.

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

Public Necessity, Convenience, and General Welfare.

The recommended amendment to the Central City North Community Plan would re-designate the land use from Heavy Industrial to Regional Commercial. In conjunction with the requested amendment, the corresponding Vesting Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO would permit development of the Project Site with a new eight-story mixed-use project comprised of 185 live/work units, approximately 15,320 square feet of open space for residents (14,160 square feet under Flexibility Option), up to 23,380 square feet of art-production and commercial space, and associated parking facilities. The Project also proposes the ability to implement a Flexibility Option that would provide the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square-feet, which would reduce the overall amount of live/work units from 185 to 159.

On April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAN, a roadmap to achieve short-term results while setting the path to strengthen the transformation of the City in the decades to come. As part of the plan, the Mayor set forth a goal of creating 100,000 new housing units by 2021. This same goal was carried forward in the Green New Deal Sustainable City pLAN 2019. The proposed amendment would allow the Site to be redeveloped with 185 live/work units, of which 11 percent (21 live/work units) would be deed-restricted for Very Low Income households. The Project would be an infill development in an area developed with a mixture of residential, commercial, and light manufacturing uses. Specifically, the Project Site is surrounded by mix of retail, restaurant, a hotel, office uses. As described by the Community Plan, the area includes several old warehouses, many of which have been converted to artist lofts and studios. The Project Site itself is no longer being utilized for industrial related purposes, as it currently incorporates vacant ware house and associated parking lot.

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 1.03 acres or approximately 0.11 percent of the industrially-zoned land in the Community Plan. The Project would result in an increase of 92 jobs onsite via office, commercial and art production use that would generate ongoing revenue for the City in the form of sales and property taxes. Therefore, the Project would not adversely impact the ability of the Community Plan Area to provide sufficient land for a variety of industrial uses with maximum employment opportunities. Furthermore, based on the immediately surrounding uses and the lot configuration, the Project Site is not well-suited to a large-scale industrial operation. In order to provide the new 185 live/work residential units the Project would not retain the current industrial land use designation; however, the Project includes job producing uses that will maximize employment opportunities which are safe for the environment and the work force, and which have minimal adverse impact on adjacent uses. Surrounding uses include retail, restaurant, a hotel, and office uses. The proposed uses are compatible with and complement the existing mix of industrial, live/work, arts production, and retail uses within the immediately surrounding area.

The new mixed-use building Project would provide approximately 15,320 square feet of usable open space (approximately 14,160 square feet of open space under the Flexibility Option) in compliance with LAMC requirements, which would include landscaping, a ground floor public paseo, private residential balconies, rooftop amenities, and 46 new trees (40 new trees under Flexibility Option). As proposed, the Project would improve the livability and general welfare of the future residents of the development through the provision of open

space, amenities, and commercial uses. The Project would further promote foot traffic through the development of ground floor commercial uses, new street trees, and a ground floor paseo through the site that would be open to the public and provide pedestrian access between Mateo Steet and Imperial Street.

The Project would place new housing near employment, amenities, and commercial areas within the Arts District and the greater Downtown core, as well as near public transit. The Project locates needed residential density near existing employment centers, entertainment, and services, and transit, creates new office, retail, and restaurant, for the neighborhood, and promotes pedestrian activity in the general area.

Approval of the requested General Plan Amendment from Heavy Industrial to Regional Commercial would allow the Project to help address the City's housing shortage and need for affordable housing by providing a mixed-income, mixed-use residential development. In addition, the Project would make more efficient use of land by providing new employment opportunities in direct proximity to residential uses. The Project accommodates for projected population growth in the area, and is compatible with its surrounding uses. Therefore, the requested amendment would be in conformity with public necessity, convenience, and general welfare.

Good Zoning Practice

Although the Site, as well as a number of other properties in the area, are designated for industrial uses, development in the immediate vicinity is characterized by a mix of retail, restaurant, hotel, office uses, and restaurants. The Project Site itself is no longer being utilized for industrial related purposes, as it currently incorporates vacant warehouse with associated parking lot. Nearby residential buildings include the Brick Lofts located at 652 Mateo Street, the Amp Lofts located 695 South Santa Fe Avenue, the Biscuit Company Lofts located at 1850 Industrial Street and the Toy Factory Lofts located at 1855 Industrial Street, all within 500 feet radius of the Project site.

The requested amendment would contribute to alleviating the City's housing shortage through the provision of 185 new live/work units (or 159 units under the Flexibility Option), of which 11 percent of the total proposed units (up to 21 units, or up to 18 under Flexibility Option) would be set aside for Very Low-Income Households. As the surrounding area is developed with a mixture of residential, commercial, office and light manufacturing uses, the Project would be compatible with the range of uses that exist in the vicinity. The proposed eight-story residential tower is similar in height to other buildings in the immediate surrounding area. As such, approval of the Project would allow for the development and use a mixed-use residential, and commercial building, consistent with the scale of existing and proposed developments in the surrounding neighborhood.

As proposed, the Project would provide new housing for a mix of incomes and would offer amenities that would improve the quality of life for existing and future residents as well as the surrounding community. The General Plan Amendment would result in a Project that will retain productive employment-generating uses on the site, which would complement existing uses in the vicinity, while also providing much-needed residential units and ground-floor commercial floor area. The Project promotes a more walkable neighborhood by locating office, commercial, and residential uses within proximity of transit, existing job centers and services, and similar commercial and art-production uses. Furthermore, the amendment would allow for residential and commercial uses that are consistent with the objectives and policies of the Central City North Community Plan. Therefore, the requested General Plan Amendment would represent good zoning practices and development patterns in this portion of Downtown Los Angeles.

Central Industrial Redevelopment Plan Consistency Findings

The Project Site is located 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 Central Industrial Redevelopment Plan's primary objective 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 (AB 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 authorize 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 Section 11.5.14 and other applicable provisions of the LAMC, including LAMC Section 14.5.6. The Project would support and be consistent with the following goals identified in the Redevelopment Plan:

1. *A high quality of life for those who live and work in the Project Area.*
2. *Elimination of conditions of blight and deterioration within the Project Area, and prevention of the establishment of new blight through the removal of structures, removal of incompatible uses, rehabilitation of deteriorated structures and structures requirement modernization for appropriate use, and redevelopment of underutilized and vacant parcels, where appropriate.*

The Project Site is currently improved with an industrial building constructed in 1978 as warehouse and office building that occupies approximately 26,740 square feet of floor area and an associate surface parking lot. Security gates at Mateo Street and Imperial Street restrict vehicular and pedestrian access to the Project Site. Most of Project Site is hardscaped with concrete and asphalt. The Site is bound by Mateo Street to the west, Imperial Street to the east, a one-story warehouse building with associated surface parking lots, to the north, and single-story industrial and commercial buildings with associated surface parking lots to the south.

The Project would involve the demolition of an existing warehouse and surface parking lot, and the construction of a 197,355-square-foot mixed-use building including 185 live/work units, 23,380 square feet of commercial space, and associated parking facilities on a 44,839 square foot lot. The Project also proposes the ability to implement a Flexibility Option that would provide the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square-feet, which would reduce the overall amount of live/work units from 185 to 159. The Project would introduce new pedestrian-scale improvements including lighting and landscaping, ground-floor commercial spaces and an inviting publicly accessible plaza and pedestrian paseo mid-block between Mateo and Imperial Streets that complements existing and future pedestrian activity in the Arts District. Therefore, the Project would develop several underutilized parcels, provide a high quality of life to residents, employees and patrons, and ensure no new blight occurs on-site.

