



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: October 28, 2021
Time: After 8:30 a.m.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].
The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: August 25, 2021
Appeal Status: General Plan Amendment is not appealable. Vesting Zone Change and Height District Change are appealable by the Applicant to the City Council if disapproved in whole or in part. All other actions are appealable to City Council.
Expiration Date: November 21, 2021

PROJECT LOCATION: 668-678 S. Mateo Street, 669-679 S. Imperial Street, Los Angeles, CA 90021

PROPOSED PROJECT: The project would involve the demolition of the existing warehouse and surface parking lot, and the construction of an up to 197,355-square-foot mixed-use building including up to 185 live/work units (including 21 units for Very Low Income households), up to 23,380 square feet of art-production and commercial space, and associated parking facilities, on a 44,839 square foot lot. The proposed eight-story building would be up to 116 feet in height and would include three levels of subterranean parking.

The Project also proposes an increased commercial option (Flexibility Option) that would provide the Project the flexibility to increase the commercial square footage provided and reduce the amount of live/work units within the same building envelope. The increased commercial option of the Project would consist of up to 159 live/work units (including 18 units for Very Low Income households), up to 45,873 square feet of art-production and commercial space, and associated parking facilities.

Case No.: CPC-2016-3689-GPA-ZC-HD-MCUP-DB-SPR
CEQA No.: ENV-2016-3691-EIR
Related Cases: VTT-74550-CN, -1A

Council No.: 14 – de León
Plan Area: Central City North
Plan Overlay: River Improvement Overlay (RIO) and Central Industrial Redevelopment Plan Area
Certified NC: Downtown Los Angeles

Existing GPLU: Heavy Industrial
Proposed GPLU: Regional Commercial

Existing Zone: M3-1-RIO
Proposed Zone: (T)(Q)C2-2-RIO

Applicant: District Centre, LP, & District Centre-GPA, LP
Representative: Edgar Kalatian & Susan Chivaratanond, Mayer Brown

REQUESTED ACTIONS:**ENV-2016-3691-EIR**

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, the consideration and certification of the Environmental Impact Report (EIR) ENV-2016-3691-EIR, SCH No. 2018021068, for the project, and Adoption of the Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain;
2. Pursuant to Section 21081.6 of the California Public Resources Code, the adoption of the proposed Mitigation Measures and Mitigation Monitoring Program;
3. Pursuant to Section 21081 of the California Public Resources Code, the adoption of the required Findings for the certification of the EIR.

CPC-2016-3689-GPA-ZC-HD-MCUP-DB-SPR

4. Pursuant to the Los Angeles City Charter Section 555 and LAMC Section 11.5.6, a **General Plan Amendment** to the Central City North Community Plan to change the land use designation from Heavy Industrial to Regional Commercial;
5. Pursuant to LAMC Section 12.32 Q, a **Vesting Zone Change** and **Height District Change** from M3-1-RIO to (T)(Q)C2-2-RIO
6. Pursuant to LAMC Section 12.24 W.1, a **Main Conditional Use Permit** for the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to four (4) establishments;
7. Pursuant to LAMC Section 12.22 A.25(g), a **Density Bonus Compliance Review** for a Housing Development Project reserving 11 percent of proposed units as Very Low Income Restricted Affordable Units for a period of 55 years, with the following requested incentive:
 - a. An On-Menu incentive to reduce the open space requirement by up to 20 percent ;
8. Pursuant to LAMC Section 16.05, **Site Plan Review** for a project resulting in an increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:**ENV-2016-3691-EIR**

If the City Planning Commission denies the appeal of the Vesting Tentative Tract Map (VTT-74550-CN-1A) and sustains the actions of the Advisory Agency:

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the 676 Mateo Street Project EIR No. ENV-2016-3691-EIR, SCH No. 2018021068, certified on October 28, 2021; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

CPC-2016-3689-GPA-ZC-HD-MCUP-DB-SPR

2. **Recommend** that the Mayor and City Council Approve a **General Plan Amendment** to the Central City North Community Plan to change the land use designation from Heavy Industrial to Regional Commercial;
3. **Recommend** that the City Council Approve a **Vesting Zone** and **Height District Change** from M3-1-RIO to (T)(Q)C2-2-RIO;
4. **Approve** a **Main Conditional Use Permit** for the on-site sale of a full-line of alcoholic beverages within four establishments;
5. **Approve** a **Density Bonus** for a Housing Development Project reserving 11 percent of proposed units as Very Low Income Restricted Affordable Units for a period of 55 years, with the following requested incentive:
 - a. An On-Menu incentive to reduce the open space requirement by up to 20 percent;
6. **Approve** a **Site Plan Review** for a project resulting in an increase of 50 or more dwelling units.
7. **Adopt** the attached Conditions of Approval; and
8. **Adopt** the attached Findings.

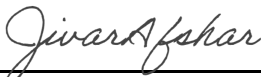
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Environmental Impact Report (EIR) links:

Draft EIR: <https://planning.lacity.org/development-services/eir/676-mateo-street-project-0>

Final EIR: <https://planning.lacity.org/development-services/eir/676-mateo-street-project-1>

PROJECT ANALYSIS

Project Summary

The 676 Mateo Street Project (Project) proposes a mixed-use development on a 1.03-acre site within the Arts District neighborhood of downtown Los Angeles. The proposal includes the demolition of an existing warehouse and surface parking lot, and the construction of a 197,355-square-foot mixed-use building including up to 185 live/work units, 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 proposed building would be up to 116 feet to the top of the parapet, constructed with 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 Project the flexibility to increase the commercial square footage from 23,380 square feet to 45,873 square-feet within the same building parameters 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 Project and the Flexibility Option both feature a ground-floor publicly-accessible pedestrian paseo which will provide connectivity between the building's frontages and includes a landscaped connection through the Project Site from Mateo Street to Imperial Street.

The requested land use entitlements include a General Plan Amendment, Zone Change, and Height District Change from industrial land uses and zoning to allow for a mixed-use residential development; Conditional Use requests to allow for density and floor area averaging and onsite alcohol sales; and Site Plan Review. The Project's environmental impacts, including significant and unavoidable impacts from on-site construction vibration impacts related to human annoyance, is also under consideration.



Project Ground Floor Plan

The adopted Central City North Community Plan policies support the enhancement of commercial and residential uses, and specifically live-work uses in the Arts District neighborhood. The Project has garnered both public support from the Downtown Neighborhood Council and local stakeholders and opposition from the Coalition for Responsible Equitable Economic Development (CREED LA) and other local unions. Support

has cited the Project's public benefits including affordable housing production, and the design of an active ground floor that supports pedestrian activity. Concerns have centered on a lack of prevailing wage and skilled jobs for locals and air quality and noise impacts on neighboring residents during construction. It should also be noted that construction impacts have been fully disclosed and mitigated to the extent feasible, as demonstrated in the environmental analysis.

In consideration of both support and concerns of the Project, and within the context of the pattern of development within the Arts District, Staff recommends conditional approval of the requested entitlements. The resulting mixed-use project would support planning policies for development within the community, including policies for affordable housing and live-work units, mixed-use development, and job creation.

The EIR and the Vesting Tentative Tract Map were approved by the Advisory Agency on September 16, 2021 and include the merger and resubdivision of the Project Site into one master ground lot and for condominium purposes for a mixed-use development on an approximately 1.03 acre lot. On September 23, 2021 the Advisory Agency's decision was appealed by CREED LA, claiming deficiencies in the project's EIR and entitlement findings. The appeal will be considered by the City Planning Commission at its October 28, 2021 meeting.

Background

Location and Setting

The Project Site is located within the Arts District neighborhood within the Central City North Community Plan. 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 with associated surface parking lot to the north, and a single-story industrial building to the south. Vehicular access to the Site is currently available at driveways along both Mateo Street and Imperial Street. Further to the east are railroad tracks and the Los Angeles River.



Aerial View of the Project Site

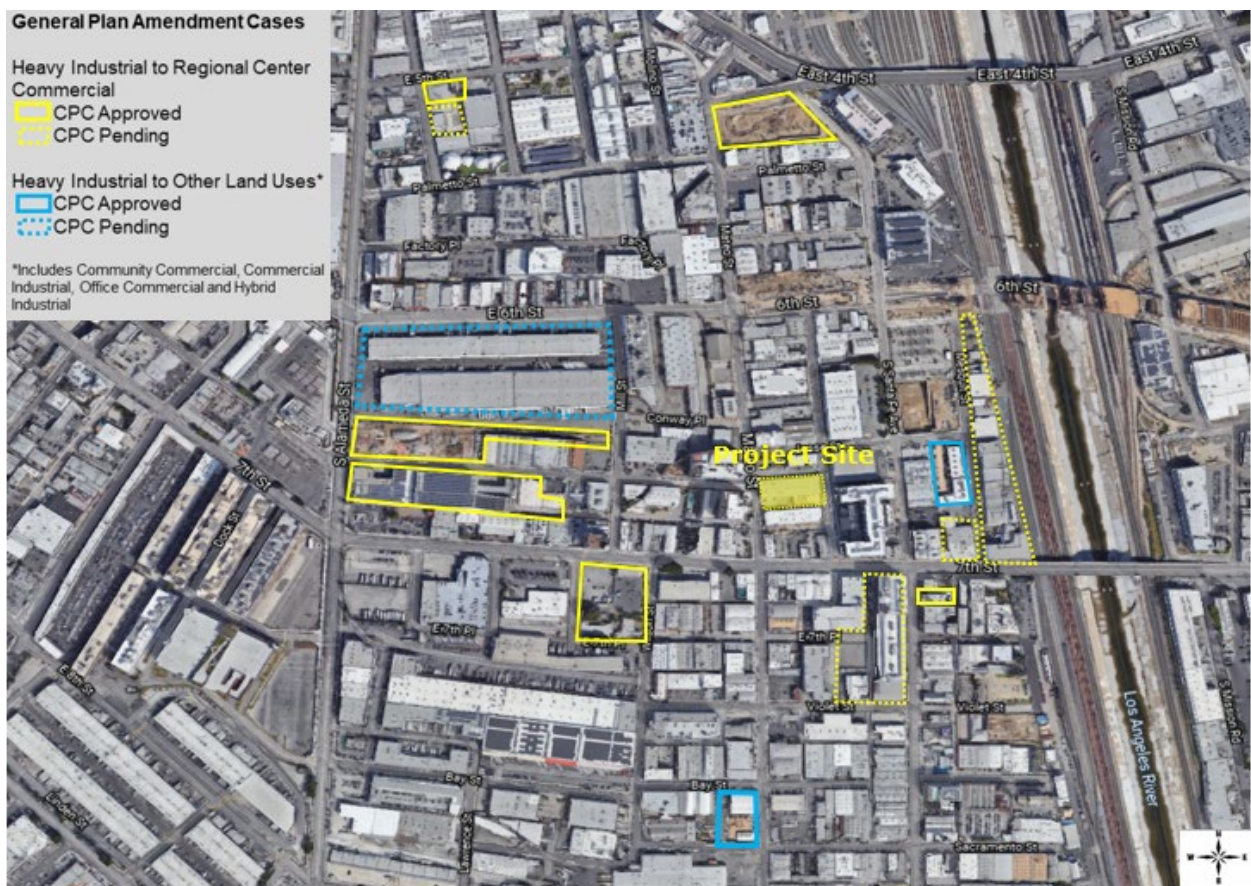
Project Site and Characteristics

The topography of the 1.03-acre Project Site and surrounding vicinity is relatively flat. The rectangular-shaped site has 160 feet of frontage along Mateo Street to the west and Imperial Street to the east and is approximately 266 feet in depth. The Project Site is currently improved with an approximately 26,740 square feet industrial building constructed in 1978 which is used

as a warehouse and office building, and an associate surface parking lot. Security gates at Mateo Street and Imperial Street restrict vehicular and pedestrian access to the Project Site. Nearly the entire Project Site is hardscaped with concrete and asphalt. There is one Silk Oak street tree along Mateo Street and five Crape Myrtle street trees along Imperial Street adjacent to the Project Site boundaries. The existing street trees would be removed during construction.

Existing Land Use Designation and Zoning

The Project Site is located in the Central City North Community Plan, which designates the site for Heavy Industrial land uses, with a corresponding zone of M3-1-RIO (Heavy Industrial, Height District 1, River Improvement Overlay District). The M3 Heavy Industrial zone permits a variety of industrial, industrial, and storage uses, as well as office and commercial uses. In combination with the M3 Zone, Height District 1 permits a maximum FAR of 1.5:1 and does not specify a building height limit.



Requested/Approved General Plan Amendments Near the Project Site

Surrounding Uses

The Project Site is located in an urbanized area and generally surrounded by low and medium rise industrial and commercial buildings. The area has been undergoing changes to the development landscape, with new residential, live/work, restaurant, retail, and office uses being introduced within an area previously more concentrated with commercial and industrial uses.

As shown in the figure above, similar to the Project's General Plan Amendment request to change the site's land use designation from Heavy Industrial to Regional Commercial, several

surrounding parcels located in the Arts District neighborhood have requested or have been recently approved for the Regional Commercial or other non-industrial land use designation.

North: To the north of the Project Site, land uses consist of a mix of residential, commercial, and manufacturing uses, including but not limited to restaurant, live/work units, retail, and office uses. These properties have the Heavy Industrial General Plan land use designation and corresponding M3-1-RIO Zone. Buildings range from one to three stories in height with no consistent building typology.

East: To the east of the Project Site, across Imperial Street is the seven-story AMP Lofts residential development and one-story light manufacturing/industrial building. These properties have the Heavy Industrial General Plan land use designation and corresponding M3-1-RIO Zone. Buildings range from one to seven stories in height, with no consistent building typology.

South: To the south of the Project Site, land uses consist of single-story industrial and commercial buildings with associated surface parking lots, and across 7th Street are structures fronting 7th Street that have been adaptively reused for office, restaurant, and retail uses. These properties have the General Plan land use designation of Heavy Industrial with corresponding M3-1-RIO Zone. Buildings range from one to two stories in height, with no consistent building typology.

West: To the west of the Project Site, across Mateo Street are residential uses, including the adaptively reused Toy Factory and Biscuit Lofts. Other land uses consist of a mix of commercial, office, and light manufacturing. These properties have the Heavy Industrial General Plan land use designation and corresponding M3-1-RIO Zone. Buildings are one to six stories in height with no consistent building typology.

Regional and Local Access

Regional access to the Project Site is provided by the I-10 (Santa Monica) Freeway located approximately half a mile south of the Project Site, the US-101 (Hollywood) Freeway approximately 1.2 miles north of the Project Site, and the I-5 (Santa Ana) Freeway approximately half a mile east of the Project Site.

Streets and Circulation

Mateo Street is designated by the Mobility Plan as a Avenue III Street, traveling north-south with a right-of-way width of 72 feet and is improved with sidewalks, curbs, and street trees. A 6-foot wide strip of land will be required to be dedicated along Mateo Street adjoining the project to complete a 36-foot wide half public street half right-of-way in accordance with Avenue III Standards of the LA Mobility Plan 2035. .

Imperial Street is designated by the Mobility Plan as a Collector Street, traveling north-south with a right-of-way width of 66 feet and is improved with sidewalks, curbs, and street trees. An 8-foot-wide strip of land will be required to be dedicated along Imperial Street adjoining the project to complete a 33-foot-wide half right-of-way in accordance with Collector Street Standards of the LA Mobility Plan.

Public Transit

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 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.

Bicycle Facilities

Currently, there is a dedicated, one-way, discontinuous bicycle lane on Mateo Street, ending at the intersection of 6th Street and Mateo Street, less than 1,000 feet from the Project Site. No other bicycle lanes, paths, or routes exist within 0.5 mile of the Project Site. There are currently two Metro bike share facilities within 500 feet of the Project Site located at the corner Imperial Street and 7th Street and Industrial Street and Mateo Street. According to the Bicycle Plan 2010 (as part of the Mobility Plan 2035), the nearest planned bicycle infrastructure includes 7th Street as a future Class II Bike Lane or Backbone Bikeway and Mateo Street and Santa Fe as a Neighborhood Enhanced Network or Bicycle Friendly Street, which is defined as a lower volume residential and collector street. Additionally, 7th Street would provide a connection to the planned Los Angeles River Bike Path that would run from Elysian Park to Maywood.

Land Use Policies

The Project Site is located within the Central City North Community Plan, DTLA2040 Community Plan Update, Los Angeles State Enterprise Zone, Transit Priority Area, River Improvement Overlay District (RIO), and the Central Industrial Redevelopment Project Area of the Community Redevelopment Agency of Los Angeles (CRA/LA).

General Plan Framework

The City of Los Angeles General Plan Framework identifies the site and vicinity as a Downtown Center, considered an international center for finance and trade, the largest government center in the region, and the location for major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, financial institutions, high-rise residential towers, regional transportation, and Convention Center facilities. The Downtown Center is generally characterized by floor area ratios of up to 13:1 and high-rise buildings.

Central City North Community Plan

The Central City North Community Plan Map designates the site, along with a majority of surrounding properties for Heavy Industrial land uses and allows for a corresponding zone of M3. The Heavy Industrial land use designation is subject to Footnote 6 which states that areas within Height District 1, 1L, 1VL, and 1XL may request a zone and height district change to increase allowable FAR from 1.5:1 to 3:1. The Project requests a change in the Project Site's land use designation from Heavy Industrial to Regional Commercial and to a C2 zone and Height District 2. This change would allow for the proposed 4.63:1 and a height of up to 116 feet.

Downtown Community Plan Update (DTLA 2040)

The Department of City Planning is currently in the process of updating the Central City and Central City North Community Plans, whose areas together make up Downtown Los Angeles (also known as DTLA), consolidating both community plans into the Downtown Community Plan. The purpose of the Downtown Community Plan is to develop and implement a future vision for Downtown Los Angeles that supports and sustains ongoing revitalization while thoughtfully accommodating projected future growth. As Downtown has been a rapidly changing setting within Los Angeles, it supports a collection of economic opportunities and entrepreneurship, people, culture, and distinct neighborhoods, and sits at the center of the

regional transportation network. On September 23, 2021, City Planning Commission recommended approval of the Downtown Community Plan Update and New Zoning Code.

The Project Site would be designated as Hybrid Industrial under the Downtown Community Plan Update, which is intended to “preserve productive activity and prioritize space for employment, including light industrial, new industry, commercial, and vertically-integrated businesses, with careful introduction of live/work uses.” This designation would allow a maximum FAR range of 3:1 to 6:1, with general uses that include creative office, live/work, manufacturing, and creative production.

Los Angeles State Enterprise Zone

On July 11, 2013, California Governor Edmund G. Brown Jr. signed legislation that resulted in the repeal of the Enterprise Zone Act and the dissolution of Enterprise Zones. However, the City Council adopted an action on December 18, 2013 that approved the continuation of the reduced parking provision for former Enterprise Zone areas. The Project is not utilizing the State Enterprise Zone parking reduction. While a percentage of the Project’s vehicle parking would be reduced and replaced with bicycle parking, the Project’s residential and commercial parking is in conformance with the Los Angeles Municipal Code.

Transit Priority Area

In September 2013, California Governor Jerry Brown signed Senate Bill 743 (SB 743), which made several changes to CEQA for projects located in areas served by transit. Among other things, SB 743 added Public Resources Code (PRC) Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” The Project is a mixed-use residential and commercial project and is located on an infill site. Metro runs multiple bus lines, including local and rapid lines, along E. 6th Street, E. 7th Street, Alameda Street, and Santa Fe Avenue in the area. The nearest stop is 7th/Mateo, approximately 0.1 mile south of the Project Site, and therefore qualifies as located within a Transit Priority Area.

River Improvement Overlay District (RIO)

In connection with the Los Angeles River Revitalization Master Plan, which focuses on the creation of parks, paths, and open spaces in the vicinity of the Los Angeles River, the RIO District proposes the establishment of a distinct sustainable environment in the surrounding neighborhoods to promote concepts developed in the Los Angeles River’s Master Plan. The RIO District establishes landscaping, design criteria, and administrative review procedures for projects within the RIO District. 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 be reviewed in consideration of 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.

Central Industrial Redevelopment Project Area

The Redevelopment Plan for the Central Industrial Redevelopment Project (Redevelopment Plan) was adopted by the City Council on November 15, 2002. The Redevelopment Plan covers approximately 738 acres and is generally bounded by 3rd Street to the north, the Los Angeles River to the east, Washington Boulevard and the Santa Monica Freeway (I-10) to the south, and Stanford Avenue and San Pedro Street to the west. This area is predominantly industrial, with a commercial presence, and a residential community of artist lofts and single room occupancy hotels serving residents of Skid Row. The purpose of the Redevelopment Plan is to revitalize the area through new commercial, industrial, and residential development and the rehabilitation/reuse of existing development, to maintain and expand residential neighborhoods and preserve/reuse cultural resources, and to eliminate various conditions of blight that have been identified. The Project Site is located in the Redevelopment Plan area.

Relevant Cases

Subject Property:

VTT-74550-CN: On September 16, 2021, the Advisory Agency approved Vesting Tentative Tract Map No. 74550-CN for the merger and re-subdivision of eight existing lots into one ground lot, and 185 live/work condominiums and 23,380 square feet of commercial space; and a Haul Route approval for the export of 74,500 cubic yards of soil. This decision was appealed and is pending decision by the City Planning Commission concurrent with the subject case.

Surrounding Properties (500 foot Radius):

CPC-2017-4734-GPA-ZC-HD-CUB-CUX-ZV-ZAA-SPR-RDP: A General Plan Amendment from Heavy Industrial to Regional Commercial and a Vesting Zone and Height District Change from M3-1-RIO to C2-2-RIO, Conditional Use requests for alcohol sales, entertainment and live dancing, a Zone Variance to allow the use of outdoor space in the upper/rooftop levels for dining, dancing, and live entertainment in the C2 zone; an Adjustment to permit a zero-foot setback along two street setbacks, and a Site Plan Review for a proposed hotel containing more than 50 guest rooms, for a addition of 53,353 square feet to an existing 16,928 square feet building including a hotel with restaurant, bar, gym, event space, rooftop pool deck and other uses, for the property located at 2053 E. 7th Street. A public hearing was held on February 17, 2021, but no determination has been issued at this time.

CPC-2021-2231-GPA-VZC-HD-VCU-ZV-SPR: On March 18, 2021 a case was filed for a General Plan Amendment from Heavy Industrial to Regional Commercial and a Vesting Zone and Height District Change from M3-1-RIO to C2-2-RIO, a Vesting Conditional Use for floor area ratio averaging across a unified development, a Variance to permit a loading zone to be provided with vehicular access from a public street, and a Site Plan Review for a project creating greater than 50,000 new square-feet of nonresidential floor, for an approximately 450,600 square foot mixed-use building with retail and office uses, for the property located at 2045 E. Violet Street.

Project Details

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 associated surface parking lot. Security gates at Mateo Street and Imperial Street restrict vehicular and pedestrian access to the Project Site. Nearly the entire Project Site is

hardscaped with concrete and asphalt. There is one Silk Oak street tree along Mateo Street and five Crape Myrtle street trees along Imperial Street adjacent to the Project Site boundaries.



Location of Existing On-Site Building

The 676 Mateo Street Project proposal includes the demolition of an existing warehouse and surface parking lot, and the construction of a 197,355-square-foot mixed-use building including up to 185 live/work units, approximately 15,320 square feet of open space for residents, up to 23,380 square feet commercial space, including ground-floor commercial uses, a second-story dining terrace, and an eighth floor art-production space, and associated parking facilities. Eleven percent of the units (21 live/work units) would be deed-restricted for Very Low Income households. The proposed building would be up to 116 feet in height to the top of the parapet, with eight above-ground levels in addition to three levels of subterranean parking. The Project has been designed to incorporate specific design standards to address the Arts District's unique urban form and architectural characteristics.

The Project also proposes the ability to implement a Flexibility Option that would provide the Project the flexibility to increase the commercial square footage from 23,380 square feet to 45,873 square-feet within the same building parameters, by replacing residential units on the second floor with additional commercial floor area, and, in turn, reducing 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 Project's residential lobbies would be located on each on Mateo and Imperial Street, and ground floor commercial uses would be accessible from both public streets. In addition, a publicly accessible 3,500 square foot pedestrian paseo would provide connectivity between the two streets and would also provide access to ground-floor commercial uses and outdoor dining areas. Commercial lobbies would have access to a dining area and private terrace on the second level.

Project Summary		
Existing to be Demolished		
<u>Use</u>	<u>Amount</u>	
Warehouse	26,740 sf	
Proposed		
<u>Use</u>	<u>Project</u>	<u>Flexibility Option</u>
Live/Work Units (Studio-1 bedrooms)	159 du	135 du
Live/Work Units (2 bedrooms)	26 du	0 du
Live/Work Units (3 bedrooms)	0 du	24 du
Total Live/Work Units	185 du	159 du
Commercial and Art Production	23,380 sf	45,873 sf
Private Open Space	2,850 sf	2,400 sf
Outdoor Open Space	9,290 sf	8,580 sf
Indoor Common Open Space	3,180 sf	3,180 sf
Total Residential Open Space	15,320 sf	14,160sf
du= dwelling units sf = square feet		

Project Design and Architecture

As shown in the figure below, the Project would be designed with a contemporary architectural style, but would reflect the industrial character of the surrounding buildings. The building 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 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, reflective of the historic Arts District buildings and typical building materials in the area.



Ariel view of the Project from Mateo Street looking North



View from Imperial street

Open Space and Landscaping

Pursuant to LAMC Section 12.21 G and based on the number of units and the mix of unit types, the Project is required to provide 19,150 square feet of open space, and under the Flexibility Option approximately 17,700 square feet of open space. However, as discussed above, because the Project is deed-restricting 11 percent of its proposed units for Very Low Income Households, the Project qualifies for an on-menu incentive to reduce the required amount of 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 under the Flexibility Option approximately 14,160 square feet. The Project would include approximately 15,320 square feet of usable open space (approximately 14,160 square feet under the Flexibility Option).

	Private Open Space	Outdoor Common Open Space	Indoor Common Open Space	Total
Level 1	0	635 sf	0	635 sf
Level 2	400 sf	1,360 sf	0	1,760 sf
Level 3	500 sf	0	0	500 sf
Level 4	400 sf	0	0	400 sf
Level 5	400 sf	0	0	400 sf
Level 6	400 sf	0	0	400 sf
Level 7	400 sf	0	0	400 sf
Level 8	350 sf	7,295 sf	3,180 sf	10,825 sf
Total	2,850 sf	9,290 sf	3,180 sf	15,320 sf

Project Open Space

	Private Open Space	Outdoor Common Open Space	Indoor Common Open Space	Total
Level 1	0	1,285 sf	0	1,285 sf
Level 2	0	0	0	0
Level 3	500 sf	0	0	500 sf
Level 4	350 sf	0	0	350 sf
Level 5	400 sf	0	0	400 sf
Level 6	400 sf	0	0	400 sf
Level 7	400 sf	0	0	400 sf
Level 8	350 sf	7,295 sf	3,180 sf	10,825 sf
Total	2,400 sf	8,580 sf	3,180 sf	14,160 sf

Flexibility Option Open Space

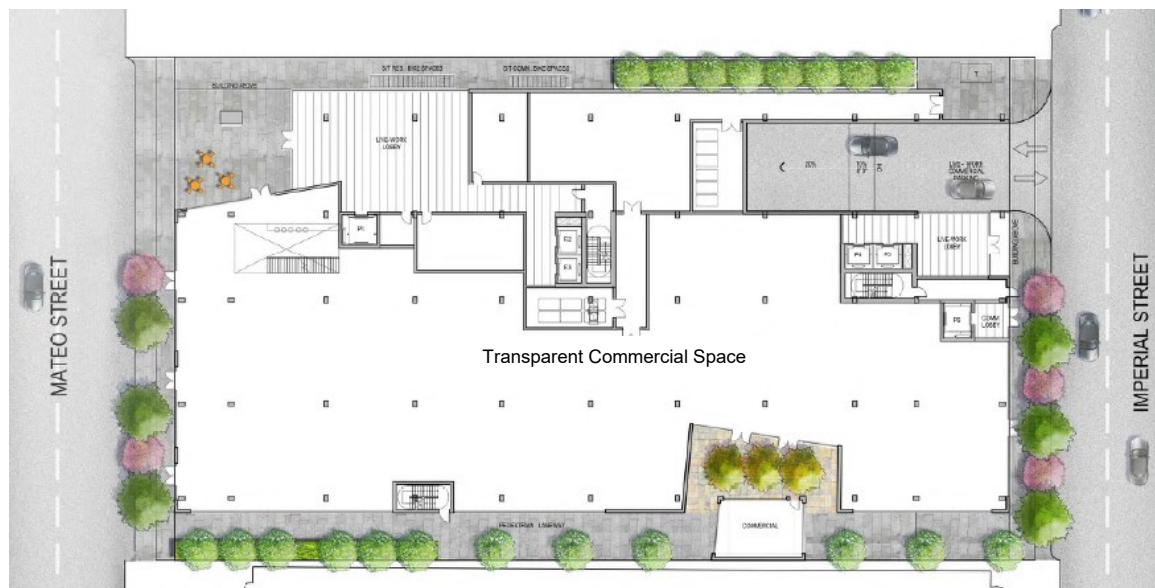
The paseo would be accessible to the public and would provide access to ground-floor commercial uses and to outdoor dining areas. Commercial lobby elevators will provide access to the terrace on the second level. The paseo would be open to the sky, and would provide access to ground floor commercial uses, and amenities. The Project's various amenities would include a swimming pool and spa, fitness and recreation rooms, courtyard with planters for cultivating fruits and vegetables, arts and production space, yoga deck on the eighth floor, outside dining area, and terraces on the second and eighth floor. In addition, a number of live/work units would include 57 private balconies. It should be noted that the Project is providing greater square footage of residential balconies. However, Per LAMC 12.21 G only 50 square feet per balconies is calculated towards provided open space. In addition the total square footage of open space provided via Paseo is 3,500 square feet.

As shown in the landscape plan below, to ensure pedestrian connectivity throughout the ground floor, the 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.

Outdoor amenities accessible only to residents would include a swimming pool and spa, fitness and recreation rooms, a courtyard with planters for cultivating fruits and vegetables, arts and production space, yoga deck, and terraces.

In addition, at the ground-floor there would be an additional outdoor paseo space and a covered plaza at the residential lobby entrance which would be accessible by the public, and an outdoor second-level terrace and dining area would be available to a commercial tenant. While these areas would not be able to count toward the LAMC 12.21 G residential open space requirements, they would provide additional amenity spaces for the public and building tenants.

The Project's landscape plan would include a variety of trees, shrubs, and ground cover complementing the common open space areas on the ground level, second level, and eighth level. The Project is required by LAMC Section 12.21 G.2 to provide 46 trees (one 24-inch box tree for every four units), and 40 trees under the Flexibility Option. The Project would provide 46 trees even under the Flexibility Option, including California Buckeye, Big Leaf Maple, Western Redbud, Desert Museum Palo Verde, Catalina Cherry, and Coast Live Oak, all of which are native tree species. Along Mateo Street is a silk oak (*Grevillea robusta*) street tree and along Imperial Street are five crepe myrtle (*Lagerstroemia indica*) street trees. The existing street trees would be removed during construction. Removal of all street trees in the public right-of-way would require approval of the Board of Public Works, and all existing street trees would be replaced at a ratio of 2:1 in accordance with the requirements of the Urban Forestry Division.



Ground Floor Landscape Plan



Private and Public Open Space on Second Floor



Amenities Accessible to Residents on Eight Floor

Parking

Vehicle Parking

The Project is required to provide residential and commercial vehicle parking in compliance with LAMC Section 12.21 and the Central City Parking District, as well as by utilizing the bicycle replacement provisions pursuant to LAMC 12.21 A.4, to reduce the required residential vehicle parking by 10 percent. Furthermore, consistent with the City's Density Bonus Ordinance, the Project is entitled to a reduction in residential parking requirements. Moreover, as the Project Site is located within the East Los Angeles State Enterprise Zone, the Project would utilize the commercial parking ratio of two parking spaces per 1,000 square feet as permitted within the enterprise zone. As such a total of 221 residential parking spaces under the Project and 183 residential parking spaces under Flexibility Option would be provided and

a total of 47 commercial parking spaces under the Project and a total of 104 commercial parking spaces under the Flexibility Option would be provided.

In addition, the Project would provide 30 percent of its required parking spaces to be electric-vehicle ready, and ten percent of its required parking spaces would be provided chargers for electric vehicles.

Bicycle Parking

Pursuant to LAMC Section 12.21 A.4 and A.16 and LAMC requirements set forth in Ordinance No. 185,480, the Project would provide 154 bicycle parking spaces, 24 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). Under the Flexibility Option, the Project would provide 161 bicycle parking spaces, 46 spaces for commercial uses (including 23 short-term spaces and 23 long-term spaces) and 115 spaces for the live/work uses (including 10 short-term and 105 long-term). All short-term bicycle parking will be located on the ground floor level along the northern portion of the building near the residential entrance on Mateo Street. Long-term bicycle parking would be located on the first subterranean level (Floor B1).

Access and Circulation

The vehicular access to the site would be provided via a two way driveway along Imperial Street to a shared three subterranean levels parking garage for the commercial and live/work uses. The loading area would be located at the northeast corner of the site along Imperial Street. All driveways and access would be designed in accordance with City of Los Angeles Department of Transportation (LADOT) standards.

Pedestrian access to the Project would be provided from building entrances along Mateo Street and Imperial Street, and would include a paseo through the site with additional commercial entrances. Pedestrian access to the commercial spaces and courtyard deck on the second level would be accessible from the ground floor via elevators and stairs. Pedestrian access to the live/work component would also be accessible from Mateo Street and Imperial Street, with Mateo Street providing the primary access to the live/work lobby.

Sustainability Features

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 and would include, but not be limited to, the following features; 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 elevator; Low-flow faucets, shower heads, and toilets; Energy-efficient mechanical systems; Energy-efficient glazing and window frames; and Energy-efficient lighting.

Entitlement Analysis

In order to develop the Project, the Applicant has requested the following land use entitlements:

- Consideration of the **Environmental Impact Report**, including the adoption of the Statement of Overriding Considerations for significant and unavoidable impacts related to Project level on-site Construction Vibration (related to human annoyance); and adoption of a Mitigation Monitoring Program to off-set any potential environmental impacts the Project may have on the environment;

- A **General Plan Amendment** to change the land use designation from Heavy Industrial to Regional Commercial and an accompanying **Vesting Zone Change and Height District Change** from M3-1-RIO to (T)(Q)C2-2-RIO to allow for live/work residential uses in a previously industrial zone and to allow for an FAR of up to 4.63:1 in lieu of 1.5:1;
- A **Master Conditional Use approval** to allow the sale and dispensing a full line of alcoholic beverages for on-site consumption for up to four (4) establishments;
- **Density Bonus Compliance Review** for a Housing Development Project totaling: 185 dwelling units (or 159 dwelling units under the Flexibility Option) and reserving 11 percent of proposed units, which is 21 units (or 18 units under the Flexibility Option) as Very Low Income Restricted Affordable Units for a period of 55 years, with the following requested incentive: An On-Menu incentive to reduce the open space requirement by up to 20 percent to allow 15,320 square feet (14,160 square feet under Flexibility Option) of open space in lieu of 19,150 square feet (17,700 square feet under Flexibility Option) otherwise required ;
- A **Site Plan Review** approval for a project resulting in an increase in 50 or more dwelling units.

General Plan Amendment, Zone and Height District Change

The 1.03-acre Project Site is located within the Central City North Community Plan area and is comprised of eight lots. The Community Plan designates the entire Project Site as Heavy Industrial. According to the Community Plan, the corresponding zone for the Heavy Industrial designation is M3. While the Heavy Industrial land use, Footnote, 6, and Height District 1 limit the FAR to 1.5:1 (or up to a 3:1 FAR) and does not establish a maximum building height, the Project is requesting a General Plan Amendment to Regional Center, which is not subject to Footnote 6, and a Vesting Zone and Height District Change from M3-1-RIO to (T)(Q)C2-2-RIO which would permit a maximum FAR of 6:1 and no maximum building height.

The General Plan Amendment, Zone and Height District change would allow for a new mixed-use development, with live/work units, affordable housing, art-production and commercial space, and a public paseo between Mateo and Imperial Street, immediately adjacent to other mixed-use and live/work developments in the Arts District.

The community is primarily made up of old warehouses now converted to artists' lofts and studios and the Community Plan encourages the continued and expanded development of a thriving artists-in-residence community in the plan and proposed redevelopment areas. 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. 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. In addition, the new seven-story mixed-use Amp Lofts, comprised of 320 live/work units and 20,000 square feet of ground floor retail space, is located on a parcel directly east of the Project Site, across Imperial Street. 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.

As the Project would develop the site with live/work units, and commercial uses, it would be consistent with the Central City North Plan. The Project also supports the core principles and long-term priorities of the Plan by providing new housing that would accommodate anticipated growth. The Project would grow and support the residential base, support and sustain Downtown's ongoing revitalization, reinforce Downtown's jobs orientation, and promote a transit, bicycle, and pedestrian friendly environment and strengthen neighborhood character.

Density Bonus

The Project will set aside 11 percent (21 units) of its 185 proposed residential units for Very Low Income Households, allowing the project to utilize up to two on-menu incentives. However, of the two on-menu housing incentives/concessions available, the Project is requesting to utilize only one incentive in order to decrease the open space requirements by 20 percent. The requested decrease in the required open space would allow for a building with more floor area, which in turn enables the Project to provide 21 affordable units. 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 percent more than otherwise required.

Alcohol Sales

The Project proposes the on-site sale of a full line of alcohol beverages within four (4) establishments on the ground-floor and second floor commercial spaces. The sale of alcoholic beverages would be in line with the expected services and products provided from restaurants. The project’s commercial uses would primarily front Mateo street and Imperial Street and along a connective paseo, adjacent to other commercial uses. The proposed alcohol sales at the project would support the growing number of residents and visitors to Arts District and would complement the other existing mixed-use developments in the areas that serve alcohol. The proposed sales and services would continue to add to the diversification of commercial activities being conducted in the area and would not adversely affect the surrounding neighborhood.

Site Plan Review

The building’s design would be consistent with the design policies set forth in the Citywide Design Guidelines. 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.

Environmental Analysis

The following is a summary of the environmental review process and final impacts resulting from the proposed project. The City published a Notice of Preparation (NOP) on February 23, 2018 and held a Public Scoping Meeting on March 12, 2018. The purpose of the notice and meeting were to formally convey that the City was preparing a Draft EIR for the proposed Project and to solicit public input. The Draft EIR was then circulated starting on December 10, 2020 and ending on January 25, 2021. Comments received in response to the Draft EIR, as well as revisions, clarifications, and corrections, were then published in the Final EIR and distributed on August 13, 2021. On August 25, 2021, a joint hearing regarding the subdivision and City Planning Commission entitlement requests, including consideration of the EIR, was

held by the Advisory Agency, and Hearing Officer on behalf of the City Planning Commission. The EIR identified Noise (Vibration – Human Annoyance) as area where the Project would result in significant and unavoidable environmental impacts. On September 13, 2021, EcoTierra Consulting submitted a memorandum to the case file that clarified noise generated by hauling trucks on sensitive receptors

On September 16, 2021, the Advisory Agency certified the EIR in conjunction with the approval of Case No. VTT-74550-CN. This decision was appealed by an aggrieved party and is pending decision by the City Planning Commission concurrent with the subject case.

Project Design Analysis

Citywide Design Guidelines

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. The design guidelines focus on three main design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design.

Pedestrian-First Design

The Project includes several design elements that meet the Pedestrian-First Design Guidelines including careful incorporation of vehicle access, creating active streets, and human-scale public spaces. The Project would provide vehicle access via a shared two-way driveway for residential and commercial parking. Further, all vehicular parking would be subterranean and the entrance to the mixed-use building would be provided from Imperial Street. Pedestrian access would be provided from Mateo street and Imperial Street via paseo into the Project. As required by conditions of approval in VTT-74550-CN, the Applicant would be required to construct street lighting facilities along Imperial street and Mateo street (two on Imperial Street and two on Mateo Street). As shown in the figures below, internal pedestrian access would be provided via a ground floor public paseo, which would improve connectivity through the site, providing access from Mateo Street to Imperial Street.

Pedestrian access to the Project would be provided from building entrances along Mateo Street and Imperial Street, and would include a paseo through the site with additional commercial entrances. Pedestrian access to the commercial spaces and courtyard deck on the second level would be accessible from the the ground floor via elevators and stairs. Pedestrian access to the live/work component would also be accessible from Mateo Street and Imperial Street, with Mateo Street providing the primary access to the live/work lobby.



View of Ground Floor Paseo entrance on Mateo Street



View of Ground Floor Paseo entrance on Imperial Street

360 Degree Design

The Project's orientation and the design of the residential and commercial uses and public paseo, ensure that all of the Project's frontages, including internal frontages throughout the Site, would be activated with uses. The pattern in the cementitious panels were intended to add a texture to the building facade that responds to the local vernacular qualities of the buildings in the adjacent neighborhood. Further, the Project's paseo would allow for increased pedestrian activity from Mateo Street to Imperial Street through the site, thereby opening up the block, which is 266 feet deep. The ground floor public paseo also provides access to commercial uses, public art and seating for residents, visitors and employees, and will be landscaped with trees.

Climate-Adaptive Design

The Project's design would incorporate energy-efficient design methods and technologies, such as high performance window glazing and window frames; passive energy efficiency strategies, such as mechanical equipment, which are identified as sustainable design features, roof overhangs, and porches; high efficiency domestic heaters; and enhanced insulation to minimize solar heat gain. The Project will comply with the Los Angeles Green Building Code and 15% of the total roof area will be solar ready.

Urban Design Studio Professional Volunteer Program

The Project was presented to the Department of City Planning's Urban Design Studio and Professional Volunteer Program, which acts as a venue for Department of City Planning staff to gather project-specific urban design advice and insight from local architecture professionals. The following issues, concerns, and recommendations were discussed:

Pedestrian-First Design

1. Loading Dock. Provide more information on the ground floor loading area
2. Paseo Design. Consider making the paseo wider, removing certain commercial floor area for a clearer visual connection, moving the paseo to the north side of

the site for more direct connection to Industrial Street, and addressing potential shading impacts for future adjacent development.

3. North Mateo Plaza. The public space created underneath the white structure is good, however, consider adding more street furniture, softscape, artwork, and outdoor seating to make the space more welcoming.
4. Urban Garden. If possible, consider moving the urban garden closer to ground floor as the presence of the garden can attract people to the site.
5. Lighting/Materials. Provide adequate lighting on-site on the north side of the project for the short-term bicycle parking area.
6. Materials. Consider using similar brick materials on south and southwest portion of building to complement the adjacent Biscuit Company lofts, heat resistant paint materials, and differentiating architecture/material from the paseo/ground floor level to upper levels of building.

Climate-Adapted Design

7. Reconsider usage of Acer Macrophyllum (Big Leaf Maple) plant as it requires a lot of water to maintain.

Project Design Changes

Based on feedback from PVP and the Urban Design Studio, the Applicant provided the following justification/responses:

Pedestrian-First Design

The applicant did not make any changes to the plans in regard to loading, paseo design, Mateo plaza, urban garden, lighting or materials. The justifications for not making any changes to the plans are listed below;

1. Loading Dock. The loading corridor is located toward the northeast portion of the project site and accessed from Imperial Street, which would allow for the commercial and residential tenants to have access to back-of-house circulation. The commercial trucks would park on Imperial Street adjacent to the project site. This would allow commercial tenants to load internally, rather than at the storefronts. This would also allow residents to load internally via the loading corridor, where residents would be able to access the elevator lobby for ease of moving in and out.
2. Paseo Design. The paseo, as designed, references existing passageways found throughout the Arts District. The 15-foot width along with the glass facades of the adjacent retail will provide an appropriately scaled and vibrant paseo. Halfway through, the paseo opens up and widens to an out-of-sight publicly accessible courtyard that is approximately 16 feet in width and 46 feet in length to provide another gathering space for the public to discover, as these 'secret' spaces are similarly found throughout the Arts District.
3. North Mateo Plaza. The 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.

4. Urban Garden. The urban garden is not a public amenity, but rather an open space amenity for building residents that was strategically located on the roof of the building to capture southern solar exposure.
5. Materials. The pattern in the cementitious panels were intended to add a texture to the building facade that responds to the local vernacular qualities of the buildings in the adjacent neighborhood. The color of the brick responds to the architectural elements found on the Biscuit Company Lofts. Rather than mimicking the color of the brick, the brick specified is complementary to Biscuit Company Lofts as well as other buildings in the Arts District.

Climate-Adapted Design

Regarding Climate-Adapted design comment, drought tolerant landscaping will be implemented throughout the project that meets LA RIO Guidelines. In addition, in lieu of the big leaf maple an olive tree was specified.

Public Testimony:

A joint public hearing was held telephonically via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on August 25, 2021 for the proposed Project entitlements and subdivision and was attended by approximately 30 individuals. At the public hearing, testimony was provided by the Project team; 22 people spoke, of which four were in favor of the Project, while 18 speakers were opposed to the Project. Testimony was provided by the following organizations: The Anchor Church of DTLA, Electrician union, Iron Workers, and CREED LA.

In general, oral and written support for the project centered on the project's benefits in terms of new housing, compatibility of the Project's design with the Arts District's characteristics and the overall job production of the Project

Opposition to the project centered on concerns regarding the lack of commitment to hire locals, the scale and compatibility of the Project, environmental issues relating to adverse affects to public health, air quality, GHG, cumulative impacts, noise, and vibration issues. Additionally, there were concerns regarding the time to review the EIR and recirculating the EIR for public review.

Concerns in regard to scale and compatibility of the Project, environmental issues relating to adverse affects to public health, air quality, GHG, cumulative impacts, noise, and vibration issues and the time to review the EIR and recirculating the EIR for public review have been addressed in the appeal report for case VTT-74550-CN-1A.

Issues

Public comments focused on the following issues of the project: environmental impacts, public health and the lack of commitment to hire locals.

Environmental Impacts

Impacts related to air quality, GHG, noise, and vibration were adequately analyzed in the EIR.

The EIR found the impacts related to Air Quality and GHG to be less than significant. As explained in the EIR, the Project would have a potential significant impact for Noise (construction on-site noise). However, with the implementation of mitigation measures in the Mitigation Monitoring Program of the Final EIR, these potentially significant impacts would be reduced to less than significant with mitigation.