3. *A healthy industrial environment which generates and attracts new private investment to increase job opportunities, property values, and tax revenues.*

The surrounding neighborhood of the Project Site has evolved from historically industrial and manufacturing uses to light industrial uses, and more recently non-industrial uses such as residential, creative office, and retail uses, reflecting larger employment and economic trends. The Project Site has not been used for industrial purposes since 2018. The Project would provide new employment opportunities and housing through a mixture of uses and would be located in an area where similar residential and commercial uses currently exist. The Project would satisfy the need for new housing, office, retail and restaurant uses that would support the growth of the Arts District.

4. *Sound housing stock, conserved through rehabilitation, and affordable permanent housing with support services where necessary and appropriate for residents of all income levels, including artists-in-residence and live/work residents.*

The Project includes the demolition of the existing warehouse and surface parking lot and the construction of a mixed-use building with 185 new live/work units, including studio, one and two-bedroom units, and 23,380 square feet of commercial and art-production floor area. Eleven percent of the total proposed rental units (up to 21 units) would be deed-restricted for Very Low-Income Households. The Project also proposes a Flexibility Option which enables the redevelopment of the Site with 159 new live/work units, including studio, one and three-bedroom units, and 45,873 square feet of commercial and art-production floor area. Under the Flexibility Option, 11 percent of the total proposed rental units (up to 18 units) would be deed-restricted for Very Low-Income Households. As a result, the Project would develop new housing to meet the diverse economic and physical needs of the existing and projected future population of the Community Plan Area, and would promote individual choice in the available type, quality, and price of housing.

5. *Maintenance of a thriving commercial environment to serve businesses, employees, residents, and visitors.*

6. *A safe and secure environment for businesses, employees, residents, and visitors, and which is sustainable by the Central Industrial community as a whole.*

The Project would involve the demolition of an existing warehouse and surface parking lot, and the construction of a 197,355-square-foot mixed-use building including 185 live/work units, 23,380 square feet of commercial space, and associated parking facilities on a 44,839 square foot lot. The Project also proposes the ability to implement a Flexibility Option that would provide the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square-feet, which would reduce the overall amount of live/work units from 185 to 159.

Exterior pedestrian-scale lighting would be provided around the new building and along the ground floor public paseo for security and wayfinding purposes. Additionally, the Project would introduce new pedestrian-scale improvements including landscaping, ground-floor commercial spaces, and a publicly accessible plaza and pedestrian paseo mid-block between Mateo and Imperial Streets that complements existing and future pedestrian activity in the Arts District. The paseo would remain open to the public during business hours and provide a well-lit, landscaped pedestrian path through the site. Thus, the new building would include components to ensure a safe and secure environment for businesses, employees, residents, and visitors.

7. *A modern circulation system which is responsive to the needs of semi-trailer and truck movement and loading operations, and the needs of businesses, employees, residents, and visitors.*

8. Adequate, convenient and safe parking facilities, in on- and off-street locations.

The Project would provide up to 287 vehicle parking spaces within three subterranean parking levels. Access to the subterranean parking levels for both residential and commercial vehicle parking would be provided via a two way driveway accessible from Imperial Street. The loading area would be located to the north of the vehicle parking entrance along Imperial Street. As such, these would provide for appropriate site access, circulation, and safe and convenient parking.

9. Accessible businesses, residences and other land uses via public and semi-public transportation that is affordable to employees, residents and visitors to promote jobs, businesses and housing opportunities.

The Project would introduce approximately 197,355 square feet of floor area, 23,380 square-feet of new commercial space, and live/work units, including affordable units. The commercial and residential uses would be located in close proximity to public transit, including multiple local and regional bus lines, several of which provide connections to the Metro L (Formerly Gold) Little Tokyo/Arts District Station, located approximately one mile to the north. Public transit service in the immediate Project study area is currently provided by Metro. The bus lines include Metro Local Lines 18, 53, 60, 62, 66 and Metro Rapid 720 and 760. Therefore, the new uses would provide access to commercial and residential uses in close proximity to public transit.

10. Development and rehabilitation of structures meet all code requirements of the City of Los Angeles, guided by urban design, land use and development standards that promote compatibility of industrial, commercial, and housing uses, and which preserve historic resources in the community.

The Project would include the construction of a new mixed-use development, comprised of a 185 new live/work units (159 new live/work units under Flexibility Option), approximately 23,380 square feet to 45,873 square-feet of commercial space. The Project would comply with the surrounding industrial, commercial, and residential uses.

11. Sustainable development that utilizes precepts of energy efficiency, renewable energy, water resource conservation and reuse, and waste/urban runoff management, among other techniques of sustainability.

The Project would incorporate environmentally sustainable building features and construction protocols as required by the Los Angeles Green Building Code and CALGreen, which would reduce energy and water usage, reducing the Project's greenhouse gas emissions. The Project would also be required to comply with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and stormwater reuse. Specifically, the Project would include WaterSense-labeled plumbing fixtures, weather-based controller and drip irrigation systems, and water-efficient landscape design, to promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and 15% of the total roof area will be solar ready. Furthermore, as conditioned and required by Code, a minimum of 30 percent of the total code-required parking spaces will be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total code-required parking spaces will be equipped with EV chargers. Therefore, the Project incorporates energy efficiency, renewable energy, water resource conservation and reuse, waste/urban runoff management, and other sustainable features.

12. Land which is free of impediments to development, including, but not limited to the encumbrances of toxics.

A Phase I Environmental Site Assessment (ESA) was completed as part of the EIR prepared for the Project, which included a review of the Site's environmental records and a site reconnaissance to identify potential on-site hazards. Environmental concerns were identified during the on-site reconnaissance related to hazardous substance storage, Asbestos Containing Materials (ACMs), Lead Based Paint (LBP), and methane. The existing building on the Project Site was constructed in 1978. The presence of ACMs is assumed in building materials from this time period. Based on the age of the existing building on the Project Site, there is also a potential that LBP is present. However, interior and exterior painted surfaces were observed in good condition and can remain in place until removal is required for demolition of the building prior to construction of the Project. Therefore, the existence of LBPs is not expected to represent an environmental concern. No potential Polychlorinated Biphenyls (PCB) containing equipment was observed on the site, and the potential existence of PCBs is not expected to represent an environmental concern. With respect to methane, the Methane Investigation found that no methane mitigation system would be required for the Project, which would be required comply with Division 71 of the Los Angeles Building Code. Therefore, there are no on-site toxins and the Project's demolition activities would not result in the release of toxins.

13. Open space, parks, and cultural recreational and educational facilities for the enjoyment of employees, residents, and visitors.

Pursuant to LAMC Section 12.21 G, based on the number of units and the mix of unit types, the Project would be required to provide a minimum of 19,150 square feet of residential usable open space, and a total of 4,788 square feet of common open space.