Nonetheless, the EIR determined that the Project would have Significant and Unavoidable impacts for Human Annoyance from Groundborne Vibration. No additional environmental impact other than human annoyance resulting from groundborne significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the construction of the Project or the Flexibility Option. It should be noted that the unavoidable and significant impact from groundbourne vibration during construction is limited to the construction phase.

In regards to public concerns about noise impacts, the City has incorporated stringent Mitigation Measures (MM NOI-1 and MM NOI-2) for the Project and the Flexibility Option, which would reduce the potentially significant on-site construction noise impacts to less than significant levels. In addition, as stated in the Statement of Overriding Considerations, the Project's benefits would outweigh and override the significant unavoidable temporary construction vibration impacts as it supports the City's housing goals, promote smart growth and sustainability, and provide economic benefits in employment and tax revenue.

Industrial Land Use Policy (ILUP)

The City's Industrial Land Use Policy (2007) was prepared by the Department of City Planning and the Community Redevelopment Agency Los Angeles Chapter (CRA/LA) staff to evaluate the viability of the City's industrial districts, particularly those areas experiencing the greatest pressure to convert to non-industrial uses, such as those located in the Central City North Community Plan Area. The City established a policy to preserve and retain industrial land for job-projecting uses with the ILUP serving as a memorandum providing direction for implementing the policy. The City Planning Commission approved the ILUP, but it was never formally presented to the City Council for consideration or adoption.

The Project Site is located in the Alameda Employment Protection District, described as "Areas where industrial zoning should be maintained. Residential uses in these Districts are not appropriate." More specifically, the Project Site is also located within Alameda Analysis Area 5 of the ILUP. The ILUP Map for Analysis Area 5 shows that the Project Site's land use at the time was predominantly light industrial. Currently the Project Site contains a warehouse with a surface 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. Therefore, the Project would not conflict with the policies of the ILUP.

Further, the Draft Downtown Community Plan designates the Project site as Hybrid Industrial (HI). According to the Draft Downtown Community Plan, Hybrid Industrial areas preserve productive activity and prioritize space for employment, including light industrial, commercial, and office, with selective live/work or residential uses. As such, the Project's proposed uses are generally consistent with the overarching vision of both the adopted Community Plan and the draft community plan update.

The proposed live/work units and affordable housing component would address the City's housing needs and providing housing for those who work in the area. Adding commercial and art production uses would provide a compatible and complementary set of job-producing uses, which is consistent with the surrounding area. While the Project does not preserve the industrial zoning, it does preserve the productive uses that create jobs and economic development, and is in an area where similar uses currently exist, satisfying the need for new housing and commercial uses at the same time. The immediate vicinity includes residential uses located on land that was, or is designated and zoned for industrial uses. Many of these properties have received Zoning Administrator determinations or ministerial permits through the adaptive reuse ordinance to include residential uses. Existing residential uses in proximity to the site 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.

Conclusion

The 676 Mateo Street Project results in a development that would provide 185 new live/work residential units and 23,380 square feet of new commercial and art production uses. The Project also proposes the ability to implement a Flexibility Option that would provide the Project the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873, while decreasing the residential units to 159 live/work units. Eleven percent of the total proposed rental units (21 units under the Project Option and 18 units under Flexibility Option) would be set aside for Very Low-Income Households. Thus, the Project would assist in addressing the shortage of housing in the City, including affordable housing, while retaining and creating job-producing uses in the Arts District neighborhood.

Requests for the General Plan Amendment, Zone Change and Height District Change, Density Bonus Compliance Review, Main Conditional Use permit for alcohol sales, and Site Plan Review would all help facilitate a beneficial density and mix of uses and allow for a cohesive site design, creating an active and safe pedestrian environment, and offering a variety of, amenities, including public and private open space features. The Project's mix of uses, design, location, and other features would be complementary with the surrounding neighborhood, and would not adversely affect public health, welfare, and safety. Furthermore, overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify its adoption. Based on the information submitted, the testimony received at the public hearing, the analysis in the EIR, and the whole of the record, staff recommends that the City Planning Commission adopt and approve the Project as conditioned herein.

CONDITIONS FOR EFFECTUATING [T] TENTATIVE CLASSIFICATION REMOVAL

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

Dedications/Improvements and Responsibilities/Guarantees.

Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Street Dedications and Improvements shall be provided to the satisfaction of the City Engineer.
3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.
4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.
5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.
6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.
7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N to the satisfaction of the Department of Telecommunications.
8. **Recreation and Park Fees.** The Park Fee paid to the Department of Recreation and Parks be calculated as a Subdivision (Quimby in-lieu) fee. The application for Vesting Tentative Tract Map No. 74550-CN was deemed complete on October 20, 2016.
9. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.
10. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

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

(Q) QUALIFIED CONDITIONS

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

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit A, dated October 15, 2021. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions. The Project shall be constructed in a manner consistent with the following:
 - a. A maximum of 187 live/work residential units, and a maximum of 23,380 square feet of art production and commercial floor area under the Project; or
 - b. A maximum of 159 live/work residential units, and a maximum of 45,873 square feet of art production and commercial floor area under the Flexibility Option.
2. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 11 percent (21 units under Project Option and 18 units under Flexibility Option) of the dwelling units proposed, available to Very Low Income households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA.
6. **Pedestrian Paseo.** A minimum 3,500 square foot ground floor publicly accessible landscaped paseo shall provide public access from Mateo Street to Imperial Street, as shown in Exhibit A - Project Plans, dated October 15, 2021. The pedestrian paseo shall remain open to the public during business hours.

CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 12.22 A.25, 12.24 W.1, and 16.05 and State Government Code Section 65915 (State Density Bonus Program), the following conditions are hereby imposed upon the use of the subject property.

Conditional Use for Alcohol Sales

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit A dated October 15, 2021, except as may be revised as a result of this action.
3. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
4. Authorized herein is the sale and dispensing and consumption of a full line of alcoholic beverages for on-site consumption, in conjunction with the four restaurants.
5. Main Plan Approval (MPA) Requirement. Each individual venue shall be subject to a Main Plan Approval (MPA) determination pursuant to Section 12.24 M of the Los Angeles Municipal Code in order to implement and utilize the Main Conditional Use authorization granted. The purpose of the Main Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. The Zoning Administrator may impose more restrictive or less restrictive conditions on each individual tenant at the time of review of each Plan Approval application.
6. MPA Public Hearing Requirement. A public hearing for any Main Plan Approval (MPA) request may be waived at the discretion of the Chief Zoning Administrator.
7. Notwithstanding approved Exhibit A dated October 15, 2021 and the Conditions above, this grant recognizes that there may be changes resulting from identified tenants, which may result in smaller or larger restaurants, different locations, and/or a reduced number of restaurants than those originally proposed and identified in Exhibit A. Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior floor areas, maximum interior and exterior seating numbers, maximum (total) number of establishments authorized under this grant, and the maximum number of establishments approved for each type of grant in the Conditions above are not exceeded. The sale and dispensing of beer and wine may be provided in lieu of a full line of alcoholic beverages at any of the establishments approved for a full line of alcoholic beverages (but not the reverse), provided that the maximum (total) number of establishments authorized for alcoholic beverages is not exceeded, and subject to all other conditions of this grant.

8. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.
9. There shall be no Adult Entertainment of any type pursuant to LAMC Section 12.70.
10. A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.
11. **STAR/LEAD/RBS Training.** 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. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.
12. The Applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her/their control to assure such conduct does not adversely affect or detract from the quality of life for adjoining residents, property owners, or business.
13. Loitering is prohibited on the premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.
14. At least one on-duty manager with authority over the activities within the facility shall be on the premises during business hours. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements and the conditions imposed by the Department of Alcoholic Beverage Control (ABC) and the conditional use herein. Every effort shall be undertaken in managing the subject premises and the facility to discourage illegal and criminal activities and any exterior area over which the building owner exercises control, in effort to ensure that no activities associated with such problems as narcotics sales, use or possession, gambling, prostitution, loitering, theft, vandalism and truancy occur.
15. The Applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.
16. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
17. The owner or the operator shall comply with California Labor Code 6404.5 which prohibits the smoking of tobacco or any non-tobacco substance, including from electronic smoking devices or hookah pipes, within any enclosed place of employment.
18. All deliveries shall be made in the loading areas along Imperial Street. No loading or unloading of deliveries shall be permitted along Mateo street.

19. Trash pick-up, compacting, loading and unloading and receiving activities shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday. No deliveries or trash pick-up shall occur on Sunday.
20. The outside disposal of glass bottles and shall only occur between the hours of 7:00 a.m. to 6:00 p.m.
21. **MViP – Monitoring Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per L.A.M.C Section 19.01-E,3 - Monitoring of Conditional Use Permits, Inspection, and Field Compliance for Review of Operations and Section 19.04 - Miscellaneous ZA Sign Offs shall be paid to the City.
 - a. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file.
 - b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.
22. Should there be a change in the ownership and/or the operator of the business, the property owner and/or the business owner or operator shall provide the prospective new property owner and the business owner or operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective property owner and/or business owner/operator shall be submitted to the Department of City Planning in a letter from the new property owner and/or business owner or operator indicating the date that the new property owner and/or business owner or operator/management began and attesting to the receipt of this approval and its conditions. The new property owner and/or business owner or operator shall submit this letter to the Department of City Planning within 30 days of the beginning day of his/her/their new operation of the establishment along with any proposed modifications to the existing floor plan, seating arrangement or number of seats of the new operation.
23. At any time during the period of validity of this grant, should documented evidence be submitted showing continued violation of any condition of this grant and/or the ABC license of the location, resulting in an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator (Upon his/her/their initiative, or upon written request by LAPD or Department of ABC) reserves the right to call for a public hearing requiring the applicant to file for a plan approval application together with associated fees pursuant to LAMC Section 19-01-E, the purpose of which will be to review the applicant's compliance with and the effectiveness of these conditions. The applicant shall prepare a radius map and cause notification to be mailed to all owners and occupants of properties within a 500-foot radius of the property, the Council Office and the Los Angeles Police Department's corresponding division. The applicant shall also submit a summary and any supporting documentation of how compliance with each condition of this grant has been attained. Upon this review, the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

Density Bonus Conditions

1. **Affordable Units.** A minimum of 21 units (18 units under Flexibility Option), that is 11 percent of total units, shall be reserved as Very Low Income units, as defined by the State Density Bonus 65915(C)(2).
2. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (9a-d)
3. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 11 percent (21 units, or 18 units under the Flexibility Option) of the 187 dwelling units (or 5 units under the Flexibility Option) available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA.
4. **Open Space.** The requested On-Menu Incentive allows up to a 20 percent reduction in the required residential open space. Landscaping for the Housing Development Project shall qualify for the number of landscape points equivalent to 10 percent more than otherwise required by LAMC Section 12.40 and Landscape Ordinance Guidelines "O".
5. **Parking.**
 - a. **Vehicle Parking.** The minimum number of residential and commercial automobile parking spaces shall be provided as required by LAMC Section 12.21 A.4.
 - b. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
 - c. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety.
 - d. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

Site Plan Review Conditions

1. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature on the plans, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit A dated October 15, 2021.
2. **Public Paseo.** The public paseo shall in substantial conformance with Exhibit A dated October

15, 2021 .The paseo shall remain open and accessible to the public during business hours, seven (7) days a week. No motorized vehicles shall be permitted, except for emergency vehicles used during an emergency. The paseo area will be maintained in good condition for the life of the Project.

3. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A October 15, 2021. Minor deviations from the requirements provided below may be permitted by the Department of City Planning to permit the existing landscaping conditions provided that the plantings are well established and in good condition.
4. **Trees.** The Applicant shall provide a minimum of one 24-inch box tree for every four units, with a minimum 11 street trees to the satisfaction of Urban Forestry Division of the Bureau of Street Services.
5. **Tree Wells.** The minimum depth of tree wells and planters on the rooftop, any above grade open space, and above a subterranean structure shall be as follows:
 - a) Minimum depth for trees shall be 42 inches.
 - b) Minimum depth for shrubs shall be 30 inches.
 - c) Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
 - d) Minimum depth for an extensive green roof shall be three inches.

The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:

- e) 220 cubic feet for a tree 15 - 19 feet tall at maturity.
- f) 400 cubic feet for a tree 20 - 24 feet tall at maturity.
- g) 620 cubic feet for a medium tree or 25 - 29 feet tall at maturity.
- h) 900 cubic feet for a large tree or 30 - 34 feet tall at maturity.

Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.

6. **Tree Maintenance.** New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
7. **Solar Power.** The Project shall comply with the Los Angeles Green Building Code and ensure that 15 percent of the total roof area will be solar ready. Solar panels may be installed on all rooftop areas and/or rooftop decks with the exception of areas occupied by rooftop mechanical equipment.
8. **Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.
9. **River Improvement Overlay.** The project shall comply with the River Improvement Overlay (RIO) requirements set forth in LAMC Section 13.17. RIO approval shall be obtained prior to the issuance of Building Permits.
10. **Open Space.** The Project shall provide open space as follows

- a. A minimum of 15,320 square feet of residential open space shall be provided, and the design and placement of landscaping shall be in substantial conformance with the landscape plans stamped as a part of Exhibit A, dated October 15, 2021.
- b. All residents of the Project shall have access to all residential open space amenities.

Environmental Conditions

1. **Implementation.** The Mitigation Monitoring Program (MMP), attached as “Exhibit C” and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.
2. **Construction Monitor.** During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

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

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

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

the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

4. Tribal Cultural Resource Inadvertent Discovery. In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- a. Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning.
- b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- c. The Applicant shall implement the tribe's recommendations if a qualified archaeologist and a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably conclude that the tribe's recommendations are reasonable and feasible.
- d. The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- e. If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- f. The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.
- g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

- h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

Administrative Conditions of Approval

1. **Approval, Verification and Submittals.** Copies of any approvals guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
2. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
6. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
7. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
8. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
 - a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit

decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.
9. The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.
10. The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

General Plan/Charter Findings

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 affordable housing 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 Streets, 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, waterconserving turf, high-efficiency residential and commercial clothes washers, water-saving pool filters, and leak detection systems for pools and jacuzzis, 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 14,870 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 sideyard 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, 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, 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 14,870 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 groundfloor 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 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 14,870 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 a 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 (14,870 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. 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 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 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 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 ImperialS. 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 feet sideyard setback along the southern property line, and a 10 foot to 10 foot 6 inch sideyard 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 (14,870 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 the 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 Provided ¹ (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 14,870 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 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). In connection with the certification of the EIR, the Advisory Agency adopted CEQA findings and a mitigation monitoring program. The Advisory Agency adopted the mitigation monitoring program in the EIR as a condition of approval. This decision was appealed and is pending decision by the City Planning Commission concurrent with the subject case. 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. - 4:00 p.m.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

A joint public hearing was held telephonically via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on August 25, 2021 for the Project entitlements and subdivision and was attended by approximately 30 individuals. At the public hearing, testimony was provided by the Project team; approximately 22 people spoke, of which four were in favor of the Project, including the following organizations: Bureau of Contract Administration, Linear City Development, and couple of members of public while 18 speakers were opposed to the Project, including the following organizations: The Anchor Church of DTLA, Electrician union, Iron Workers, and CREED LA.

Summary of Public Hearing Testimony

At the hearing, the Project team presented the following information:

- Project Background;
- Overview of Project Entitlement requests;
- Overview of the Tract Map request;
- Overview of Community outreach;
- Overview of the housing, commercial and design elements; and
- The ground floor activation through use of the landscaped paseo and commercial spaces.

Support for the Project focused on the following:

- The need for more affordable housing in the City;
- Compatibility of the Project's design with the Arts Districts characteristics;
- The overall job production of the Project; and
- The Developer has been open to suggestions from the nearby residents.

Opposition focused on the following:

- Lack of commitment to hire locals;
- Lack of compatibility of the Project's design with the Arts Districts characteristics
- Negative impact on the environment and public health;
- Concerns about the impacts on air quality, noise and vibration;
- Significant and unavoidable impacts from noise due to revised haul routes;
- The requirement for the Project to provide prevailing wage jobs to locals;
- The need for a Health Risk Assessment to analyze nearby sensitive receptors.

Communications Received

Prior to the public hearing, nine letters of support for the Project was received from the local residents, stakeholders and business owners, including the Central City Association of Los Angeles and the Arts District Business Improvement District (BID). One letter of opposition was submitted on behalf of Coalition for Responsible Equitable Economic Development (CREED LA) the day before the public hearing. The letter provided comments on environmental topics including air quality, greenhouse gas emissions, public health, land use, vibration, noise and cumulative impacts, and included a technical appendix from James J.J. Clark, PhD. of Clark & Associates Environmental Consulting. The City has reviewed the letter from CREED LA and provided written responses to all comments, including the technical appendix. The letter and City's responses are

available as part of the Project's administrative case file.



CONCEPTUAL RENDERING

676 Mateo St

LOS ANGELES, CA 90021

ENTITLEMENT REQUEST

OCTOBER 15, 2021

OWNER:
DISTRICT CENTRE, LP
C/O Mayer Brown
350 South Grand Avenue,
25th Floor
Los Angeles, CA 90071

ARCHITECT:

hansonla
ARCHITECTURE

STRUCTURAL ENGINEER:
John Labib + Associates

LANDSCAPE ARCHITECT:
Design Workshop

MEP ENGINEER:
IDS GROUP

DRAWING INDEX

CIVIL
.....TOPOGRAPHIC SURVEY

ARCHITECTURE

A000.....PLOT PLAN
A101.....LEVEL B3 PLAN
A102.....LEVEL B2 PLAN
A103.....LEVEL B1 PLAN
A104.....LEVEL 1 PLAN
A105.....LEVEL 2 PLAN
A105 (OPT).....LEVEL 2 PLAN - OPTION
A106.....LEVEL 3 PLAN (4-7 SIM.)
A107.....LEVEL 8 PLAN
A108.....ROOF PLAN

A200.....ELEVATIONS
A201.....ELEVATIONS
A202.....RENDERING
A203.....RENDERING
A204.....RENDERING
A205.....SECTION
A206.....SECTION

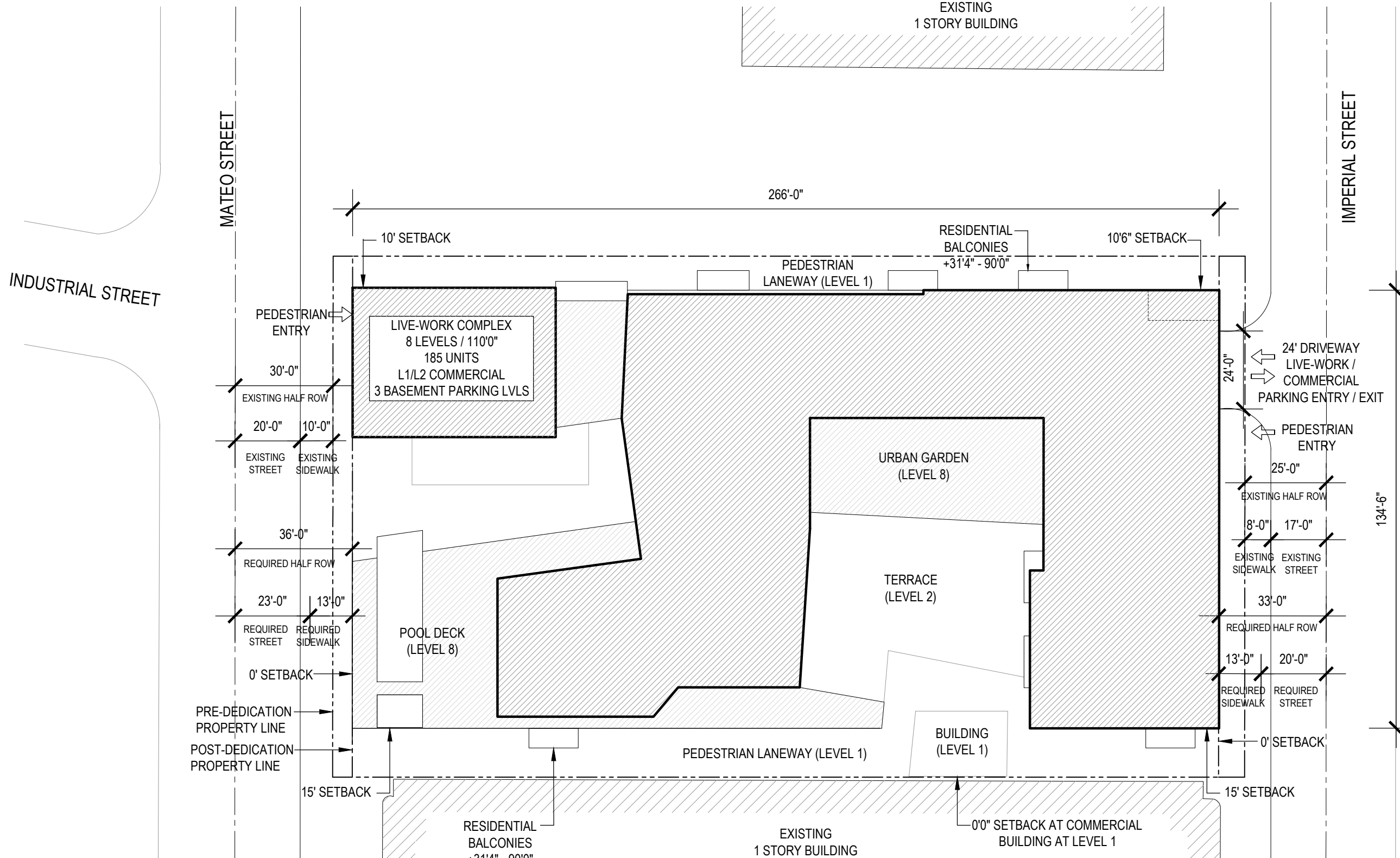
A300.....FAR
A301.....OPEN SPACE

LANDSCAPE

L101.....LEVEL 1 LANDSCAPE PLAN
L102.....LEVEL 2 LANDSCAPE PLAN
L103.....LEVEL 8 LANDSCAPE PLAN

L201.....LEVEL 1 IRRIGATION PLAN
L202.....LEVEL 2 IRRIGATION PLAN
L203.....LEVEL 8 IRRIGATION PLAN

L300.....LANDSCAPE ORDINANCE
L301.....LEVEL 1 ILLUSTRATIVE PLAN
L302.....LEVEL 2 ILLUSTRATIVE PLAN
L303.....LEVEL 8 ILLUSTRATIVE PLAN



1 PLOT PLAN
SCALE: 1/32" = 1'-0"

PROJECT SUMMARY

Existing Zone: M3-1-RIO
Proposed Zone: C2-2-RIO

Existing Land Use: Heavy Industrial
Proposed Land Use: Regional Center Commerical

Gross Site Area (Pre-Dedication): 44,839 SF
Gross Site Area (Post-Dedication): 42,598 SF
Base Density (1 Live-Work Unit per 200 SF): 44,839 SF / 200 SF = **224 units**

Floor Area Allowed (pre): (44,839 SF x 6)
Floor Area Allowed (post): (42,598 SF x 6)
Floor Area Proposed:

FAR Allowed: 6.0
FAR Proposed: (197,355 SF / 42,598 SF) 4.63
Residential: 173,975 SF
Commercial: 23,389 SF

Live-Work Units:
0-1 BD (Units < 1,000 SF) 185 units
2 BD (Units > 1,000 SF) 159 units
Very Low Income Housing 11% of Units (20 Units) 26 units

Average Unit Size Recommended: 767 SF
750 SF Min. Avg.

Art Production / Commercial Space Recommended: **TOTAL = 16,750 SF**
150 SF x 50 units = 7,500 SF
100 SF x 50 units = 5,000 SF
50 SF x 85 units = 4,250 SF

Commercial Space Provided: 23,380 SF

Open Space Required: **TOTAL = 15,320 SF**
100 SF per Live-Work Unit (0-1 BD)(Units < 1,000 SF) 159 units x 100 SF = 15,900 SF
125 SF per Live-Work Unit (2 BD)(Units > 1,000 SF) 26 units x 125 SF = 3,250 SF
TOTAL = 19,150 SF

Density Bonus (20% Reduction) 19,150 x 0.80 = 15,320 SF

Open Space Provided: **TOTAL = 15,320 SF**
Private Open Space 2,850 SF
Outdoor Communal Space 9,290 SF
Indoor Communal Space (Max. 25% of Required Total (3,830 SF)) 3,180 SF

Trees Required: (185 Units / 4) 46 Trees
Trees Provided: 46 Trees

Total Parking Required (Density Bonus OPT. 1): **258 Spaces**
Live-Work (0-1 BD)(Units <1,000 SF) 159 Spaces
(1 Space per Unit)

Live-Work (2 BD)(Units >1,000 SF) 52 Spaces
(2 Spaces per Unit)

Commercial Parking (2 Spaces per 1,000 SF) 47 Spaces
Enterprise Zone 2129

Total Parking Provided: **287 Spaces**
Accessible: 9 Spaces (2 van)
EV Parking:
10% Installed 29 Spaces
30% Compatible 86 Spaces

Live-Work 211 Spaces
Commercial 47 Spaces
Additional Parking 29 Spaces

Live-Work Bike Parking Required: (Ordinance NO.185480 Table 12.21 A.16(a)(1)(i)) (LAMC 12.21) **130 Spaces**
Short-Term Space 12 Spaces
Long-Term Space 118 Spaces

Commercial Bike Parking Required: **24 Spaces**
1 Short-Term Space per 2,000 SF (23,380 SF / 2,000 SF) 12 Spaces
1 Long-Term Space per 2,000 SF (23,380 SF / 2,000 SF) 12 Spaces

Total Bike Parking Provided: **154 Spaces**
Live-Work Short-Term 12 Spaces
Live-Work Long-Term 118 Spaces
Commercial Short-Term 12 Spaces
Commercial Long-Term 12 Spaces

PROJECT SUMMARY - INCREASED COMMERCIAL FLEXIBILITY OPTION

Existing Zone: M3-1-RIO
Proposed Zone: C2-2-RIO

Existing Land Use: Heavy Industrial
Proposed Land Use: Regional Center Commerical

Gross Site Area (Pre-Dedication): 44,839 SF
Gross Site Area (Post-Dedication): 42,598 SF
Base Density (1 Live-Work Unit per 200 SF): 44,839 SF / 200 SF = **224 units**

Floor Area Allowed (pre): (44,839 SF x 6)
Floor Area Allowed (post): (42,598 SF x 6)
Floor Area Proposed:

FAR Allowed: 6.0
FAR Proposed: (197,355 SF / 42,598 SF) 4.63
Residential: 151,482
Commercial: 45,873

Live-Work Units:
0-1 BD (Units < 1,000 SF) 159 units
3 BD (Units > 1,000 SF) 135 units
Very Low Income Housing 11% of Units (18 Units) 24 units

Average Unit Size Recommended: 773 SF
750 SF Min. Avg.

Art Production / Commercial Space Recommended: **TOTAL = 15,450 SF**
150 SF x 50 units = 7,500 SF
100 SF x 50 units = 5,000 SF
50 SF x 59 units = 2,950 SF

Commercial Space Provided: 45,873 SF

Open Space Required: **TOTAL = 14,160 SF**
100 SF per Live-Work Unit (0-1 BD)(Units < 1,000 SF) 135 units x 100 SF = 13,500 SF
175 SF per Live-Work Unit (3 BD)(Units > 1,000 SF) 24 units x 175 SF = 4,200 SF
TOTAL = 17,700 SF

Density Bonus (20% Reduction) 17,700 x 0.80 = 14,160 SF

Open Space Provided: **TOTAL = 14,160 SF**
Private Open Space 2,400 SF
Outdoor Communal Space 8,580 SF
Indoor Communal Space (Max. 25% of Required Total (3,830 SF)) 3,180 SF

Trees Required: (159 Units / 4) 40 Trees
Trees Provided: 46 Trees

Total Parking Required (Density Bonus OPT. 1): **275 Spaces**
Live-Work (0-1 BD)(Units <1,000 SF) 135 Spaces
(1 Space per Unit)

Live-Work (3 BD)(Units >1,000 SF) 48 Spaces
(2 Spaces per Unit)

Commercial Parking (2 Spaces per 1,000 SF) 92 Spaces
Enterprise Zone 2129

Total Parking Provided: **287 Spaces**
Accessible: 9 Spaces (2 van)
EV Parking:
10% Installed 29 Spaces
30% Compatible 86 Spaces

Live-Work 183 Spaces
Commercial 104 Spaces
Additional Parking 0 Spaces

Live-Work Bike Parking Required:(Ordinance NO.185480 Table 12.21 A.16(a)(1)(i)) (LAMC 12.21) **115 Spaces**
Short-Term Space 10 Spaces
Long-Term Space 105 Spaces

Commercial Bike Parking Required: **46 Spaces**
1 Short-Term Space per 2,000 SF (45,873 SF / 2,000 SF) 23 Spaces
1 Long-Term Space per 2,000 SF (45,873 SF / 2,000 SF) 23 Spaces

Total Bike Parking Provided: **161 Spaces**
Live-Work Short-Term 10 Spaces
Live-Work Long-Term 105 Spaces
Commercial Short-Term 23 Spaces
Commercial Long-Term 23 Spaces

676 MATEO STREET

676 MATEO STREET
LOS ANGELES, CA 90021

DISTRICT CENTRE, LP
C/O MAYER BROWN
350 SOUTH GRAND AVENUE
25TH FLOOR
LOS ANGELES, CA 90071

OWNER

hansonla
ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES
319 MAIN STREET
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

NOT FOR CONSTRUCTION

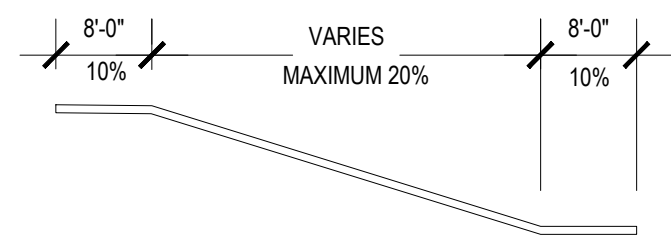
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5	09/13/21	Revised Entitlement Submittal
4	08/28/20	Revised Entitlement Submittal
3	11/16/18	Revised Entitlement Submittal
2	04/27/17	Revised Entitlement Submittal
1	09/28/16	Entitlement Submittal

PLOT PLAN

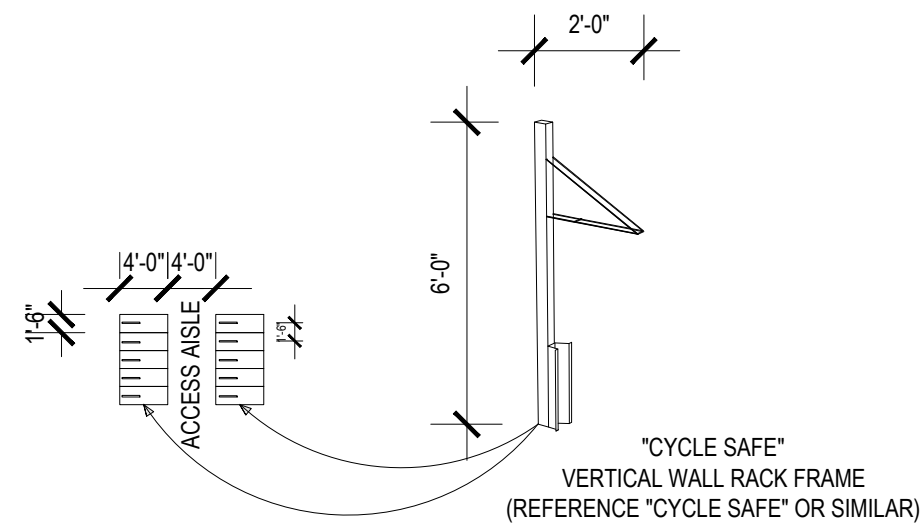
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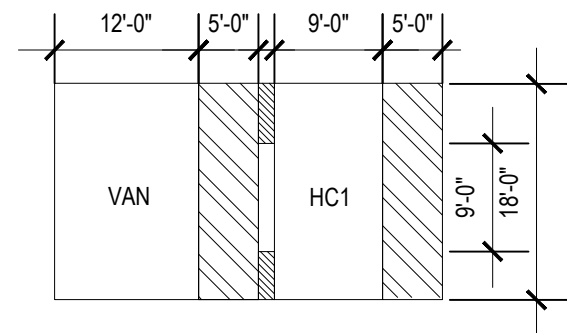
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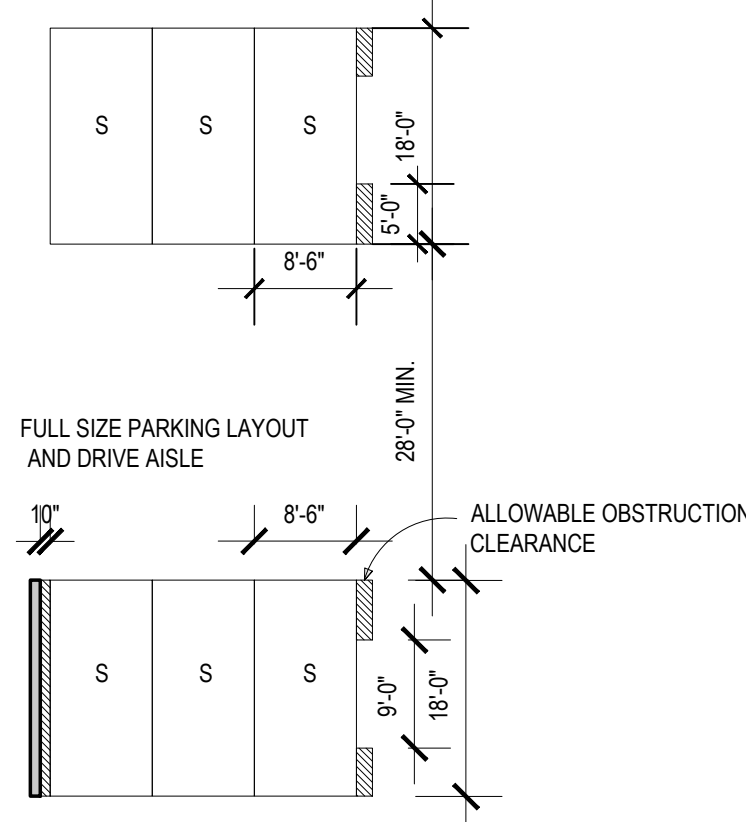
6 TYPICAL RAMP DIAGRAM
SCALE: 1/16"= 1'-0"



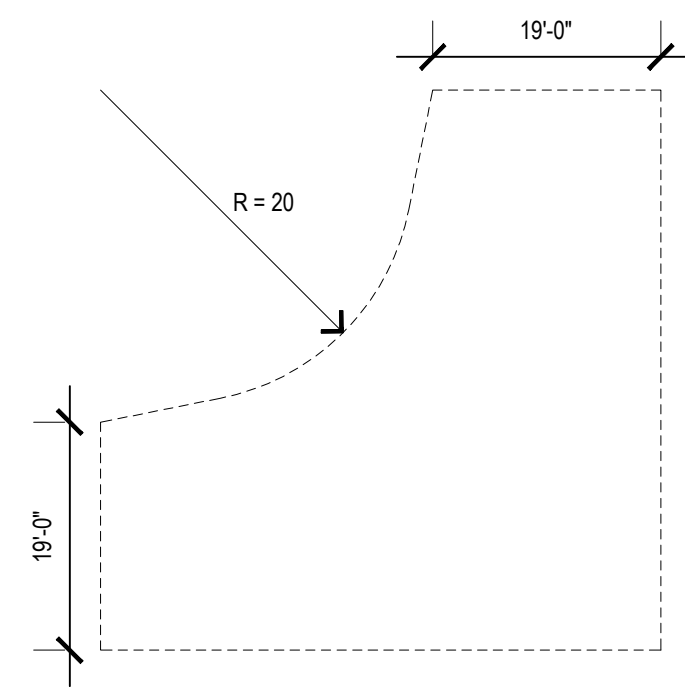
5 VERTICAL BICYCLE PARKING
SCALE: 1/16"= 1'-0"



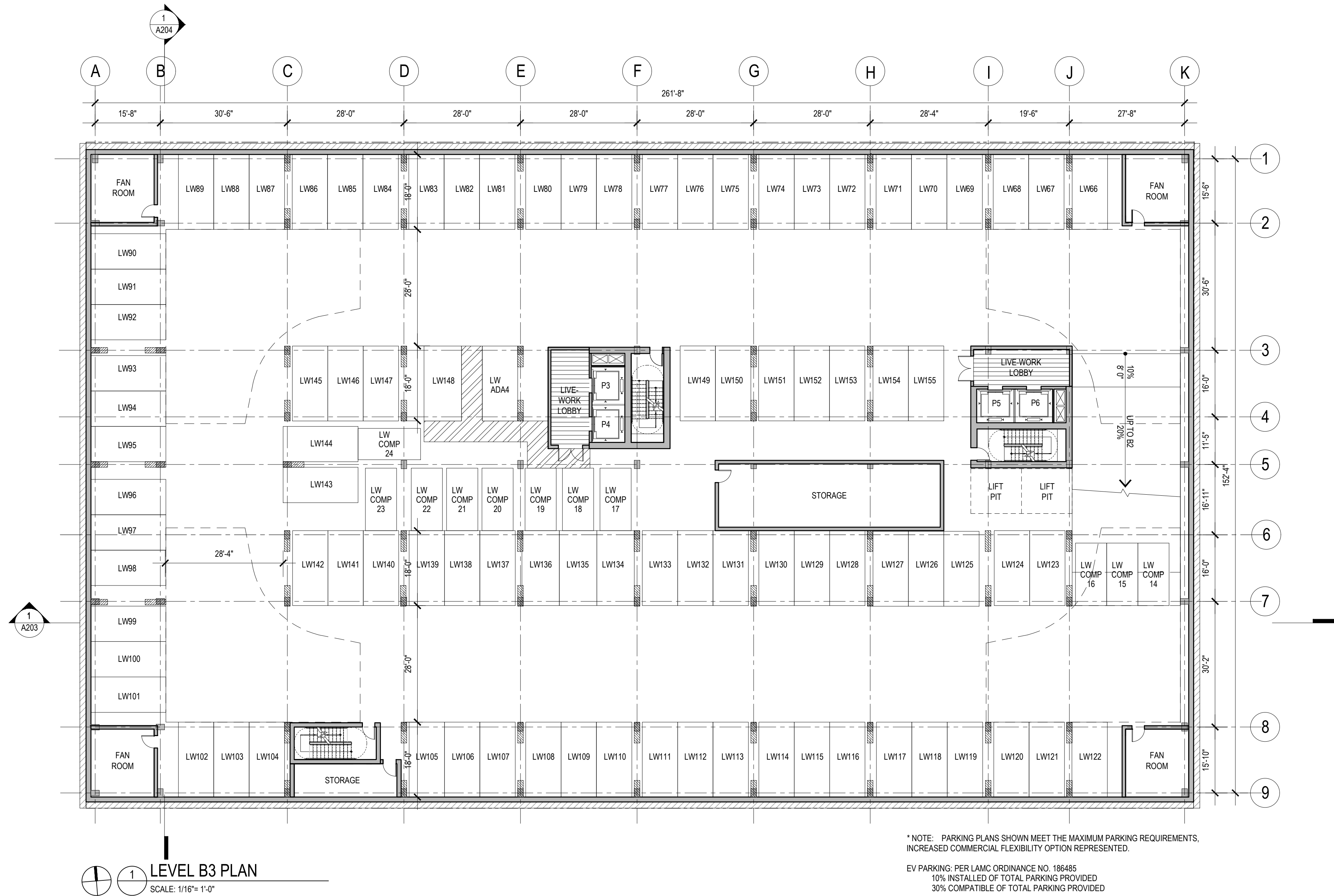
4 ADA PARKING DIAGRAM
SCALE: 1/16"= 1'-0"



3 TYPICAL PARKING DIAGRAM
SCALE: 1/16"= 1'-0"



2 TYPICAL TURNING RADIUS DIAGRAM
SCALE: 1/16"= 1'-0"



1 LEVEL B3 PLAN
SCALE: 1/16"= 1'-0"

* NOTE: PARKING PLANS SHOWN MEET THE MAXIMUM PARKING REQUIREMENTS, INCREASED COMMERCIAL FLEXIBILITY OPTION REPRESENTED.
EV PARKING: PER LAMC ORDINANCE NO. 186485
10% INSTALLED OF TOTAL PARKING PROVIDED
30% COMPATIBLE OF TOTAL PARKING PROVIDED

676 MATEO STREET

676 MATEO STREET
LOS ANGELES, CA 90021

DISTRICT CENTRE, LP
C/O MAYER BROWN
350 SOUTH GRAND AVENUE
25TH FLOOR
LOS ANGELES, CA 90071

OWNER

hansonla
ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES
319 MAIN STREET
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

NOT FOR CONSTRUCTION

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2	04/27/17	Revised Entitlement Submittal
1	09/28/16	Entitlement Submittal

LEVEL B3 PLAN

A101

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DISTRICT CENTRE, LP
C/O MAYER BROWN
350 SOUTH GRAND AVENUE
25TH FLOOR
LOS ANGELES, CA 90071

OWNER

hansonla
ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES
319 MAIN STREET
EL SEGUNDO, CA 90245

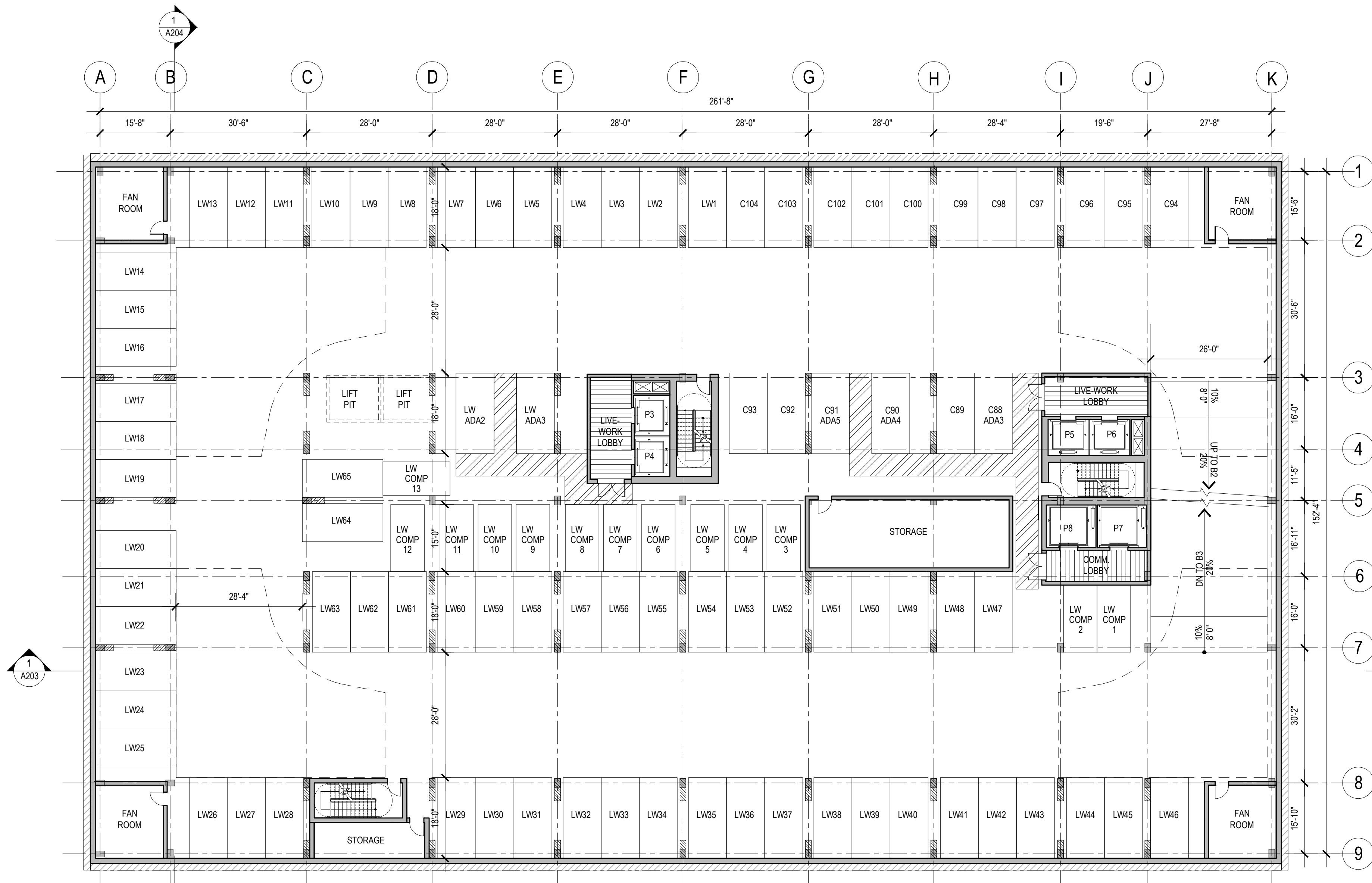
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP



LEVEL B2 PLAN
SCALE: 1/16"= 1'-0"

* NOTE: PARKING PLANS SHOWN MEET THE MAXIMUM PARKING REQUIREMENTS,
INCREASED COMMERCIAL FLEXIBILITY OPTION REPRESENTED.
EV PARKING: PER LAMC ORDINANCE NO. 186485
10% INSTALLED OF TOTAL PARKING PROVIDED
30% COMPATIBLE OF TOTAL PARKING PROVIDED

NOT FOR CONSTRUCTION

No.	Date	Description
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5	09/13/21	Revised Entitlement Submittal
4	08/28/20	Revised Entitlement Submittal
3	11/16/18	Revised Entitlement Submittal
2	04/27/17	Revised Entitlement Submittal
1	09/28/16	Entitlement Submittal