However, the Project includes a density bonus entitlement, which based on the percent of affordable units provided, allows the Project an incentive to decrease the required open space by up to 20 percent. Therefore, the Project would provide a total of 15,320 square feet of open space (14,160 square feet under Flexibility Option), and a total of 9,290 outdoor common space, 3,180 square feet of indoor common space and 2,850 square feet of private open space (2,400 square feet under the Flexibility Option). The open space would include a 3,500 square-foot pedestrian paseo, of which 635 square-feet would count towards Project open space (1,285 square feet under Flexibility Option). Additionally, there would be a 1,360 square foot outside dining area accessible to commercial tenants on the second floor. The 10,825 square-foot amenity deck located on Floor 8 would provide amenities such as a pool deck, a fitness deck, private art production and gallery for residence, and an urban farm.

Open Space Provided (Sq. Ft.)	
Private Open Space	2,850 ¹
Outdoor Common Open Space	9,290 ²
Indoor Common Open Space	3,180
Total Common Open Space Provided	12,470
Total Residential Open Space Provided	15,320
¹ Private open space under Flexibility option would be 2,400 square feet resulting in a total of 14,160 square feet of Open Space. ² Outdoor common space under Flexibility option would be 8,580 square feet resulting in a total of 14,160 square feet of Open Space.	

To ensure pedestrian connectivity throughout the ground level, the Project's building frontage would provide a variety of commercial uses along Mateo Street and Imperial Street. In addition,

the publicly accessible pedestrian paseo would provide connectivity between the building's frontages and the two public streets. The paseo would be accessible to the public and would provide access to ground-floor commercial uses and to open space dining areas and terrace on the second level. The paseo would provide a landscaped connection through the Project from Mateo Street to Imperial Street.

14. A project area that projects a positive image to business operations, residents, employees, visitors, and investors.

The Project Site is developed with a warehouse and associated surface parking lot which has been vacant since 2018. The Project would construct a new mixed-use development comprised of an eight-story residential building with 23,380 square feet of commercial space on the ground floor.

The Project has been designed to incorporate specific design standards to address the Arts District's unique urban form and architectural characteristics. The Project's proposed design is a contemporary architectural style. The Project would feature sculptural elements, including a custom-shaped building that emerges from a single-story base, oriented west toward the Industrial Street/Mateo Street T-intersection, connecting to the rest of the Project from the third floor and above. The corner building would consist of metal and glass. The remainder of the Mateo Street façade above ground level would consist of masonry and a regular grid of large windows. The Imperial Street facade would consist of the same glass, metal, and masonry as well as channel glass surrounding the ground-floor entrance to the subterranean parking structure. The materials palette is intended to complement the decorative brick of surrounding buildings and the texture of corrugated metal.

Thus, the Project would develop the surface parking lot area with a vacant warehouse with the mixed-use building, improved landscaping and on-site circulation, creating a positive image to surrounding and on-site businesses, residents, employees, and visitors.

ENTITLEMENT FINDINGS

6. Zone Change, Height District Change, and "T" and "Q" Classification Findings.

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

Public Necessity. The subject property is currently designated and zoned for Heavy Industrial, which prohibits residential uses. 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 Regional Center Commercial. The recommended Vesting Zone and Height District Change from M3-1-RIO to [T][Q]C2-2-RIO would permit the development of the Project Site with a new mixed-use project comprised of 185 new live/work units (159 under Flexibility Option), and 23,380 square feet (45,873 square-feet under Flexibility Option) of new art production and commercial uses. As the existing land use designation and zone would not permit new live/work units, the amendment is necessary to permit the redevelopment of the Site.

On April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, a roadmap to achieve short-term results while setting the path to strengthen the transformation of the City in the decades to come. As part of the plan, the Mayor set forth a goal of creating 100,000 new housing units by 2021. This same goal was carried forward in the Green New Deal Sustainable City pLAn 2019. The proposed amendment would allow the Site to

be redeveloped and to provide up to 185 new live/work units, of which 11 percent of the total proposed rental units (up to 21 units) would be set aside for Very Low-Income Households. The Project would be an infill development within an immediate vicinity that is developed with a mixture of residential, commercial, and light manufacturing uses. The Project Site is immediately surrounded by mix of residential, retail, restaurant, and office uses contained in low-rise and mid-rise buildings of widely varying age. As described by the Community Plan, the area includes several old warehouses now converted to artist lofts and studios. The Project Site itself is no longer being utilized for industrial related purposes, as it currently incorporates vacant warehouse and office. Accordingly, the proposed Vesting Zone and Height District Change would be in conformity with public necessity.

Convenience. Approval of the Vesting Zone and Height District Change would permit the development of the Project Site with a new mixed-use development, comprised of a residential tower and office building, with up to 185 new live/work units (159 under Flexibility Option), and 23,380 square feet (45,873 square-feet under Flexibility Option) of new art production and commercial uses. The Project would place housing within close proximity to employment, amenities, and commercial areas within the immediate vicinity as well as within the greater Downtown core, and near public transit. The Project also proposes the sale and on-site consumption of alcoholic beverages at up to four establishments for a total of up to 15,005 square feet of floor area. the Project would provide approximately 15,320 square feet of usable open space and the Flexibility Option would provide approximately 14,160 square feet of usable open space, which would include new landscaping, rooftop decks, a ground floor public paseo, private residential balconies, and planting of trees. As proposed, the Project would improve the livability and general welfare of the future residents and employees of the development. The Project would further promote foot traffic through the development new sidewalks and street trees, and a new ground floor public paseo that would provide pedestrian access from Mateo Street, and Imperial Street.

In sum, the Project locates needed residential density near existing employment centers, entertainment, and services, and transit. The Project creates new retail, restaurant, and art uses for the neighborhood, and promotes pedestrian activity in the general area. Accordingly, the proposed Zone and Height District Change would be in conformity with the public convenience.

General Welfare. Approval of the requested Vesting Zone Change and Height District Change would allow for the development of 185 new live/work units that would contribute to alleviating the City's housing shortage. Of the 185 new live/work units 11 percent of the total proposed rental units (up to 21 units) would be set aside for Very Low-Income Households. Thus the Project would help to address the City's need for affordable housing. In addition, the Project would make efficient use of land by adding density while still providing employment and residential uses, to the benefit of the future on-site residents as well as the existing neighborhood. Accordingly, the initiated General Plan Amendment would be in conformity with public necessity.

Good Zoning Practice. The Project Site is designated by the Community Plan for Heavy manufacturing land uses and is zoned M3-1-RIO. This zoning is consistent with the existing land use designation. Although the Site, as well as other properties in the immediate area, are designated for heavy industrial uses, the immediate vicinity is characterized by mix of retail, restaurant, office uses contained in low-rise and mid-rise buildings of widely varying age. The Project Site itself is no longer being utilized for industrial related purposes, as it currently incorporates vacant office and warehouse uses, which are consistent with the surrounding uses. Nearby residential buildings include the

include the Brick lofts located at 652 Mateo street, the Amp Lofts located 695 South Santa Fe Avenue, the Biscuit Company lofts located at 1850 Industrial Street and the Toy Factory lofts located at 1855 Industrial street, all within 500 feet radius of the Project site.

The proposed zone change would allow for the Project to contribute to alleviating the City's housing shortage through the provision of 185 new live/work units and affordable units, and would also include job-producing office and commercial uses. As the surrounding area is developed with a mixture of residential, commercial, retail and light manufacturing uses, the Project would introduce a complementary and compatible use with the range of uses that exist in the vicinity of the Project Site. As stated above, the Project would include the construction of a new mixed-use development, comprised of an eight-story mixed-use building with a maximum height of 116 feet. The Project would be consistent with the Arts District evolving neighborhood, originally comprised of low-scale manufacturing and industrial uses, but which now includes proposed projects such as 670 Mesquit with a 32-story tower, a nine-story mixed-use development located at 2136 Violet Street, and 6AM with a 58-story tower.

As proposed, the Project would provide new housing for a mix of incomes and would offer amenities that would improve the quality of life for existing and future residents as well as the surrounding community. The zone change would result in a Project that retains employment-generating uses on the site that complement existing uses in the vicinity, while also providing much-needed live/work units with commercial land uses on the ground level. The Project promotes a more walkable lifestyle by locating commercial and residential uses within proximity of transit and existing job centers and services. Furthermore, the zone change would allow the development of the Site with a residential use that is consistent with the objectives and policies of the Community Plan and is compatible with the existing and proposed development of the surrounding area. Therefore, the zone and height district change would be in conformity with good zoning practices and with development patterns in the immediate area.

In addition, the Project Site is located within the River Improvement Overlay Zone (RIO) and would be required to comply with the Los Angeles River Design Guidelines, which establishes best practices for designing projects located within the RIO District. The requested zone and height district change would maintain the RIO designation on the site. The Los Angeles River Design Guidelines consist of overarching objectives followed by a list of specific implementation strategies. These strategies address river-adjacent development. Although the Project is located within the boundaries of the RIO District, the Project Site is separated from the Los Angeles River by existing railroad tracks and is not immediately adjacent or accessible from the River. Nevertheless, the Project would further the relevant objectives of the Los Angeles River Design Guidelines, including employing high quality, attractive and distinguishable architecture and minimizing the quantity and appearance of parking and loading areas by locating all parking underground and placing loading areas within the building or away from public view.

b. "T" and "Q" Classification Findings.

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the Project. 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 limit 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.

Master Conditional Use (On-Site Alcohol Sales) Findings

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption at up to four establishments. The following are the required findings to permit the sale and dispensing of alcoholic beverages as required by LAMC 12.24 E and 12.24 W.1.

7. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region

The Project would involve the demolition of an existing warehouse and surface parking lot, and the construction of a 197,355-square-foot mixed-use building including 185 live/work units, 23,380 square feet of commercial space, and associated parking facilities on a 44,839 square foot lot. The Project also proposes the ability to implement a Flexibility Option that would provide the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square-feet, which would reduce the overall amount of live/work units from 185 to 159. The Master Conditional Use Permit would allow for the sale and dispensing of a full line of alcoholic beverages of alcohol for on-site consumption at four (4) establishments within the commercial uses proposed for the Project, for a total of up to 15,005 square feet of floor area.

The Project Site is located within the Central City North Community Plan area, and is currently designated for Heavy Industrial land uses corresponding to the M3-1-RIO Zone. The Project is requesting a General Plan Amendment to change the land use designation on the Project Site to Regional Commercial, and a corresponding Vesting Zone and Height District Change to change the zoning on the Project Site to (T)(Q)C2-2-RIO.

The area surrounding the Project Site is urbanized and improved with a range of industrial, residential, restaurants, and commercial uses. The Project Site is bounded by Mateo Street to the west, Imperial Street to the east, a one-story warehouse building that has been converted into a small grocery/market use and associated surface parking lot to the north, and single-story industrial and commercial buildings and associated surface parking lots to the south. To the west, across Mateo Street, are a mix of seven and nine-story mixed-use buildings, one of which contains a bar on the ground floor. To the south, across 7th Street are a mix of one and two-story commercial and retail buildings, a hotel, and several bars and restaurants. To the east, across Imperial Street is a seven-story mixed-use building and a one story warehouse. To the north across from Jesse Street is the three-story Bricks Lofts and one-story warehouse. The residential in the immediate vicinity of the Project Site include the six-story mixed-use Toy Factory Lofts and the seven-story mixed-use Biscuit Company Lofts to the west of the Project site across Mateo Street, the three-story Brick Lofts to the north of the Project site across Jesse Street, and to the east of the Project site across Imperial Street, a seven-story mixed-use building.

The proposed commercial uses would be desirable to the public convenience and welfare as they will be in a convenient infill location accessible to nearby residents, employees, and visitors. The Project would provide convenient eating and shopping places to serve the residents, employees and visitors in the area, and add to the number of available dining venues. The offering of food and alcohol in conjunction with the proposed uses would be a benefit as an amenity to current and future residents and visitors and would also serve as an

attraction and amenity to future residents and guests, as other residential projects are also in development in proximity.

The proposed Regional Commercial land use designation and corresponding (T)(Q)C2-2-RIO Zone will allow for the proposed commercial uses. The ability for Project tenants to offer a full-line of alcoholic beverages would allow the restaurants to remain competitive with other similar uses serving the same area, since alcohol service is commonly expected by patrons as part of a restaurant. Further, patrons are drawn to the area due to the shopping, entertainment, and dining experiences available to them, and offering a full-line of alcoholic beverages at these uses on the Project Site would enhance the dining and entertainment experience for visitors, employees, and residents in the vicinity. Alcohol sales at this location would provide a function and beneficial service to patrons visiting the site, which would enhance the character of the area, and would be appropriate in the proposed Regional Commercial land use designation and C2 Zone.

The MCUP provides an umbrella entitlement with conditions that apply to the Project Site and in general to all venues, including the retail and restaurant uses. These conditions include, but are not limited to, security measures, such as a camera surveillance system, appropriate lighting in the evening hours, and prohibiting adult entertainment. In addition, all music, sound or noise which is under the control of the individual tenants shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Project Applicant will be required to maintain the premises and sidewalk in good condition. These conditions will be supplemented by more specific conditions designed to address the characteristics of each individual establishment, and a Plan Approval will be required, prior to the effectuation of the approval for each respective tenant, including more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and LAPD have the opportunity to recommend conditions, including the maximum number of indoor seats, as determined by the Department of Building and Safety.

As such, the on-site service of alcoholic beverages at up to four establishments within the Project's commercial uses, would enhance the built environment in the surrounding neighborhood, and would provide a function that is beneficial and compatible with the character of the community, and the commercial viability of the region as a whole.

8. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety

The subject property is located within the Central City North Community Plan area and the Project includes an entitlement request to amend the Community Plan to Regional Commercial land uses, with a corresponding zone change to (T)(Q)C2-2-RIO. The area surrounding the Project Site is urbanized and improved with a range of industrial uses, residential uses, restaurants, and commercial uses. The Project would introduce new live/work, and art production and commercial uses to the Site, which would provide additional amenities to the surrounding businesses and residents in the area, as well as support projected growth.

The uses would continue to add to the multiple commercial establishments in the area as well as support the residential uses in close proximity to the site. The proposed hours of operation are typical of establishments of this type and are reasonable to expect in a mixed-use development in an area that contains commercial uses. The establishments will have trained staff and security. Alcohol sales in conjunction with restaurant establishments would be compatible with and continue to add to the diversification of commercial activities, which

further supports the growing residential population in the neighborhood as well as visitors to the area.