LEVEL B2 PLAN

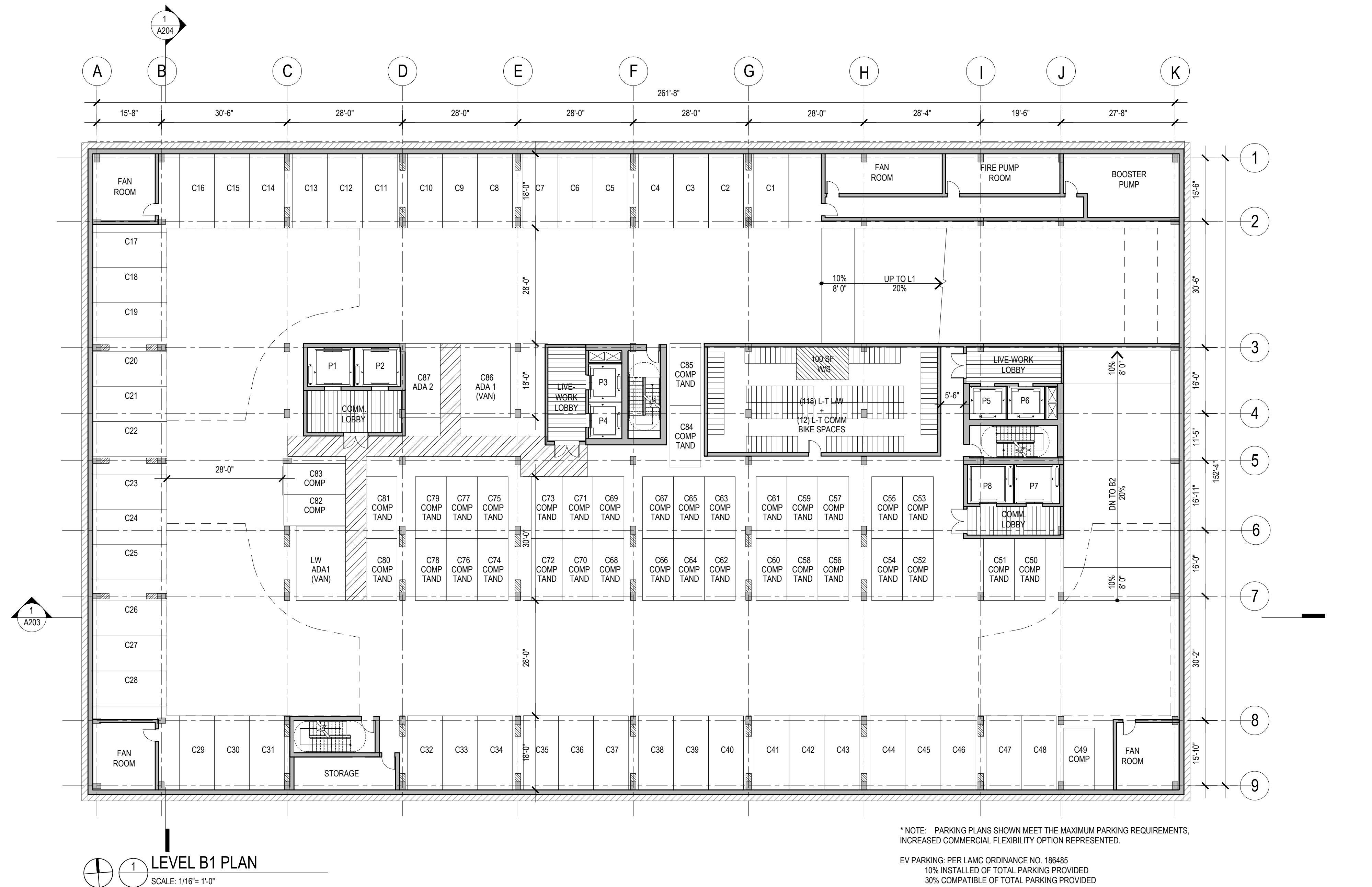
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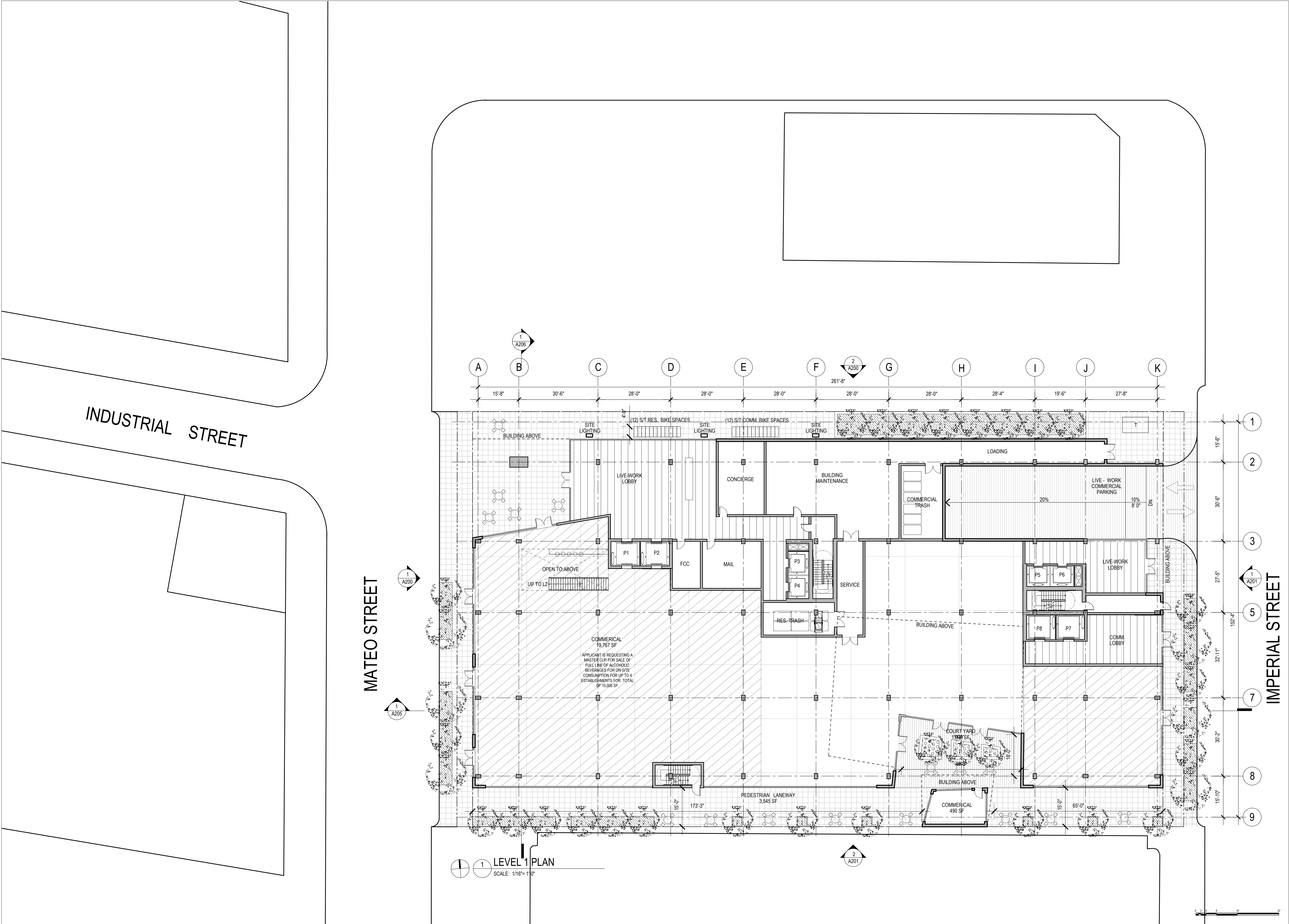
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09/13/21	Revised Entitlement Submittal
08/28/20	Revised Entitlement Submittal
11/16/18	Revised Entitlement Submittal
04/27/17	Revised Entitlement Submittal
09/28/16	Entitlement Submittal
Date	Description

Date	Description
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2020 HansonLA



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676 MATEO STREET

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LOS ANGELES, CA 90021

DISTRICT CENTRE, LP
C/O MAYER BROWN
350 SOUTH GRAND AVENUE
25TH FLOOR
LOS ANGELES, CA 90071

OWNER

hansonla
ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES
319 MAIN STREET
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

NOT FOR CONSTRUCTION

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4	08/28/20	Revised Entitlement Submittal
3	11/16/18	Revised Entitlement Submittal
2	04/27/17	Revised Entitlement Submittal
1	09/28/16	Entitlement Submittal

LEVEL 1 PLAN

A104

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676 MATEO STREET

676 MATEO STREET
LOS ANGELES, CA 90021

DISTRICT CENTRE, LP
C/O MAYER BROWN
350 SOUTH GRAND AVENUE
25TH FLOOR
LOS ANGELES, CA 90071

OWNER

hansonla
ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES
319 MAIN STREET
EL SEGUNDO, CA 90245

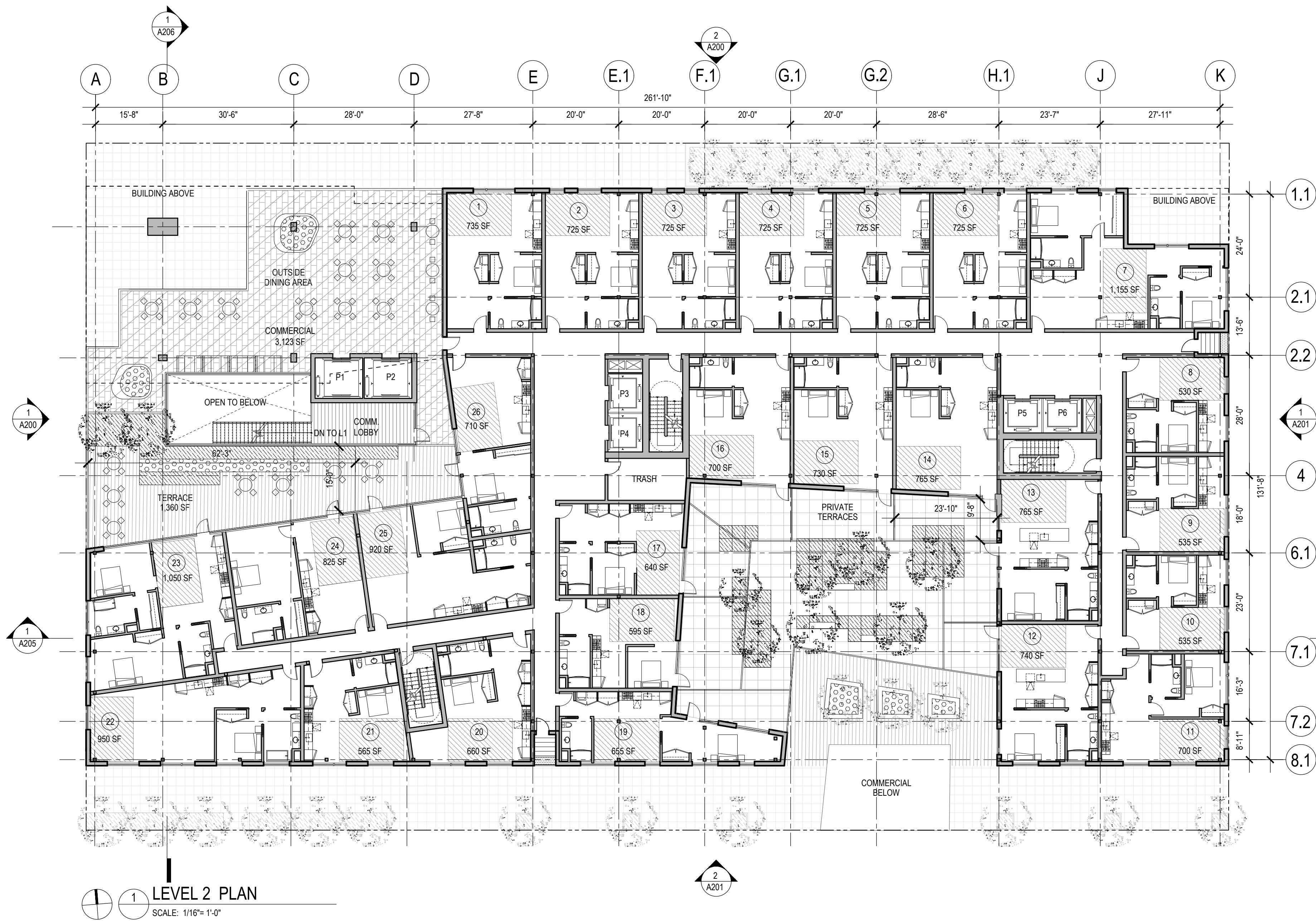
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP



NOT FOR CONSTRUCTION

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3	11/16/18	Revised Entitlement Submittal
2	04/27/17	Revised Entitlement Submittal
1	09/28/16	Entitlement Submittal

LEVEL 2 PLAN

A105

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676 MATEO STREET

676 MATEO STREET
LOS ANGELES, CA 90021

DISTRICT CENTRE, LP
C/O MAYER BROWN
350 SOUTH GRAND AVENUE
25TH FLOOR
LOS ANGELES, CA 90071

OWNER

hansonla
ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES
319 MAIN STREET
EL SEGUNDO, CA 90245

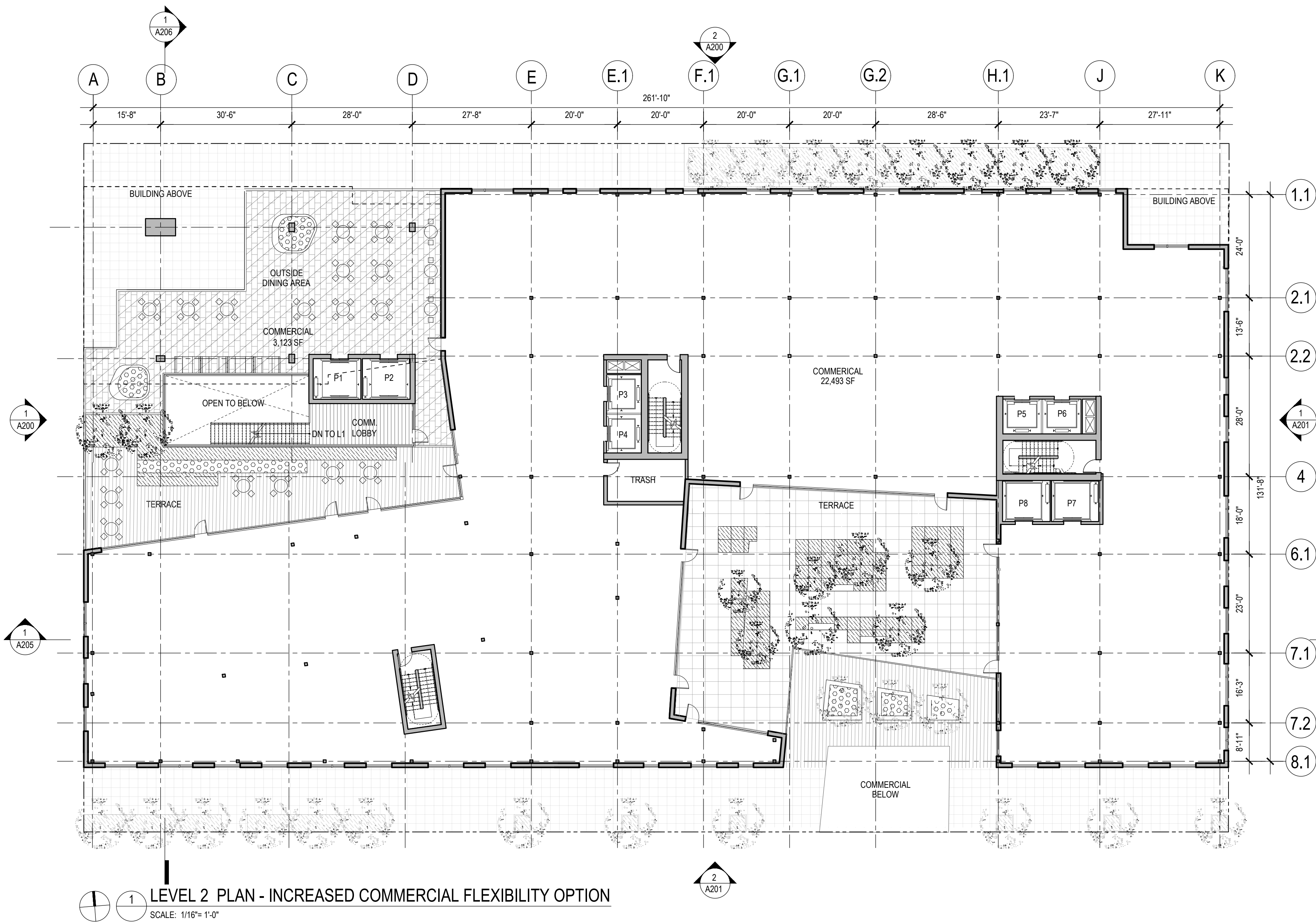
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP



LEVEL 2 PLAN - INCREASED COMMERCIAL FLEXIBILITY OPTION

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

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No.	Date	Description
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2	04/27/17	Revised Entitlement Submittal
1	09/28/16	Entitlement Submittal

LEVEL 2 PLAN - OPTION

A105 (OPT)

676 MATEO STREET
LOS ANGELES, CA 90021

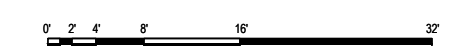
OWNER

ARCHITECT

STRUCTURAL ENGINEER

LANDSCAPE ARCHITECT

MEP

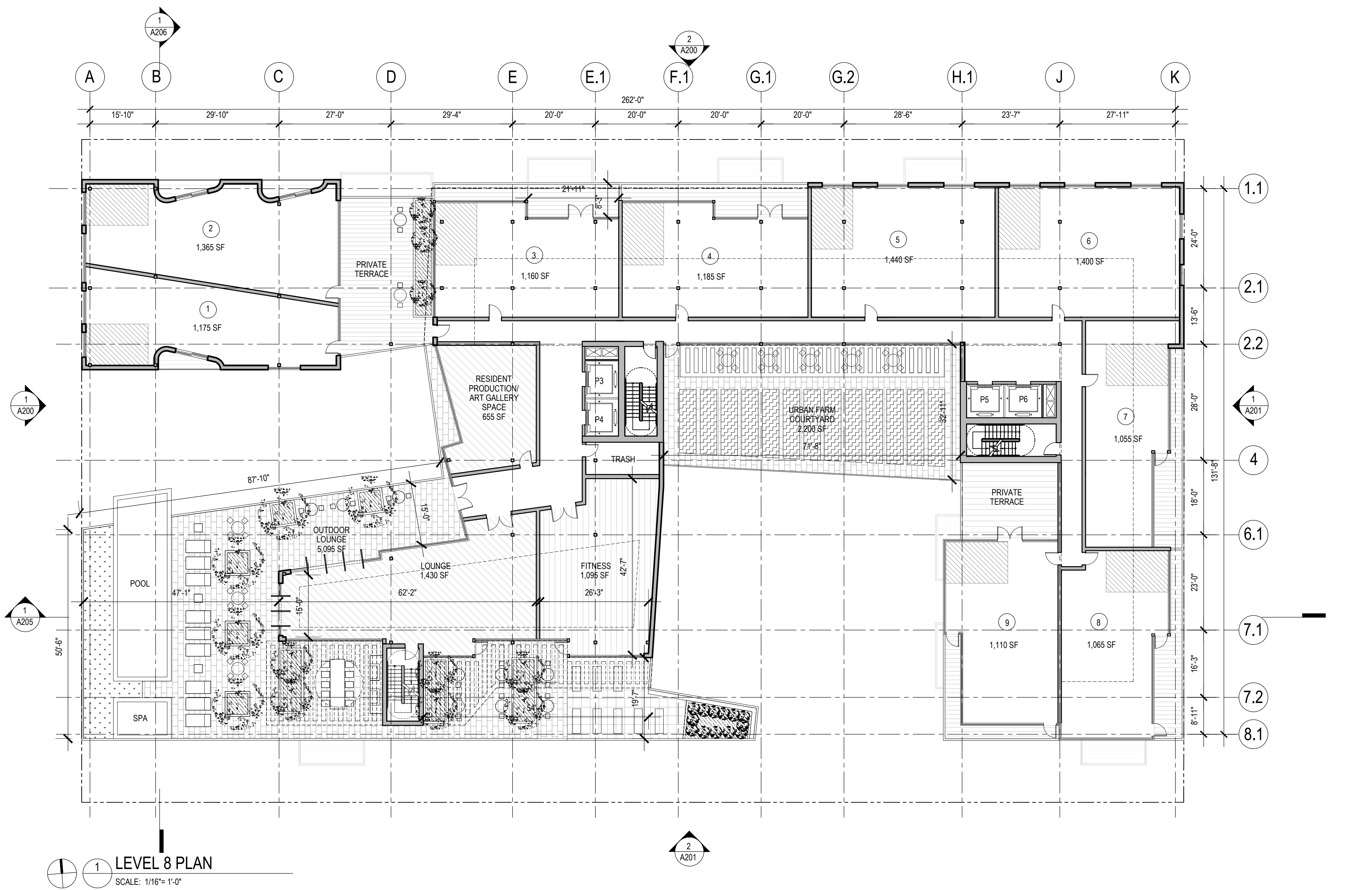


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A106

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PRINTED: Thursday, October 14, 2021 2:55:45 PM BY: H:\A160201 FILE: 676_A107_LEVEL 8



676 MATEO STREET

676 MATEO STREET
LOS ANGELES, CA 90021

DISTRICT CENTRE, LP
C/O MAYER BROWN
350 SOUTH GRAND AVENUE
25TH FLOOR
LOS ANGELES, CA 90071

OWNER

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724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES
319 MAIN STREET
EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

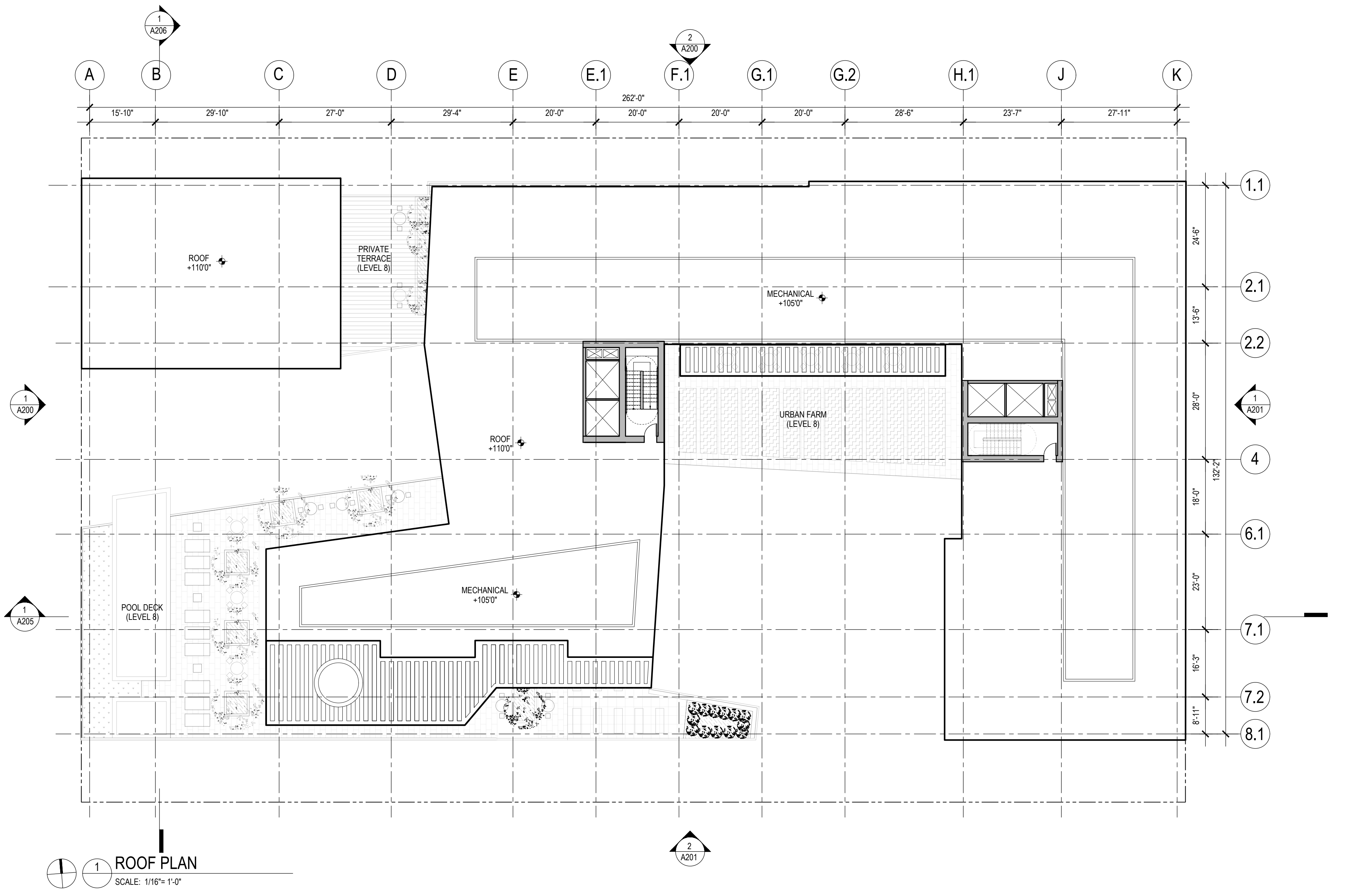
NOT FOR CONSTRUCTION

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LEVEL 8 PLAN

A107

PRINTED: Thursday, October 14, 2021 2:56:24 PM BY: HLA160201 FILE: 676_A108_ROOF PLAN



676 MATEO STREET

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LOS ANGELES, CA 90021

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ARCHITECT

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EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

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IRVINE, CA 92606

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ROOF PLAN

A108

PRINTED: Tuesday, April 25, 2017 4:31:15 PM BY: HJA160627 FILE: 676_A200_ELEVATIONS



2 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



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

676 MATEO STREET

676 MATEO STREET
LOS ANGELES, CA 90021

DISTRICT CENTRE, LP
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350 SOUTH GRAND AVENUE
25TH FLOOR
LOS ANGELES, CA 90071

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ELEVATIONS

A200

PRINTED: Tuesday, April 25, 2017 4:30:32 PM BY: HLA160627 FILE: 676_A200_ELEVATIONS



676 MATEO STREET

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LOS ANGELES, CA 90021

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C/O MAYER BROWN
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ELEVATIONS

A201

PRINTED: Thursday, October 14, 2021 2:58:22 PM BY: HLA160201 FILE: 676_A200-204_ELEVATIONS



676 MATEO STREET

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ARCHITECT

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STRUCTURAL ENGINEER

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LANDSCAPE ARCHITECT

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No.	Date	Description

RENDERING

A202

PRINTED: Thursday, October 14, 2021 2:58:53 PM BY: HLA160201 FILE: 676_A200-204_ELEVATIONS



676 MATEO STREET

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LOS ANGELES, CA 90021

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ARCHITECT

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STRUCTURAL ENGINEER

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SUITE 701
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
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1	09/28/16	Entitlement Submittal
No.	Date	Description

RENDERING

A203

PRINTED: Thursday, October 14, 2021 2:59:16 PM BY: HLA160201 FILE: 676_A200-204_ELEVATIONS



676 MATEO STREET

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RENDERING

A204

PRINTED: Thursday, October 14, 2021 3:05:27 PM BY: HLA160201 FILE: 676_A205_SECTIONS

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LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
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SUITE 130
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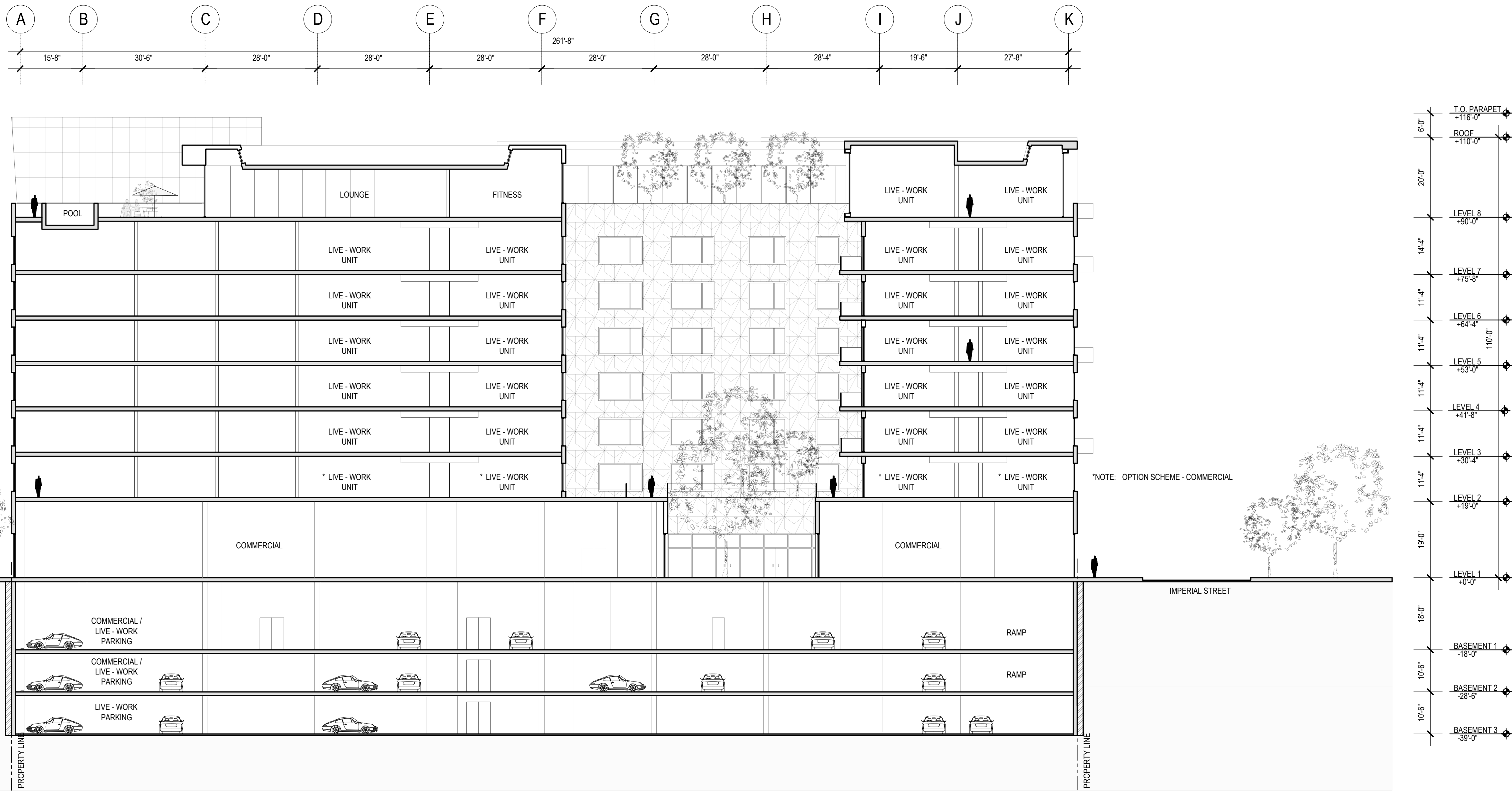
MEP

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SECTION

A205



PRINTED: Thursday, October 14, 2021 3:06:54 PM BY: HLA160201 FILE: 676_A205_SECTIONS

676 MATEO STREET

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724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES
319 MAIN STREET
EL SEGUNDO, CA 90245

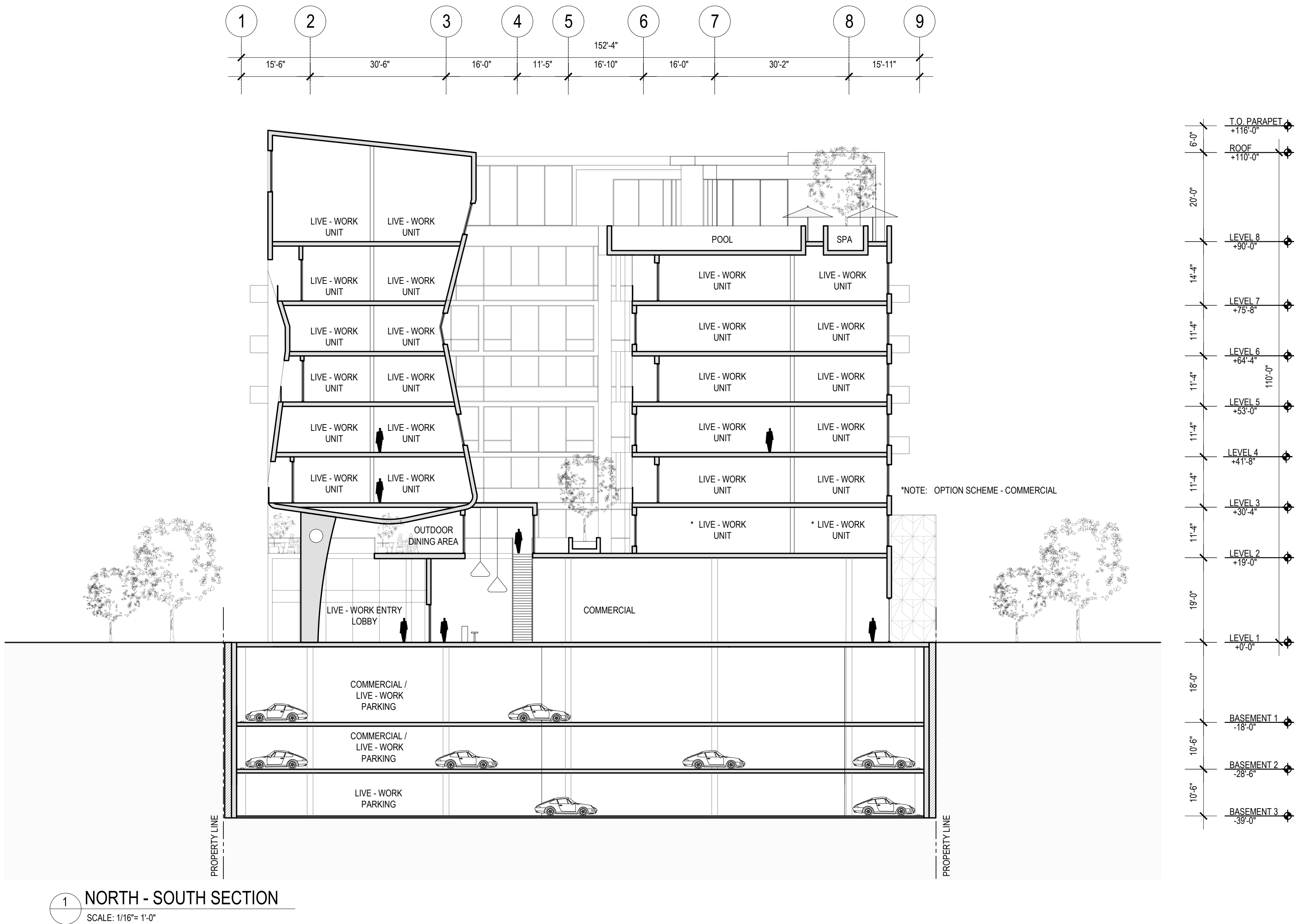
STRUCTURAL ENGINEER

DESIGN WORKSHOP
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SUITE 701
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP



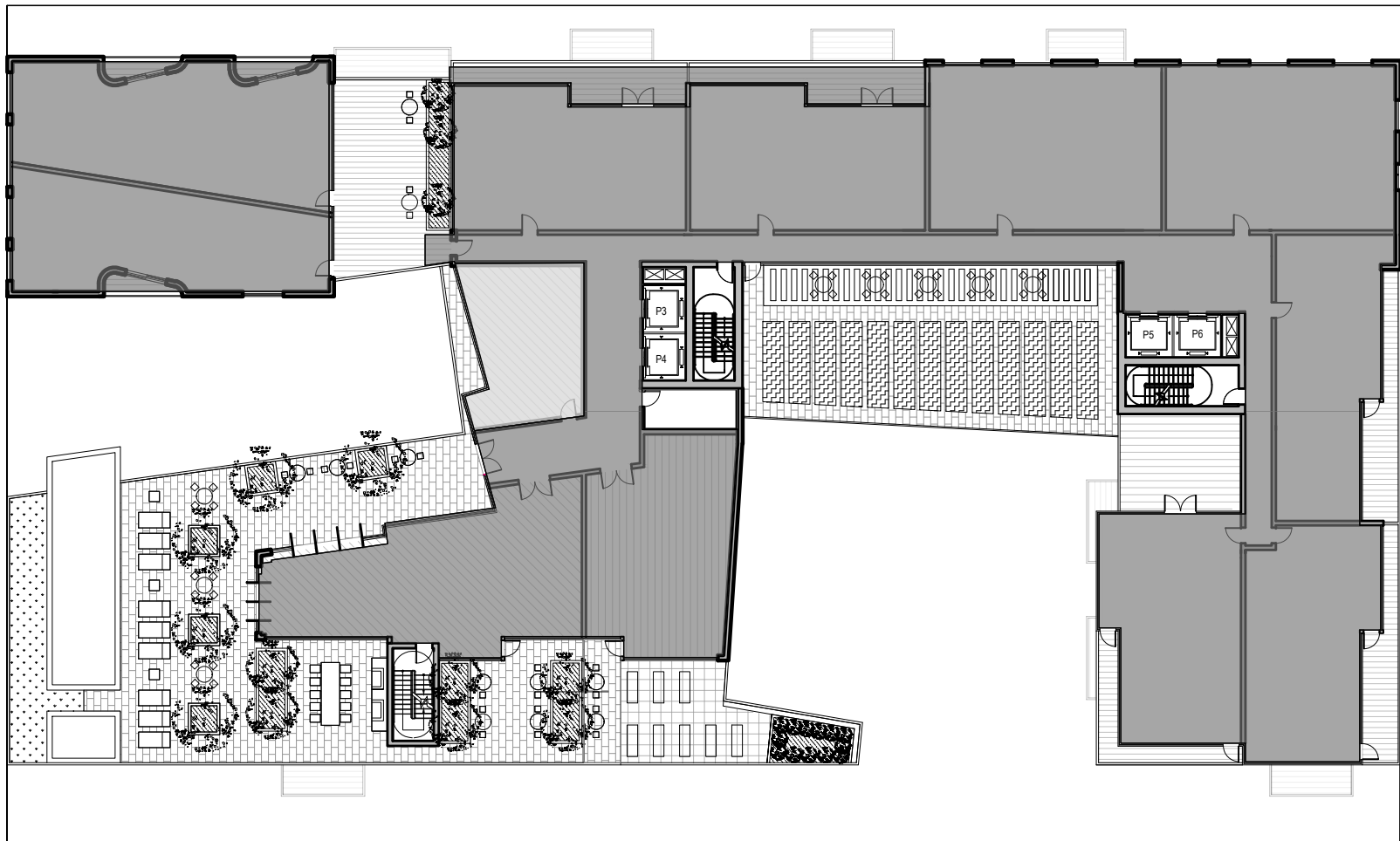
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SECTION

A206

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7 LEVEL 8
SCALE: 1/32" = 1'-0"



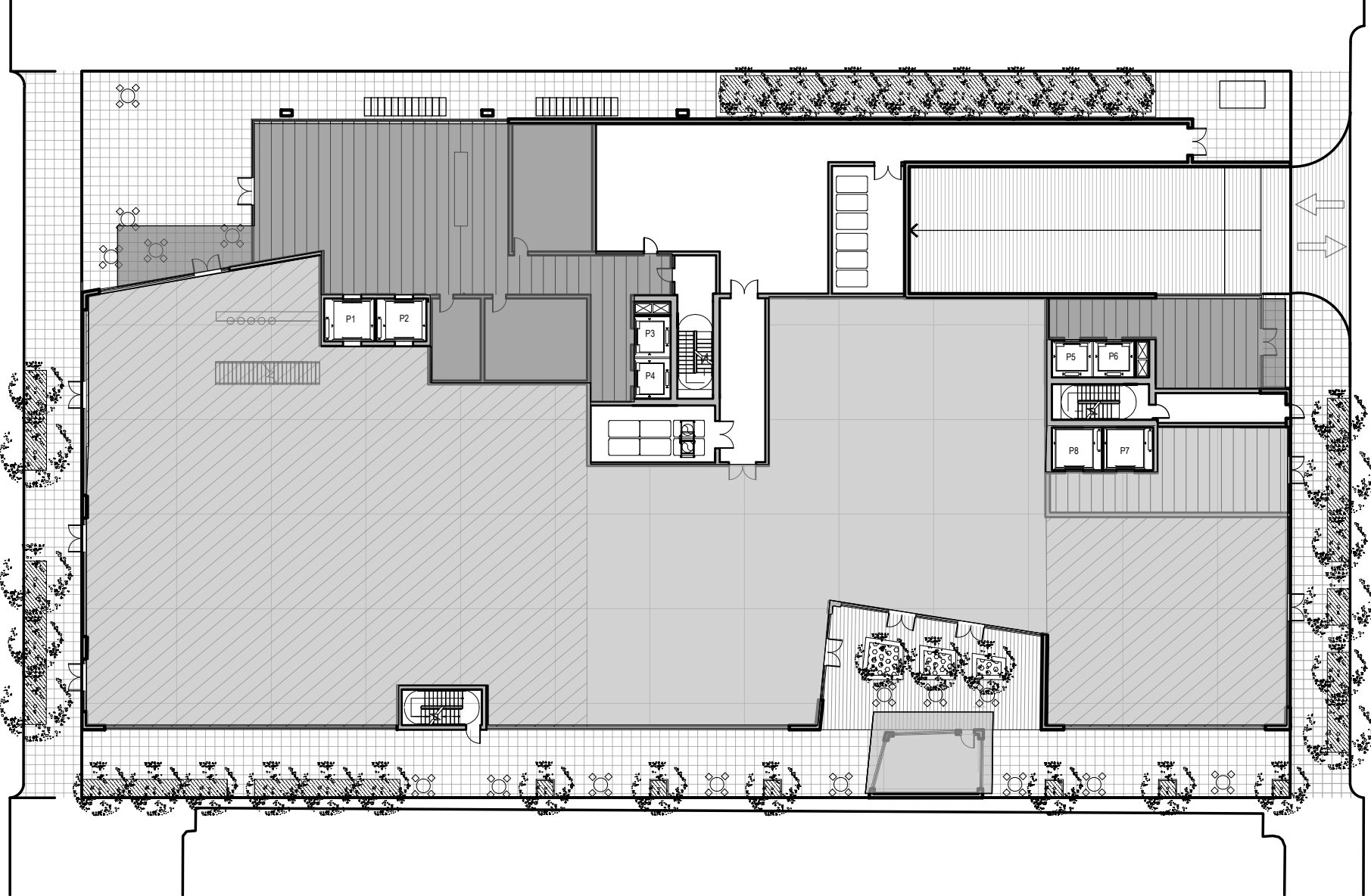
6 LEVEL 3-7
SCALE: 1/32" = 1'-0"



5 LEVEL 2 - INCREASED COMMERCIAL FLEXIBILITY OPTION
SCALE: 1/32" = 1'-0"



4 LEVEL 2
SCALE: 1/32" = 1'-0"



3 LEVEL 1
SCALE: 1/32" = 1'-0"

FAR CALCULATIONS

FLOOR AREA ALLOWED: 42,598 SF x 6 = 255,588 SF
FLOOR AREA PROPOSED: 197,355 SF / 42,598 SF = 4.63

TOTAL ART PRODUCTION / COMMERCIAL RECOMMENDED: 16,750 SF
TOTAL COMMERCIAL PROVIDED : 23,380 SF

LEVEL	RESIDENTIAL FLOOR AREA	COMMERCIAL FLOOR AREA	RES. PRODUCTION / ART GALLERY FLOOR AREA	TOTAL
LEVEL 8	16301 SQ. FT.	0	655 SQ. FT.	16956 SQ. FT.
LEVEL 7	25931 SQ. FT.	0	0	25931 SQ. FT.
LEVEL 6	25931 SQ. FT.	0	0	25931 SQ. FT.
LEVEL 5	25931 SQ. FT.	0	0	25931 SQ. FT.
LEVEL 4	25931 SQ. FT.	0	0	25931 SQ. FT.
LEVEL 3	25931 SQ. FT.	0	0	25931 SQ. FT.
LEVEL 2	22493 SQ. FT.	3,123 SQ. FT.	0	25,616 SQ. FT.
LEVEL 1	4871 SQ. FT.	20,257 SQ. FT.	0	25,128 SQ. FT.
TOTAL	173,320 SQ. FT.	23,380 SQ. FT.	655 SQ. FT.	197,355 SQ. FT.

- RESIDENTIAL FLOOR AREA
- COMMERCIAL FLOOR AREA
- RESIDENT PRODUCTION / ART GALLERY SPACE FLOOR AREA

2 FAR CALCULATIONS

FAR CALCULATIONS - INCREASED COMMERCIAL FLEXIBILITY OPTION

FLOOR AREA ALLOWED: 42,598 SF x 6 = 255,588 SF
FLOOR AREA PROPOSED: 197,355 SF / 42,598 SF = 4.63

TOTAL ART PRODUCTION / COMMERCIAL RECOMMENDED: 15,450 SF
TOTAL COMMERCIAL PROVIDED : 45,873 SF

LEVEL	RESIDENTIAL FLOOR AREA	COMMERCIAL FLOOR AREA	RES. PRODUCTION / ART GALLERY FLOOR AREA	TOTAL
LEVEL 8	16301 SQ. FT.	0	655 SQ. FT.	16956 SQ. FT.
LEVEL 7	25931 SQ. FT.	0	0	25931 SQ. FT.
LEVEL 6	25931 SQ. FT.	0	0	25931 SQ. FT.
LEVEL 5	25931 SQ. FT.	0	0	25931 SQ. FT.
LEVEL 4	25931 SQ. FT.	0	0	25931 SQ. FT.
LEVEL 3	25931 SQ. FT.	0	0	25931 SQ. FT.
LEVEL 2	0.0 SQ. FT.	25,616 SQ. FT.	0	25,616 SQ. FT.
LEVEL 1	4871 SQ. FT.	20,257 SQ. FT.	0	25,128 SQ. FT.
TOTAL	150,827 SQ. FT.	45,873 SQ. FT.	655 SQ. FT.	197,355 SQ. FT.