The sales of alcohol would not be detrimental to nearby residential uses, since the establishments serving alcohol would be carefully controlled and monitored. The conditions recommended herein would ensure that the establishments would not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. These conditions will be supplemented by more specific conditions designed to address the characteristics of each individual establishment, and a Plan Approval will be required, prior to the effectuation of the approval for each respective tenant, including more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and LAPD have the opportunity to recommend conditions, including the maximum number of indoor seats, as determined by the Department of Building and Safety. Further, the sale of alcohol is regulated by the State of California through the issuance of an Alcohol Beverage Control (ABC) license. Thus, as conditioned, combined with the enforcement authority of ABC and LAPD, the operation of these establishments would not be detrimental to nearby schools, churches, recreation areas, or residential dwelling units, since the establishments will be carefully controlled and monitored. Other commercial uses in the area provide similar functions, and no evidence was presented at the hearing or in writing that alcohol-sales will be materially detrimental to the immediate neighborhood.

Thus, the Project would be compatible with development on adjacent and neighboring properties and its location, size height, and operations will be compatible with and would not adversely affect or further degrade surrounding properties and/or the public health, welfare, and safety.

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

The Project Site is located within the Central City North Community Plan area, which designates the site for Heavy Industrial land uses corresponding to the M3 Zone. The Site is currently zoned M3-1-RIO, consistent with the land use designation. The Project is requesting a General Plan Amendment to change the land use designation from Heavy Industrial to Regional Commercial, and a corresponding Vesting Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO, in order to implement the Project.

The Community Plan does not contain policies that specifically address requests for the sale of alcoholic beverages; however, the sale of alcohol is inherent in the operation of similar commercial uses within the vicinity of the Site. The proposed request for the sale and dispensing of a full line of alcoholic beverages for on-site consumption at up to four establishments is consistent with the following Central City North Community Plan goal and objective:

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.

The Project would contribute to the area's viable commercial development by introducing new live/work units, retail restaurant and office uses adjacent to other similar uses. The area surrounding the Project Site is urbanized and improved with a range of residential,

commercial, and restaurants. Alcohol sales for on-site consumption, as part of the mixed-use Project would be desirable to the public convenience and welfare as the uses are in a convenient infill location accessible to nearby residents, workers, and visitors.

The commercial uses will create an active environment for residents by increasing the walkability of the streets. The project's commercial uses will directly front Mateo Street and Imperial Street, as well as the pedestrian paseo, activating the streets with pedestrian activity, creating an environment that would be safe, clean, attractive and lively. The ability for the site to offer a full line of alcoholic beverages will allow the retail and restaurant uses to remain competitive with other similar uses serving the same area, as alcohol service is a common as part of restaurant uses. Further, patrons are drawn to the Arts District and nearby Downtown neighborhoods due to the shopping, entertainment, and dining experiences available to them, and offering a full line of alcoholic beverages at these uses on the Project Site would be an added amenity for residents and patrons of the Project, and will help to strengthen economic development, and support a strong and competitive commercial sector in the Community Plan area.

As discussed above, the Project is consistent with the surrounding development within the Community Plan area. The Project Site is located within the River Improvement Overlay Zone (RIO), which does not contain regulations for alcohol sales. However, to the Project would comply with the Los Angeles River Design Guidelines, which establishes best practices for designing projects located within the RIO District. Based on the above, the requested Main Conditional Use Permit for the dispensing of alcohol would substantially conform with the purpose, intent and provisions of the General Plan and the applicable community plan.

Additional findings required per LAMC Section 12.24 W.1 (Conditional Use for Alcoholic Beverages):

10. The proposed use will not adversely affect the welfare of the pertinent community.

The Project requests a Main Conditional Use Permit (MCUP) to allow for the sales and service of a full-line of alcoholic beverages for on-site consumption in conjunction with four commercial establishments. While the specific tenants or uses have not yet been identified, the Project would be limited to commercial uses permitted in the C2 Zone, pending approval of the Project's requested General Plan Amendment and Vesting Zone and Height District Change entitlements. The Main Conditional Use Permit provides an umbrella entitlement with general conditions that apply to up to four commercial establishments serving the Project. These conditions include, but are not limited to, security measures such as a camera surveillance system, appropriate lighting in the evening hours, hours of operation, prohibition of after-hours use, except routine clean-up, and prohibition of dancing and adult entertainment. Additionally, within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program.

Additionally, the surrounding neighborhood contains similar mixed-use buildings that provide commercial uses which serve alcohol on-site, therefore the introduction of another such establishment would not create an adverse or unique condition. The Project's new establishments will help to enhance the availability of dining and entertainment options to residents on-site as well as those in the neighborhood. All music, sound or noise which is under the control of the tenant shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Project Applicant will be required to maintain the premises and sidewalk in good condition. These conditions will be

supplemented by more specific conditions designed to address the characteristics of each individual establishment, and a Plan Approval will be required, prior to the effectuation of the approval for each respective tenant, including more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and LAPD have the opportunity to recommend conditions, including the maximum number of indoor seats, as determined by the Department of Building and Safety.

Therefore, as conditioned, the request to allow the sale of alcoholic beverages for on-site consumption within up to four establishments in conjunction with the proposed uses would not adversely affect the welfare of the community.

11. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

According to the California State Department of Alcoholic Beverage Control (ABC) licensing criteria, three (3) on-site and one (1) off-site licenses are authorized for the subject Census Tract Number 2060.31. Within the subject Census Tract there are currently a total of 93 active licenses, including, 81 on-sale and 12 off-sale licenses. As such, the number of existing on-sale licenses within the census tract where the Project Site is located exceeds ABC guidelines.

According to statistics provided by the Los Angeles Police Department's Central Division Vice Unit, within Crime Reporting District No. 1309, which has jurisdiction over the Project Site, a total of 466 crimes were reported in 2020 (313 Part I and 153 Part II crimes), compared to the citywide average of 141 crimes and the total High Crime Reporting Districts average of 169 crimes for the same reporting period. The vast majority of Part 1 Crimes are reported as larceny. Part II Crimes reported include, Narcotics (20), Liquor Laws (0), Public Drunkenness (0), Disturbing the Peace (0), Disorderly Conduct (0), Gambling (0), DUI related (29) and other offenses (55).

Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. The ABC has discretion to approve an application if there is evidence that normal operations would not be contrary to the public welfare and will not interfere with the quiet enjoyment of property by residents in the area. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, and loitering are mitigated by the imposition of conditions requiring responsible management and deterrents against loitering, public drinking, driving under the influence, and public drunkenness. As stated above, the number of existing on-site licenses within the census tract where the Project Site is located exceeds ABC guidelines. However, as conditioned, allowing the sale, dispensing, and consumption of a full line of alcoholic beverages in conjunction with the proposed restaurant and retail uses and is not anticipated to create a law enforcement issue. Consequently, this approval would not result in an undue concentration of premises selling, dispensing, and consumption of a full-line of alcoholic beverages.

Additionally, the four proposed establishments are part of a larger development, which would benefit from oversight of the building complex as a whole. Moreover, included in this grant are

a number of general conditions that would act to minimize any impacts that might be generated by alcohol serving establishments including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site consumption as a part of this MCUP must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, and create measures, which will minimize impacts. Likewise, concerns associated with any individual establishment can be addressed in more detail through the Plan Approval process, which will provide an opportunity to consider more specific operational characteristics when a tenant is identified and the details of each establishment are highlighted.