- RESIDENTIAL FLOOR AREA
- COMMERCIAL FLOOR AREA
- RESIDENT PRODUCTION / ART GALLERY SPACE FLOOR AREA

1 FAR CALCULATIONS - INCREASED COMMERCIAL FLEXIBILITY OPTION

676 MATEO STREET

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LOS ANGELES, CA 90021

DISTRICT CENTRE, LP
C/O MAYER BROWN
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724 SOUTH SPRING STREET
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LOS ANGELES, CA 90014

ARCHITECT

JOHN LABIB + ASSOCIATES
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EL SEGUNDO, CA 90245

STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT

IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

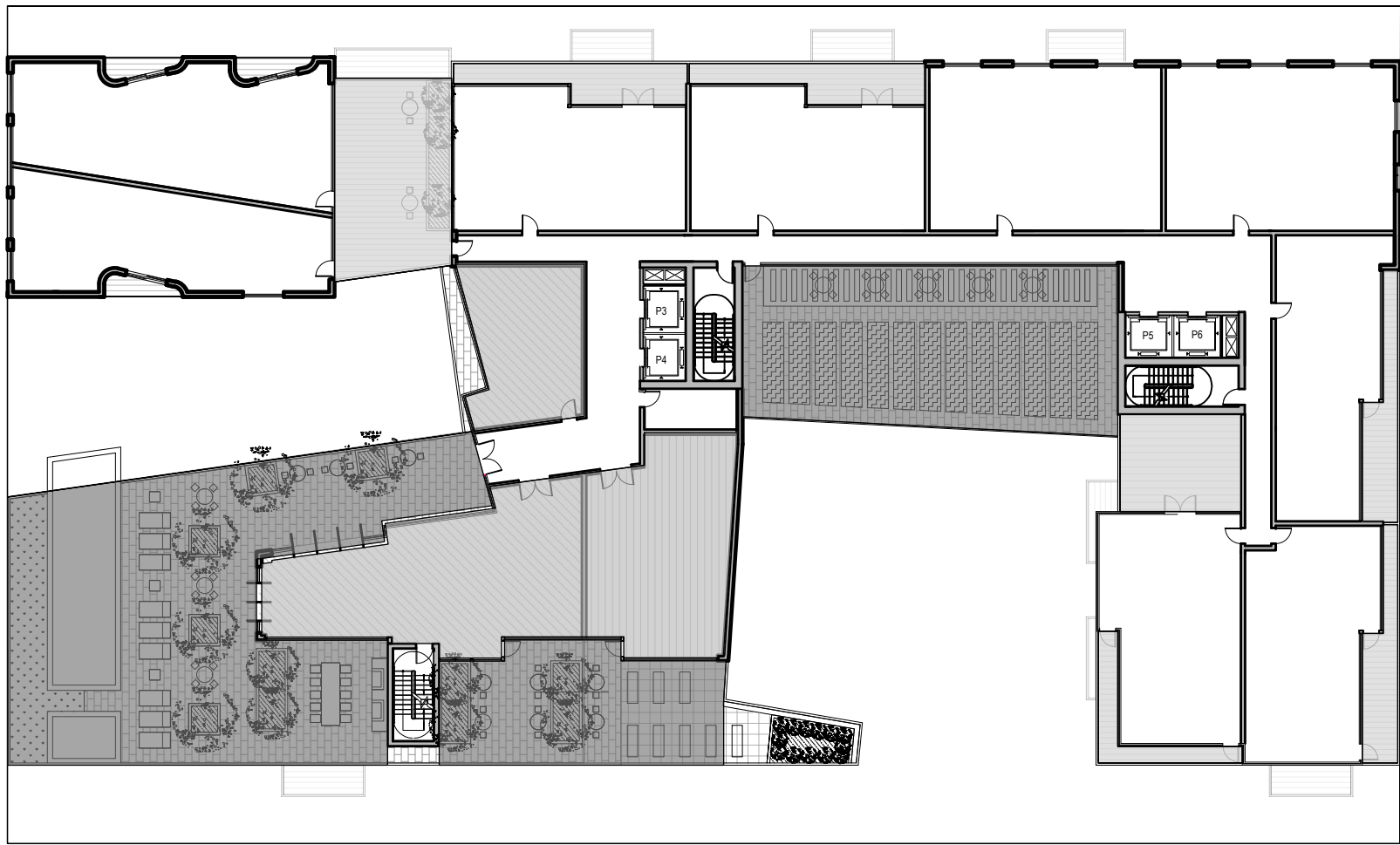
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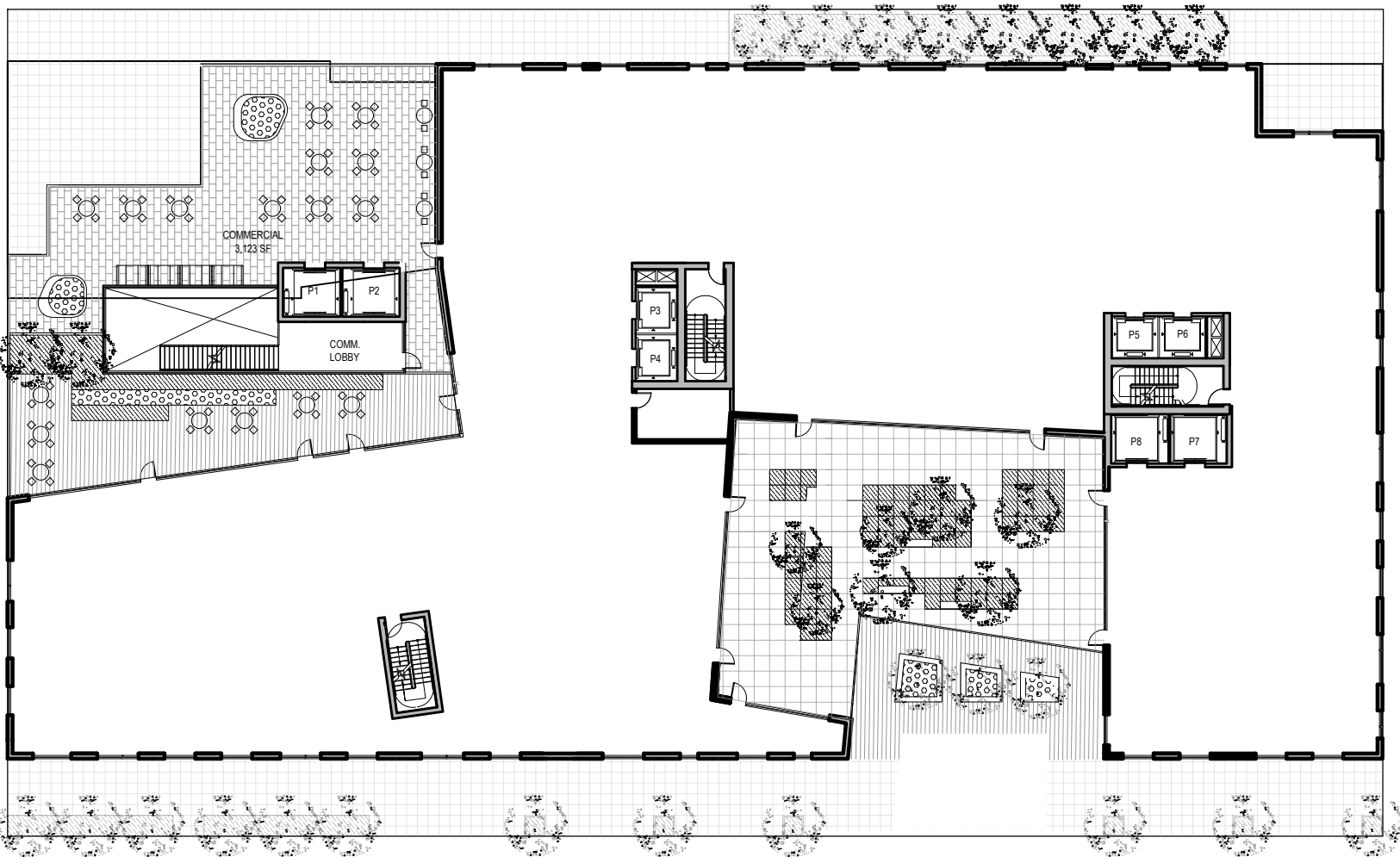
FAR

A300

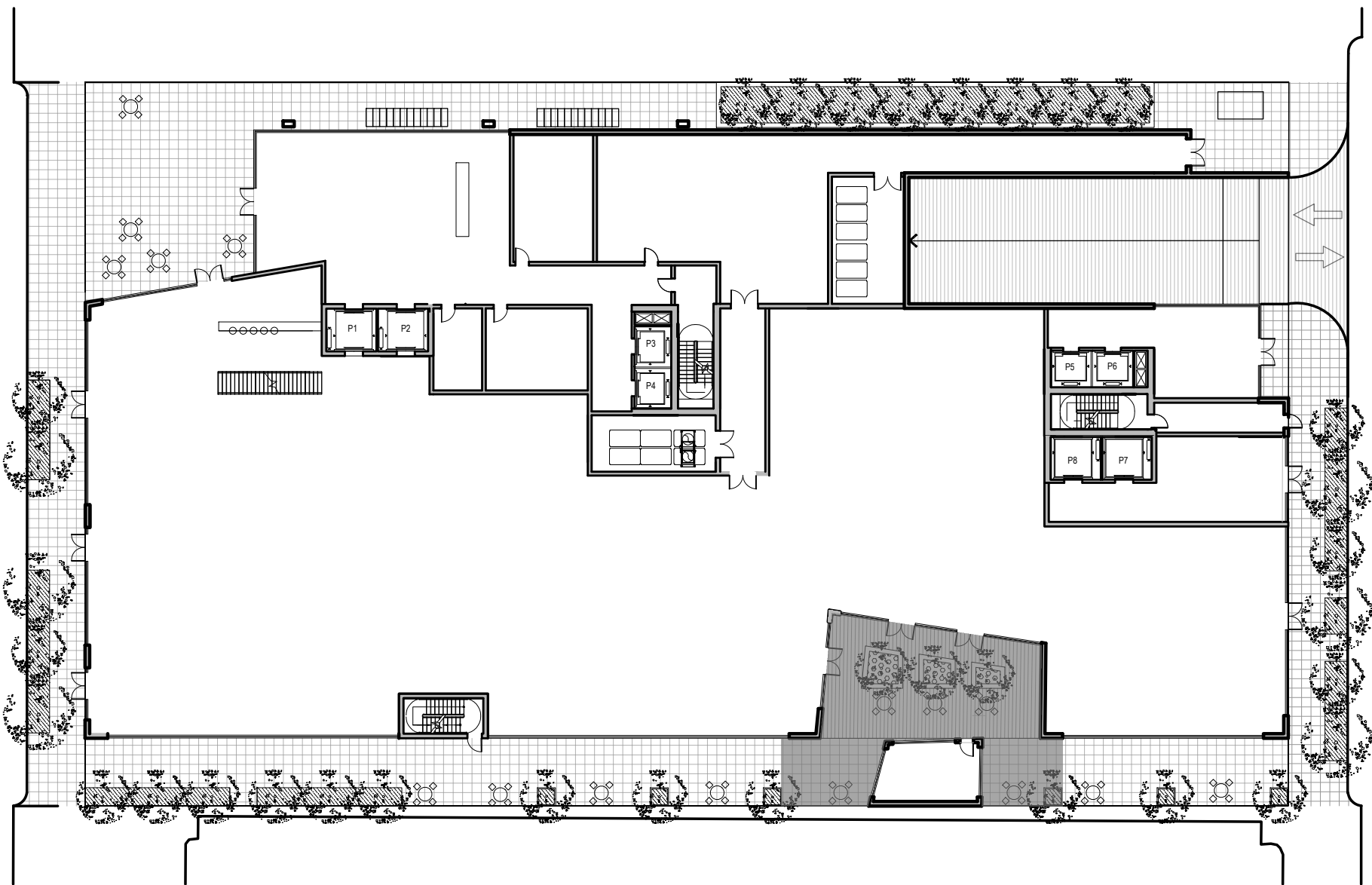
PRINTED: Thursday, October 14, 2021 2:33:00 PM BY: HLA160201 FILE: 676_A301_OPEN SPACE



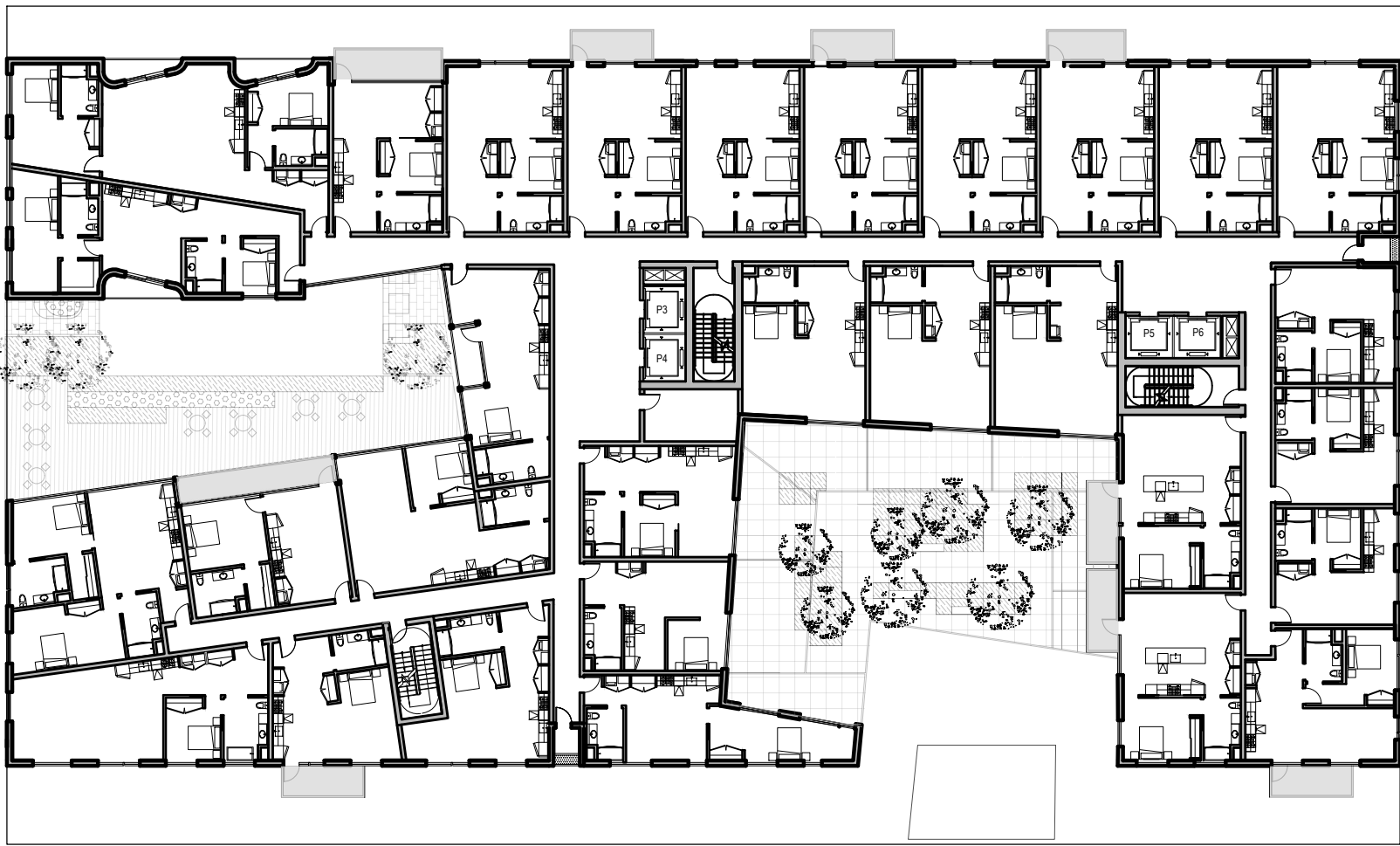
8 LEVEL 8
SCALE: 1/32"= 1'-0"



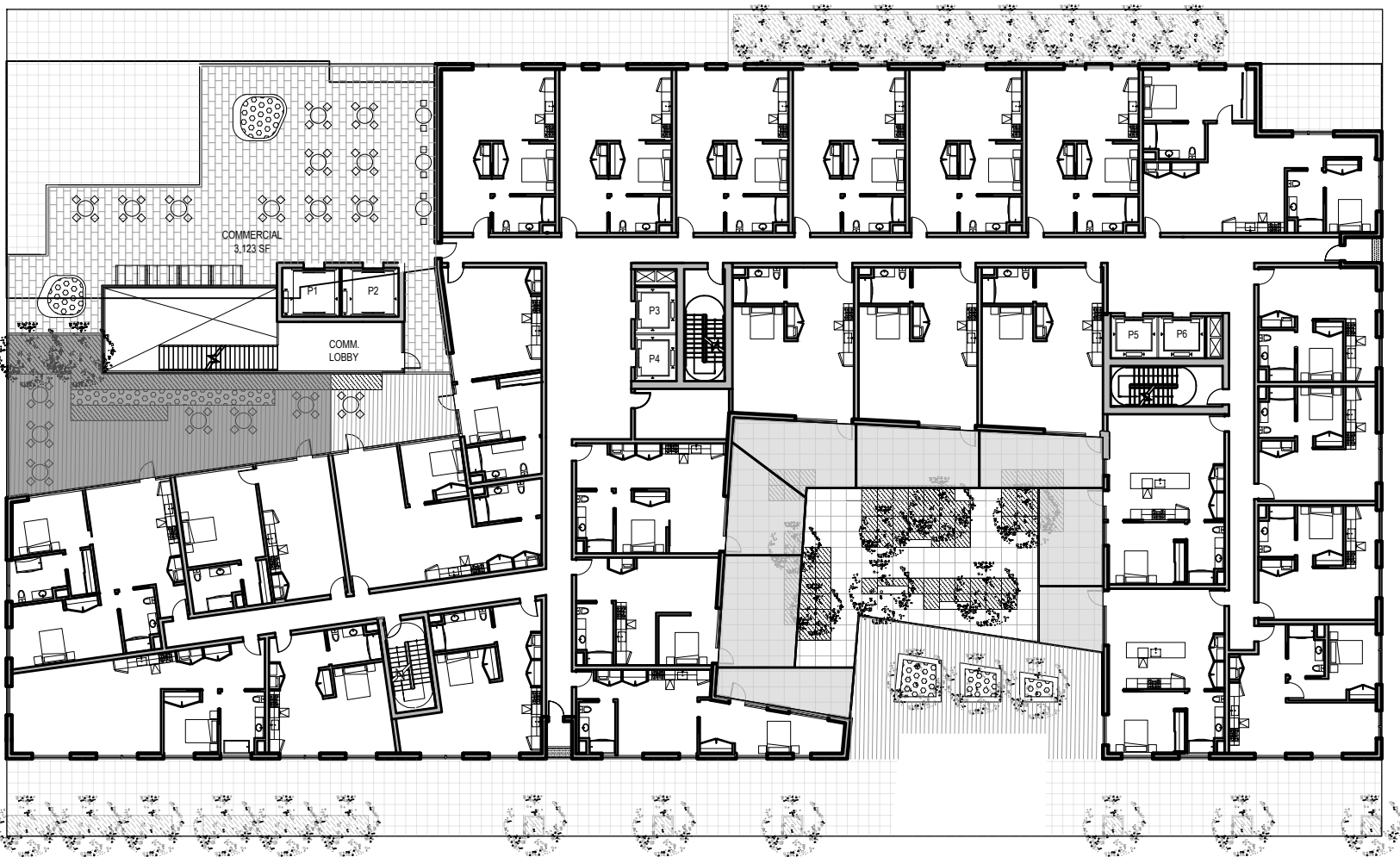
7 LEVEL 2 - INCREASED COMMERCIAL FLEXIBILITY OPTION
SCALE: 1/32"= 1'-0"



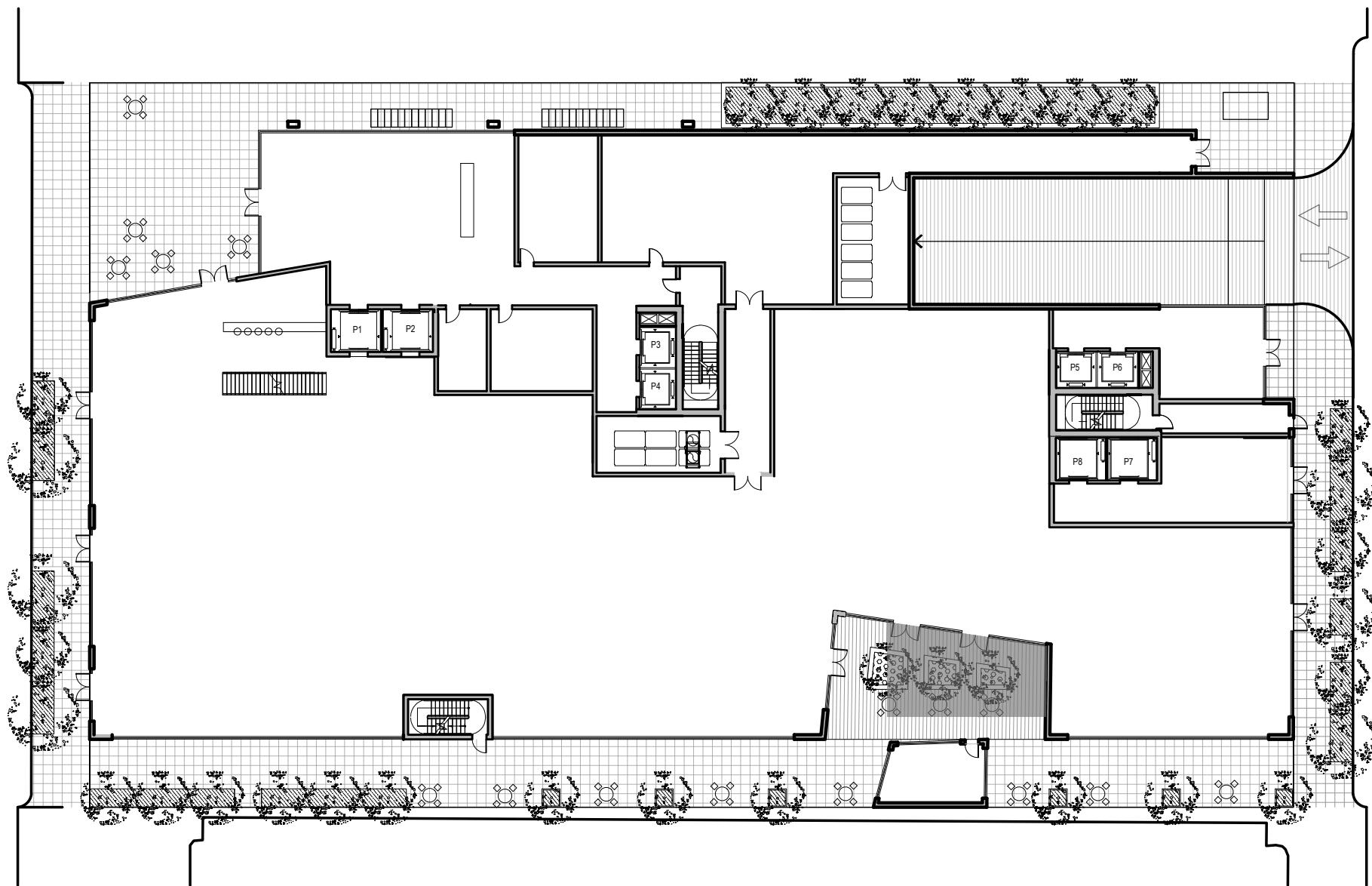
6 LEVEL 1 - INCREASED COMMERCIAL FLEXIBILITY OPTION
SCALE: 1/32"= 1'-0"