The Project will not adversely affect community welfare because the proposed restaurants are desirable uses, and would be located in an area that permits commercial uses. As such, the proposed uses in conjunction with the on-site sale, dispensing, and consumption of a full-line of alcoholic beverages would be compatible with the surrounding development and will not adversely affect the welfare of the surrounding community.

12. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The area surrounding the Project Site is improved with a range of industrial uses, residential uses, restaurants, and commercial uses contained in low-rise and mid-rise buildings of varying ages.

The following sensitive uses are located within 1,000-foot radius of the Project Site:

- Toy Factory Lofts located Industrial Street;
- Biscuit Company Lofts located at 1850 Industrial Street;
- Brick Lofts located at 562 Mateo Street;
- AMP Lofts located at 695 S. Santa Fe Avenue; and
- Metropolitan High School located at 727 Wilson Street

As such, the proposed residential and commercial uses are located within proximity of sensitive uses, including residential and school uses. Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The project will provide adequate security measures to discourage loitering, theft, vandalism and other nuisances as imposed through the project condition. All sales employees will receive training in responsible alcohol sales; age verification devices and prompts will be part of the Point-of-Sale system to assist cashiers in prevention of sales to minors. The surrounding area is an urban environment that contains similar mixed-use buildings with residents in close proximity to restaurants and other establishments that serve alcohol. While the sale of alcoholic beverages is important to the restaurants that will be located within the Project, it will be incidental to primary operations and, as such, no detrimental effects should be expected from the proposed project. Potential effects of excessive noise or disruptive behavior is addressed by the imposition of Conditions of Approval.

Plans submitted by the Applicant show that the four potential establishments for which alcohol sales and/or service is being requested, would front Mateo Street as well as the Project's proposed internal facing public paseo. While properties along Mateo Street are developed with light industrial, residential and commercial uses, the proposed on-site sale of a full line of alcoholic beverages would be compatible with the existing and proposed neighborhood-

serving commercial uses (including the 2053 E. 7th Street which has requested a Conditional Use permit for the sale of a full-line of alcoholic beverages for consumption on the premises) within the Central City North Community Plan area. Moreover, included in this grant are several conditions that will act to minimize any impacts that might be generated by alcohol serving establishments including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site consumption as a part of this MCUP must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, which will minimize any impact that might be generated. Therefore, as conditioned, the Project will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

Density Bonus/Affordable Housing Incentives Compliance Findings

As permitted by LAMC Section 12.22 A.25 the applicant is requesting one incentive that will facilitate the provision of affordable housing at the site: a 20 percent reduction in the amount of required open space. 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:

- a. *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.*

As shown in Exhibit A, Site Plans, the Project has been designed to incorporate specific design standards to address the Arts District's unique urban form and architectural characteristics. The Project's proposed design is a contemporary architectural style. The Project would feature sculptural elements, including a custom-shaped building that emerges from a single-story base, oriented west toward the Industrial Street/Mateo Street T-intersection, connecting to the rest of the Project from the third floor and above. The corner building would consist of metal and glass. The remainder of the Mateo Street façade above ground level would consist of masonry and a regular grid of large windows. The Imperial Street facade would consist of the same glass, metal, and masonry as well as channel glass surrounding the ground-floor entrance to the subterranean parking structure. The materials palette is intended to complement the decorative brick of surrounding buildings and the texture of corrugated metal.

- b. *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.*

As shown in Exhibit A, the building is oriented to Mateo Street and Imperial Street, and includes a pedestrian paso through the site that provides entrance to the ground floor commercial spaces. Pedestrian access to the commercial spaces on the second level would be accessible from the Project's courtyard deck via elevators and stairs. Pedestrian access to the live/work component would also be accessible from Mateo Street and Imperial Street, with primary access to the live/work lobby from Mateo Street. Overall, the project will provide well-designed and will articulate pedestrian entrances.

- c. *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 Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

- d. *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 is not located in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

13. Pursuant to Section 12.22 A.25(c) of the LAMC and Government Code Section 65915(d), the Director shall approve a density bonus and requested incentive(s) unless the director finds that:

- a) **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 waiver or reduction of development standards will not have the effect of physically precluding the construction of a development at the densities or with the concessions or incentives permitted.**

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested on-menu incentive is not necessary 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.

Based on the set-aside of 11 percent (21 units) of the total 185 units for Very Low Income households, the applicant is entitled to one incentive under both the Government Code and LAMC. The project will utilize one on-menu incentive to decrease the required open space by 20 percent. The requested incentive would provide cost reductions that provide for affordable housing costs because the incentive by its nature facilitates the creation of more affordable housing units and rentable space.

Reduction in Required Open Space: The applicant has requested an On-Menu Incentive to allow a 20 percent reduction in required open space from approximately 19,150 square feet of open space (17,700 square feet of open space under the Flexibility Option) to approximately 15,320 square feet of open space (14,160 square feet under Flexibility Option), as permitted under LAMC Section 12.22 A.25(f). LAMC Section 12.22 A.25 (f)(6) sets forth an on-menu incentive for “[a] 20% decrease from an open space requirement, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines “O”” The Project has been conditioned to provide landscape sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required.

The decrease in required open space will allow the Project a larger building envelope so that the proposed residential units are of sufficient size, configuration, and quality, and will result in building design and construction efficiencies that facilitate affordable housing costs. Compliance with the LAMC required open space would require the provision of floor area that could otherwise be dedicated to the number, configuration and livability of affordable housing units; and would similarly reduce the building footprint

within which the Project could be built, the arrangement of amenities provided for the residential units proposed, and configuration of amenities that will be accessible to all of the residents within the affordable housing development. The increase in overall space that is dedicated to residential uses facilitates the creation of more residential units and enables the applicant to reserve more residential units for lower income levels. Therefore, the incentive supports the applicant's decision to set aside 11% of the dwelling units for Very Low Income Households. In addition, this request is included in the list of On-Menu Incentives in the LAMC, which were 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 Department of City Planning will always arrive at the conclusion that the density bonus On-Menu Incentives provide actual and identifiable cost reductions that provide for affordable housing costs because the incentives, by their nature, increase the building envelope so that the additional units can be constructed and the overall space dedicated to residential uses is increased.

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

As required by Section 12.22 A.25(e)(2), the Project meets the eligibility criterion that is required for projects requesting on-menu incentives in that the Project: i) provides facade articulation through the use of varying materials and architectural differentiation between the ground floor and upper stories of the building; ii) provides street orientation by including active street frontages with pedestrian features; iii) does not involve a contributing structure in a designated Historic Preservation Overlay Zone, or a structure listed on the National Register of Historic Places; and iv) is not located on a substandard street in a Hillside Area or Very High Fire Hazard Severity Zone, as recorded in the City's Zoning Information and Map Access System.

There is no evidence in the record that the proposed density bonus incentive(s) 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)). The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. There is no substantial evidence that the incentive for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources. Based on all of the above, there is no basis to deny the requested incentive.

Site Plan Review Findings

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

The Project would involve the demolition of an existing warehouse and surface parking lot, and the construction of a 197,355-square-foot mixed-use building including 185 live/work units, 23,380 square feet of commercial space, and associated parking facilities on a 44,839 square foot lot. The Project also proposes the ability to implement a Flexibility Option that would

provide the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square-feet, which would reduce the overall amount of live/work units from 185 to 159.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community-specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to Housing and Conservation, Land Use, Noise, Safety, and Transportation. The City's Land Use Element is divided into 35 Community Plans that establish parameters for land use decisions within those sub-areas of the City. The Project is consistent with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element, Health and Wellness Element, Air Quality Element and the Land Use Element- Central City North Community Plan.

As discussed in Finding No. 2, the 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 that relate to housing, economic vitality, and the Citywide Design Guidelines. In addition, the Project Applicant shall put forth a good faith effort for local hire and prevailing wage for construction workers on the site, in support of General Plan policies related to economic development. Approval of the Project would enhance the built environment in the surrounding neighborhood and would provide a function that is fitting and compatible with the character of the surrounding community and commercial viability of the region as a whole.

The Project Site is located within the River Improvement Overlay Zone (RIO) and would be required to comply with the Los Angeles River Design Guidelines, which establishes best practices for designing projects located within the RIO District. The Los Angeles River Design Guidelines consist of overarching objectives followed by a list of specific implementation strategies. These strategies address river-adjacent development. Although the Project is located within the boundaries of the RIO District, the Project Site is separated from the Los Angeles River by existing railroad tracks and is not immediately adjacent or accessible from the River. Nevertheless, the Project would further the relevant objectives of the Los Angeles River Design Guidelines, including employing high quality, attractive and distinguishable architecture and minimizing the quantity and appearance of parking and loading areas by locating all parking and loading areas underground or screened from public view.

Additionally, and as discussed under Finding 2 above, the Project would be in substantial conformance with the applicable CRA/LA Central Industrial Redevelopment Plan Goals and would provide a safe and secure environment for employees, residents, and visitors of the Site, while also introducing new development that increases job opportunities, property values, and tax revenues.

Based on the above, the Project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

15. 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 in neighboring properties.

The Project Site is located within the Central City North Community Plan Area. The area surrounding the Project Site is urbanized and improved with a range of industrial, residential, restaurants, and commercial uses. The Site is bound by Mateo Street to the west, Imperial Street to the east, a one-story warehouse building with associated surface parking lot to the

north, and single-story industrial and commercial buildings with associated surface parking lots to the south. Vehicular access to the Site is currently available at driveways along both Mateo Street and Imperial Street.

The Project Site is currently improved with an industrial building constructed in 1978 as warehouse and office building that occupies approximately 26,740 square feet of floor area which will be demolished, and an associated surface parking lot. The Project would include the construction of a 197,355-square-foot mixed-use building including 185 live/work units, 23,380 square feet of commercial space, and associated parking facilities on a 44,839 square foot lot. Eleven percent of the units (21 units) would be deed-restricted for Very Low-Income households. The proposed building would be 116 feet in height to the top of the parapet (eight above-ground levels) plus three levels of subterranean parking.

The Project also proposes the ability to implement a Flexibility Option that would provide the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square feet, and , reduce the overall amount of live/work units from 185 units to 159 units. Eleven percent (18 units) would be deed-restricted for Very Low-Income households. The building proposed under the Flexibility Option would have the same floor area, maximum height, and architectural design.

The Project would provide up to 287 vehicle parking spaces within three subterranean levels. Access to residential vehicle parking would be provided via Imperial Street located on the eastern side of the Site. The Project would also provide 154 bicycle parking spaces, comprised of 24 bicycle spaces for commercial uses (including 12 short-term spaces and 12 long-term spaces) and 130 spaces for the live/work uses (including 12 short-term and 118 long-term).

Height

The proposed building would be 116'-0" to the top of the parapet, with 8 above-ground levels, plus three levels of subterranean parking. The proposed mixed-use building would be a similar height as other buildings in the immediate surrounding area. The six-story mixed-use Toy Factory Lofts and the seven-story mixed-use Biscuit Company Lofts are located across Mateo Street to the west of the Project site and the seven-story Amp Lofts building is located across Imperial street to the east of the Project site. As such, approval of the Project would allow for the development and use of the Site for residential, retail, restaurant, and office uses consistent with the scale of existing and proposed developments within the surrounding neighborhood.

Bulk & Mass

The area surrounding the Project Site is characterized by a range of one- to nine-story buildings. The proposed Project is for a eight-story building that spans from Mateo Street to Imperial Street. The building is designed is intended to be complementary to surrounding structures and reflect traditional warehouse massing, form, and exterior façade design.

The building mass is predominately rectangular, with the exception of the northwest corner, which features an irregularly shaped element. This corner of the building features a two-level approximately 30 foot tall covered courtyard space at the ground level. Above, the façade shifts in volume as it rises, and includes a pattern of irregularly shaped windows, and an angled roofline. The remainder of the building is rectangular in form, with straight lines from the ground floor to the roof. The building features an open-air atrium space that begins on the second level, and is approximately 87 feet in depth as measured from the Mateo Street façade. This space provides for terraced seating and outdoor dining on the second level, as well as providing access to light and air for the 3rd through 8th levels. The ground floor pedestrian paseo along the Project's southern boundary provides access through the site,

and also reveals another open air atrium, located approximately 161 feet away from the Mateo Street frontage. This atrium space is approximately 66 feet deep and just over 68 feet wide, and would feature a private landscaped terrace on the second level and provide access to light and air, including private balconies for the 3rd through 8th levels. The northwest corner of the building would consist of metal and glass, while the remainder of the Mateo Street façade above ground level would consist of masonry and a regular grid of large windows. The Imperial Street facade would consist of the glass, metal, and masonry, as well as channel glass surrounding the ground-floor entrance to the subterranean parking structure. The materials palette is intended to complement the decorative brick of surrounding buildings and the texture of corrugated metal.

The proposed bulk and mass would be consistent with the scale of existing and future proposed developments within the surrounding neighborhood.

Setbacks

Pursuant to LAMC Section 12.14, front yard setbacks are not required in the C2 Zone for commercial uses. However, the C2 Zone defaults to the R4 Zone for residential setbacks, measured at the first residential level. The Project provides a 15 foot side yard setback along the southern property line, and a 10 foot to 10 foot 6 inch side yard setback along the northern property line. The building along the Mateo Street and Imperial Street frontages will observe a zero foot setback, in compliance with LAMC regulations.

Off-Street Parking and Loading Area

Vehicular access to the subterranean parking levels for the Project will be provided via one driveway on Imperial Street at the northeast corner of the site. The loading area will be located north of the vehicular driveway, along the northern property line, accessed from Imperial Street. Commercial delivery trucks would park on Imperial Street adjacent to the project site, providing for internal loading, rather than at the storefronts. This loading corridor would also provide residents additional access the elevator lobby for ease of moving in and out. The driveway and site access areas would be designed in accordance with the City of Los Angeles Department of Transportation (LADOT) standards. Operation hours for the loading corridor would be likely accessible 24 hours a day, seven days per week.

As required by Code, the Project would provide 287 parking spaces within three subterranean levels. By providing parking fully underground, the Project improves the pedestrian environment and overall aesthetic of the Project. The Project will include installation of Electric Vehicle (EV) charging stations for 10 percent of the total code-required parking spaces, while 30 percent of the total code-required parking spaces will be capable of supporting future electric vehicle supply equipment (EVSE).

Landscaping:

Pursuant to LAMC Section 12.21 G.2, the Project is required to provide approximately 19,150 square feet of open space, and approximately 17,700 square feet of open space under the Flexibility Option. LAMC Section 12.22 A.25 (f)(6) sets forth an on-menu incentive for “[a] 20% decrease from an open space requirement, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines “O”” The Project has been conditioned to provide landscape sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required. The Project would include 46 trees and landscaping on the ground floor, as well as throughout the outdoor amenity decks located on Floors 2 and 8 of the Project. However, as discussed above, because the Project is deed-restricting 11 percent of proposed units for Very Low Income Households, the Project qualifies for an on-menu incentives, to reduce the amount of required open space by 20 percent. After accounting for the requested open space reduction, the

Project would be required to provide approximately 15,320 square feet of open space, and approximately 14,160 square feet under the Flexibility Option. The Project would include 185 new live/work units, and pursuant to 12.21 G.2(a)(3), is required to provide a total of 46 trees on-site (40 trees under Flexibility Option). Additionally, the Project is required to landscape at least 25 percent of the required common open space. Additionally, the Project would create an inviting pedestrian environment through the provision of a 3,500 square foot ground floor paseo that would be activated with a variety of seating and planters, display areas for public art, lighting, and a vertical garden. The paseo would be open to the public during business hours and would be gated at each entrance, providing access to residents only, during non-business hours.

Trash Collection

As conditioned, all trash and recycling areas will be enclosed, accessed via the loading corridor, and not visible from the public right-of-way.

Lighting & Building Signage

The Project would add new live/work units, retail, restaurant, and office uses that would include accent and security lighting, in compliance with LAMC requirements, and similar to the existing adjacent residential, commercial, and industrial uses. Additionally, the Project Site is located adjacent to residential uses and has been designed and conditioned to protect nearby uses from potential lighting related impacts, including conditions for outdoor lighting to shine downward, be installed with shielding, and be directed onto the Project Site,

All signage shall be required to comply with LAMC requirements. In addition, the Project has been conditioned so that there shall be no off-site commercial signage on construction fencing during construction.

The Project, as an infill mixed-use project, would be compatible with existing and future development on adjacent and neighboring properties with regards to height, bulk, and setbacks, off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements. Therefore, the arrangement of the development would be consistent and compatible with existing and future development in neighboring properties.

16. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

Pursuant to LAMC Section 12.21 G, based on the number of units and the mix of unit types, the Project would be required to provide approximately 19,150 square feet of open space, and approximately 17,700 square feet of open space under the Flexibility Option.

However, the Project includes a Density Bonus incentive to decrease the required open space by 20 percent. Therefore, the Project would provide a total of 15,320 square feet of open space (14,160 square feet under Flexibility Option), and a total of 9,290 outdoor common space under both Project and Flexibility Option, 3,180 square feet of indoor common space under both Project and Flexibility Option and 2,850 square feet (2,400 square feet under Flexibility Option) of private open space. The open space would include a 3,500 square-foot ground floor paseo. The private balconies provide 2,500 square feet (2,050 under Flexibility Option) of open space to residents on levels three to seven. The 10,825 square-foot amenity deck located on Floor 8 would provide amenities such as a pool deck, a fitness deck, resident's art production and gallery, and a urban farm.

Open Space Provided¹ (Sq. Ft.)	
Private Open Space	2,850
Outdoor Common Open Space	9,290
Indoor Common Open Space	3,180
Total Common Open Space Provided	12,470
Total Residential Open Space Provided	15,320
¹ Private open space under Flexibility option would be 2,400 square feet resulting in a total of 14,160 square feet of Open Space.	

The Project would improve habitability for its residents by providing access to on-site recreational amenities. The paseo would be accessible to the public and would provide access to ground-floor commercial uses and to open space dining areas and terrace on the second level. The paseo would provide a landscaped connection through the Project from Mateo Street to Imperial Street.

The Project would include a variety of commercial uses and would provide outdoor seating and landscaping to accompany the commercial spaces. Short-term bike parking would be provided along the Mateo Street entrances on the ground level and long-term bike parking would be on first level of the subterranean parking. Residents would be able to dine on-site and use the public spaces during hours of operation.

As proposed, the Project has programmed the open space taking into consideration the varying recreational needs of the future residents and visitors. Therefore, the Project would provide recreational and service amenities to improve the habitability for its residents and minimize impacts on neighboring properties.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of the 676 Mateo Street Project by preparing an environmental impact report (EIR) ENV-2016-3691-EIR (SCH No. 2018021068). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The 676 Mateo Street Project EIR, consisting of the Draft EIR and Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the 676 Mateo Street Project (Project), located at 668-678 S. Mateo Street, 669-679 S. Imperial Street, Los Angeles, CA 90021 (Project site). The Project as analyzed in the EIR, involves the construction and operation of a new mixed-use development on a 197,355 square-foot site (Project Site) located in the Central City North Community Plan area of the City of Los Angeles. The Project would include up to 185 live/work units, 23,380 square feet of commercial space, and associated parking facilities on a 44,839 square foot lot. Eleven percent of the units (21 units) would be deed-restricted for Very Low-Income households. The proposed building would be 116 feet in height to the top of the parapet (eight above-ground levels) plus three levels of subterranean parking with approximately 4.63:1 FAR.

The Project also proposes the ability to implement Flexibility Option that would provide the flexibility to increase the commercial square footage from 23,380 square feet to 45,873 square-

feet, and, reduce the overall amount of live/work units from 185 units to 159 units. Eleven percent of the units (18 units) would be deed-restricted for Very Low-Income households.

The Draft EIR was circulated for a 46-day public comment period beginning on December 10, 2020 and ending on January 25, 2021. A Notice of Completion and Availability (NOC/NOA) was distributed on December 10, 2020 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and could be accessed and reviewed by members of the public by appointment with the Planning Department. Additionally, due to the circumstances created by the COVID-19 pandemic, copies of the Draft EIR were made available to the public on CD-ROM or in hard copy upon request to the Department of City Planning at the contact information listed on the NOC/NOA. A copy of the document was also posted online at <https://planning.lacity.org>. Notices were filed with the County Clerk on December 10, 2020 as a result of the COVID-19 pandemic pursuant to the Governor's Executive Order No. N-54-40.

The Final EIR was then distributed in August 2021. The Advisory Agency certified the EIR on September 16, 2021 ("Certified EIR") in conjunction with the approval of the Project's Tract Map (VTT-74550-CN). This decision was appealed and the appeal was denied and the EIR was certified by the City Planning Commission at its October 28, 2021 meeting. In connection with the certification of the EIR, the City Planning Commission adopted CEQA findings and a mitigation monitoring program. The City Planning Commission adopted the mitigation monitoring program in the EIR as a condition of approval. All mitigation measures in the Mitigation Monitoring Program are also imposed on the Project through Conditions of Approval of CPC-2016-3689-GPA-ZC-HD-MCUP-DB-SPR, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in

the previous EIR;

- C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the approval of the Project. There are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

RECORD OF PROCEEDINGS

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the Draft EIR, Final EIR, and Errata, are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/eir> (to locate the documents, search for the environmental case number). Due to government facility closures as a result of the COVID-19 crisis, the Draft and Final EIR documents could not be made available at a public library. However, consistent with state emergency orders, the public was notified of an ability to call or email the City for alternative modes to access the documents or to schedule an appointment to review the documents at the City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1450, Los Angeles, CA 90012, during office hours Monday - Friday, 9:00 a.m.