5 LEVEL 3-7
SCALE: 1/32"= 1'-0"



4 LEVEL 2
SCALE: 1/32"= 1'-0"



3 LEVEL 1
SCALE: 1/32"= 1'-0"

OPEN SPACE CALCULATIONS - INCREASED COMMERCIAL FLEXIBILITY OPTION

OPEN SPACE REQUIRED:
100 SF PER LIVE - WORK UNIT (0-1 BD) (< 1,000 SF)
175 SF PER LIVE - WORK UNIT (3 BD) (> 1,000 SF)

14,160 SF
(135 UNITS x 100 SF) = 13,500 SF
(24 UNITS x 175 SF) = 4,200 SF
TOTAL = 17,700 SF

DENSITY BONUS (20% REDUCTION)
17,700 SF X 0.80 = 14,160 SF

OPEN SPACE PROVIDED: 14,160 SF				
LEVEL	PRIVATE SPACE	OUTDOOR COMMUNAL SPACE	INDOOR COMMUNAL SPACE	TOTAL
LEVEL 8	350 SF	7,295 SF	3,180 SF	10,825 SF
LEVEL 7	400 SF	0	0	400 SF
LEVEL 6	400 SF	0	0	400 SF
LEVEL 5	400 SF	0	0	400 SF
LEVEL 4	350 SF	0	0	350 SF
LEVEL 3	500 SF	0	0	500 SF
LEVEL 2	0	0	0	0
LEVEL 1	0	1,285 SF	0	1,285 SF
TOTAL	2,400 SF	8,580 SF	3,180 SF	14,160 SF

- PRIVATE OPEN SPACE
- OUTDOOR COMMUNAL SPACE
- INDOOR COMMUNAL SPACE

2 OPEN SPACE CALCULATIONS - INCREASED COMMERCIAL FLEXIBILITY OPTION

OPEN SPACE CALCULATIONS

OPEN SPACE REQUIRED:
100 SF PER LIVE - WORK UNIT (0-1 BD) (< 1,000 SF)
125 SF PER LIVE - WORK UNIT (2 BD) (> 1,000 SF)

15,320 SF
(159 UNITS x 100 SF) = 15,900 SF
(26 UNITS x 125 SF) = 3,250 SF
TOTAL = 19,150 SF

DENSITY BONUS (20% REDUCTION)
19,150 SF X 0.80 = 15,320 SF

OPEN SPACE PROVIDED: 15,320 SF				
LEVEL	PRIVATE SPACE	OUTDOOR COMMUNAL SPACE	INDOOR COMMUNAL SPACE	TOTAL
LEVEL 8	350 SF	7,295 SF	3,180 SF	10,825 SF
LEVEL 7	400 SF	0	0	400 SF
LEVEL 6	400 SF	0	0	400 SF
LEVEL 5	400 SF	0	0	400 SF
LEVEL 4	400 SF	0	0	400 SF
LEVEL 3	500 SF	0	0	500 SF
LEVEL 2	400 SF	1,380 SF	0	1,780 SF
LEVEL 1	0	635 SF	0	635 SF
TOTAL	2,850 SF	9,290 SF	3,180 SF	15,320 SF

- PRIVATE OPEN SPACE
- OUTDOOR COMMUNAL SPACE
- INDOOR COMMUNAL SPACE

1 OPEN SPACE CALCULATIONS

676 MATEO STREET

676 MATEO STREET
LOS ANGELES, CA 90021

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OWNER

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LANDSCAPE ARCHITECT

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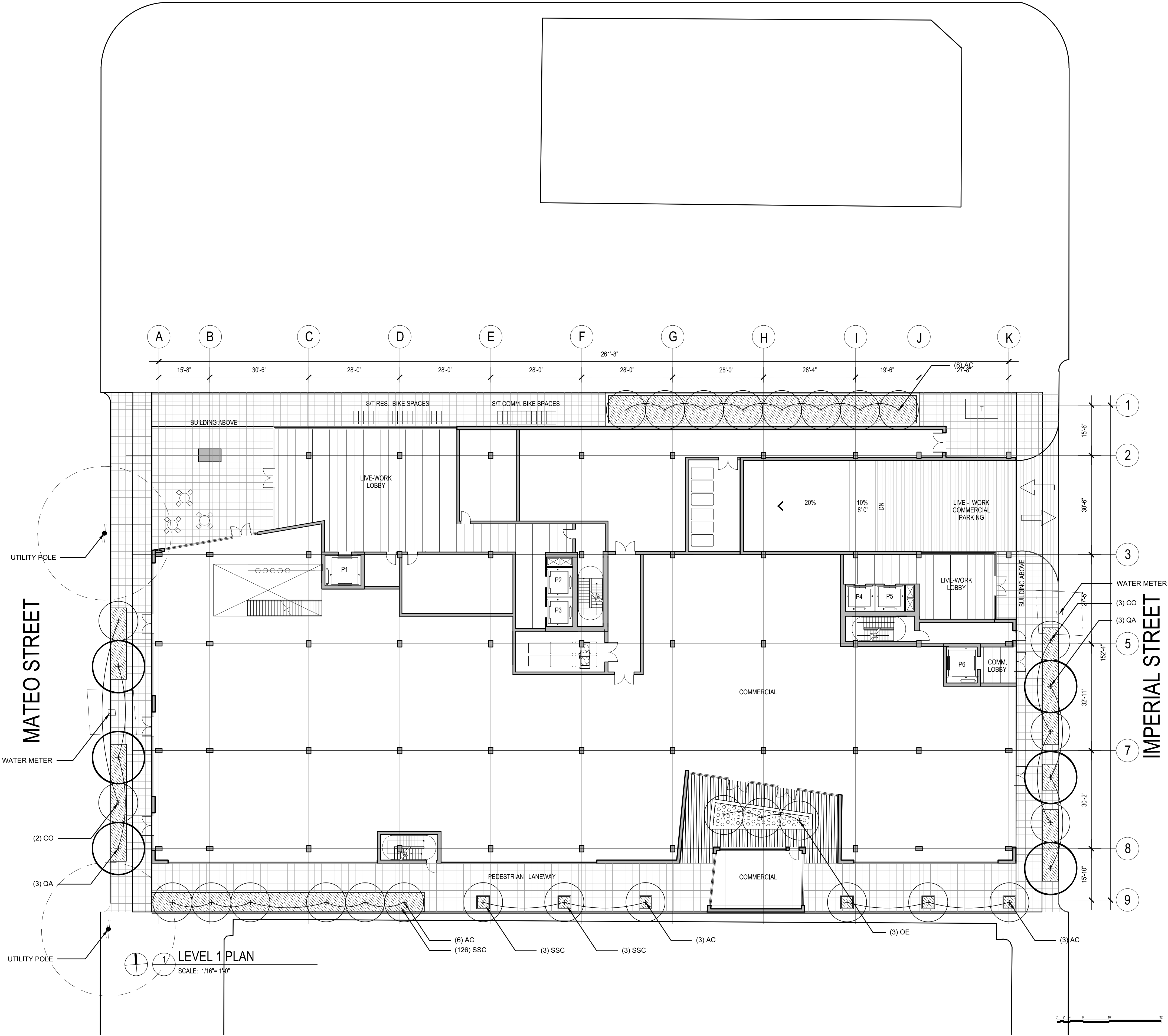
OPEN SPACE

A301

PLANT LIST

ABBR./SYMBOL	QTY.	SPECIES NAME	COMMON NAME
TREES			
AC	20	<i>Aesculus californica</i>	California Buckeye
OE	3	<i>Olea europaea</i>	Olive
CO	5	<i>Cercis occidentalis</i>	Western Redbud
PD	5	<i>Parkinsonia 'Desert Museum' (Cercidium)</i>	Desert Museum Palo Verde
PI	7	<i>Prunus ilicifolia</i>	Catalina Cherry
QA	6	<i>Quercus agrifolia</i>	Coast Live Oak
SHRUB			
CC	8	<i>Carpenteria californica</i>	Bush Anemone
EE	18	<i>Ericameria ericoides</i>	California goldenbush
GROUND COVER			
FC	98	<i>Festuca capillata and scs.</i>	California Fescue
SSC	251	<i>Salvia sonomensis and cvs</i>	Sonoma Sage
SS	48	<i>Senecio serpens</i>	Blue Chalksticks

INDUSTRIAL STREET



676 MATEO STREET

676 MATEO STREET
LOS ANGELES, CA 90021

DISTRICT CENTRE, LP
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350 SOUTH GRAND AVENUE
25TH FLOOR
LOS ANGELES, CA 90071

OWNER

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724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

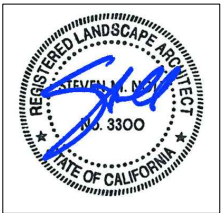
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LANDSCAPE ARCHITECT



IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

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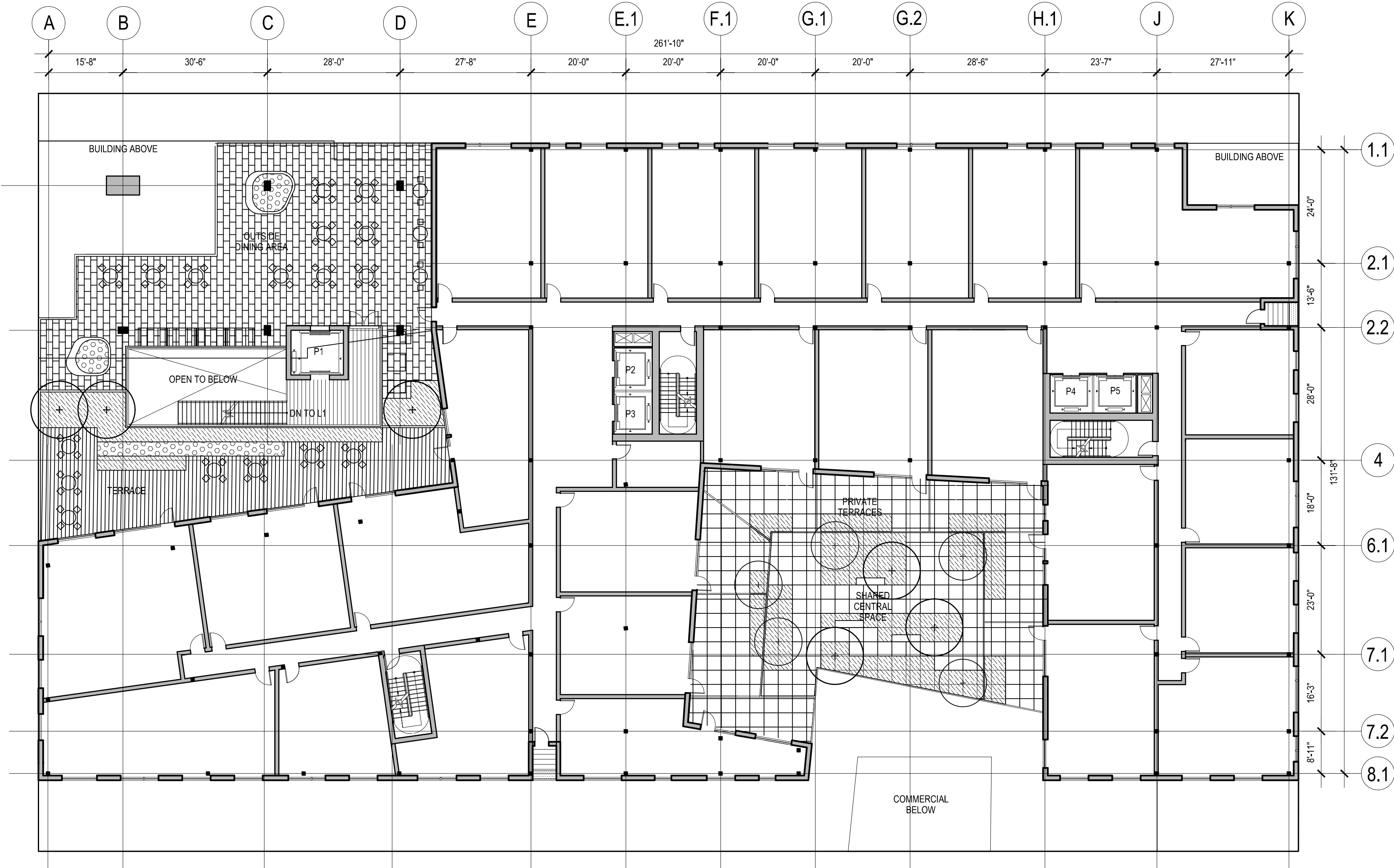
3	09/18/19	Revised Entitlement Submittal
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No.	Date	Description

LEVEL 1
LANDSCAPE PLAN

L101

PLANT LIST

ABBR./SYMBOL	QTY.	SPECIES NAME	COMMON NAME
TREES			
AC	20	<i>Aesculus californica</i>	California Buckeye
OE	3	<i>Olea europaea</i>	Olive
CO	5	<i>Cercis occidentalis</i>	Western Redbud
PD	5	<i>Parkinsonia 'Desert Museum' (Cercidium)</i>	Desert Museum Palo Verde
PI	7	<i>Prunus ilicifolia</i>	Catalina Cherry
QA	6	<i>Quercus agrifolia</i>	Coast Live Oak
SHRUB			
CC	8	<i>Carpenteria californica</i>	Bush Anemone
EE	18	<i>Ericameria ericoides</i>	California goldenbush
GROUND COVER			
FC	98	<i>Festuca capillata and scs.</i>	California Fescue
SSC	251	<i>Salvia sonomensis and cvs</i>	Sonoma Sage
SS	48	<i>Senecio serpens</i>	Blue Chalksticks



1 LEVEL 2 PLAN
SCALE: 1/16"= 1'-0"

676 MATEO STREET

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LANDSCAPE ARCHITECT



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SUITE 130
IRVINE, CA 92606

MEP

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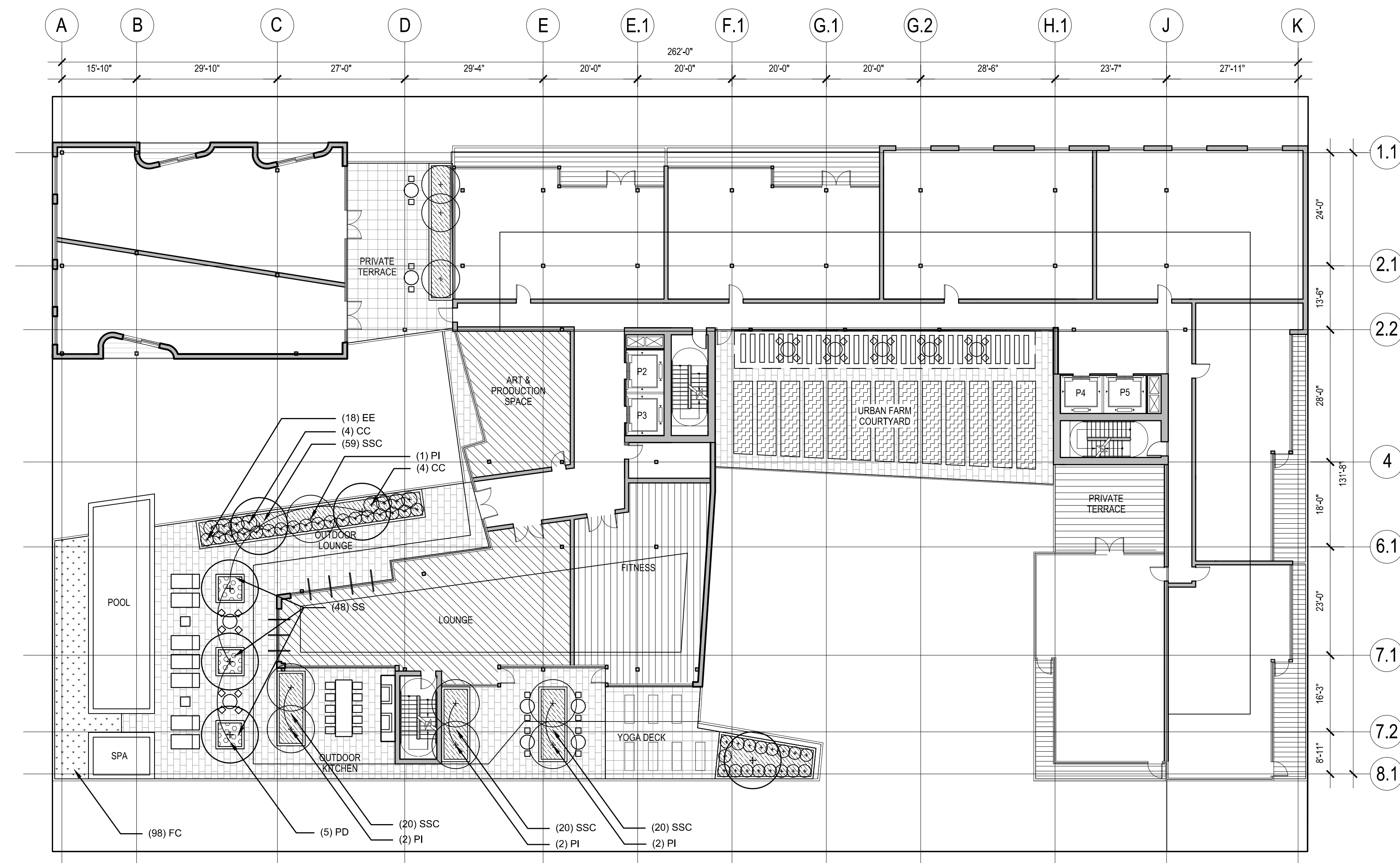
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1	09/28/16	Entitlement Submittal
No.	Date	Description



LEVEL 2
LANDSCAPE PLAN

L102

PLANT LIST

ABBR./SYMBOL	QTY.	SPECIES NAME	COMMON NAME
TREES			
AC	20	<i>Aesculus californica</i>	California Buckeye
OE	3	<i>Olea europaea</i>	Olive
CO	5	<i>Cercis occidentalis</i>	Western Redbud
PD	5	<i>Parkinsonia 'Desert Museum' (Cercidium)</i>	Desert Museum Palo Verde
PI	7	<i>Prunus ilicifolia</i>	Catalina Cherry
QA	6	<i>Quercus agrifolia</i>	Coast Live Oak
SHRUB			
CC	8	<i>Carpenteria californica</i>	Bush Anemone
EE	18	<i>Ericameria ericoides</i>	California goldenbush
GROUND COVER			
FC	98	<i>Festuca capillata and scs.</i>	California Fescue
SSC	251	<i>Salvia sonomensis and cvs</i>	Sonoma Sage
SS	48	<i>Senecio serpens</i>	Blue Chalksticks



  **LEVEL 8 PLAN**
SCALE: 1/16" = 1'-0"

676 MATEO STREET

676 MATEO STREET
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OWNER

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SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

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LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT



**IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606**

MEP

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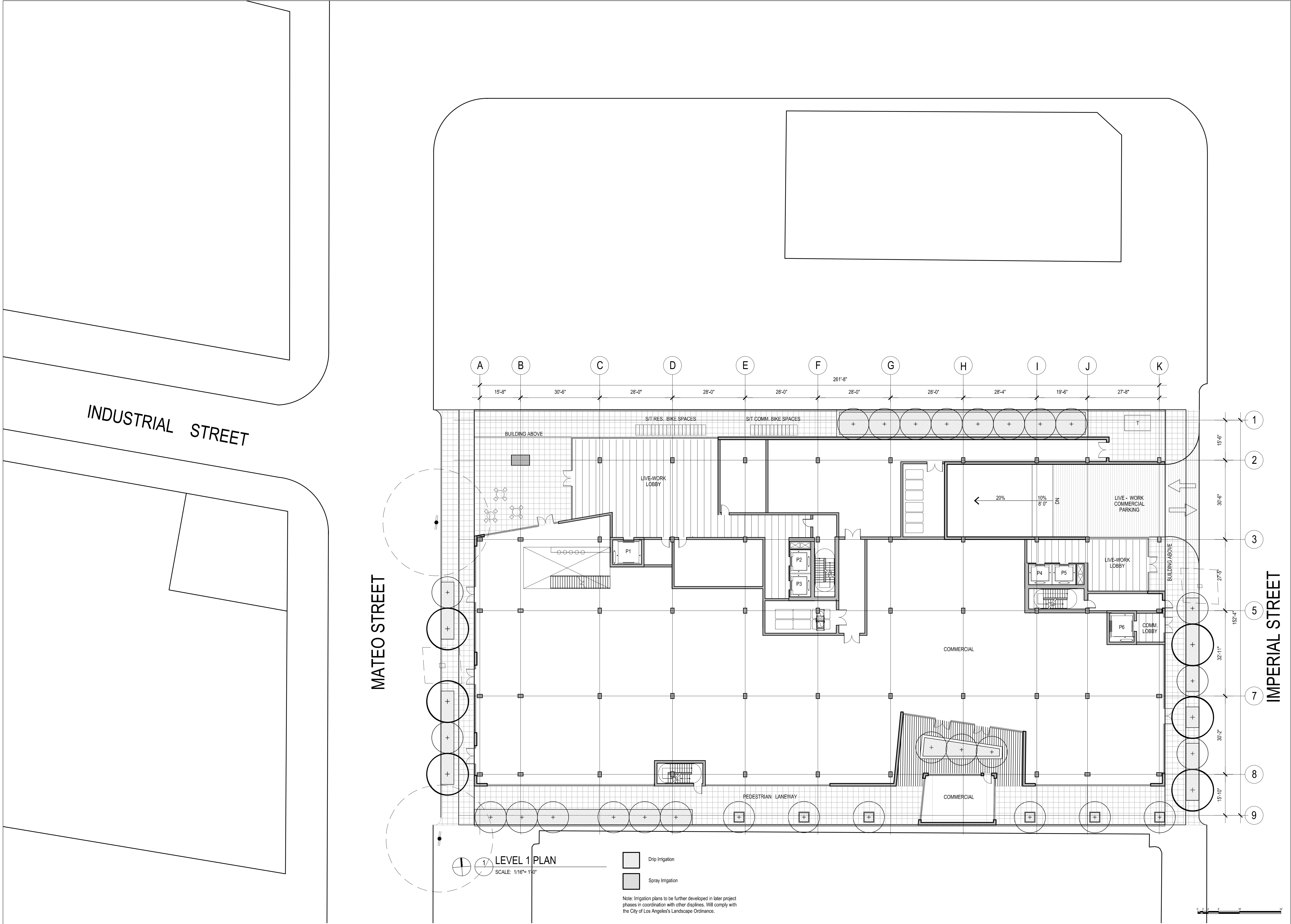
3	09/18/19	Revised Entitlement Submittal
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LEVEL 8
LANDSCAPE PLAN

L103

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LOS ANGELES, CA 90071

OWNER

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ARCHITECTURE

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SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

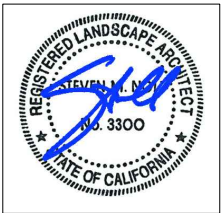
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LOS ANGELES, CA 90014

LANDSCAPE ARCHITECT



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1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

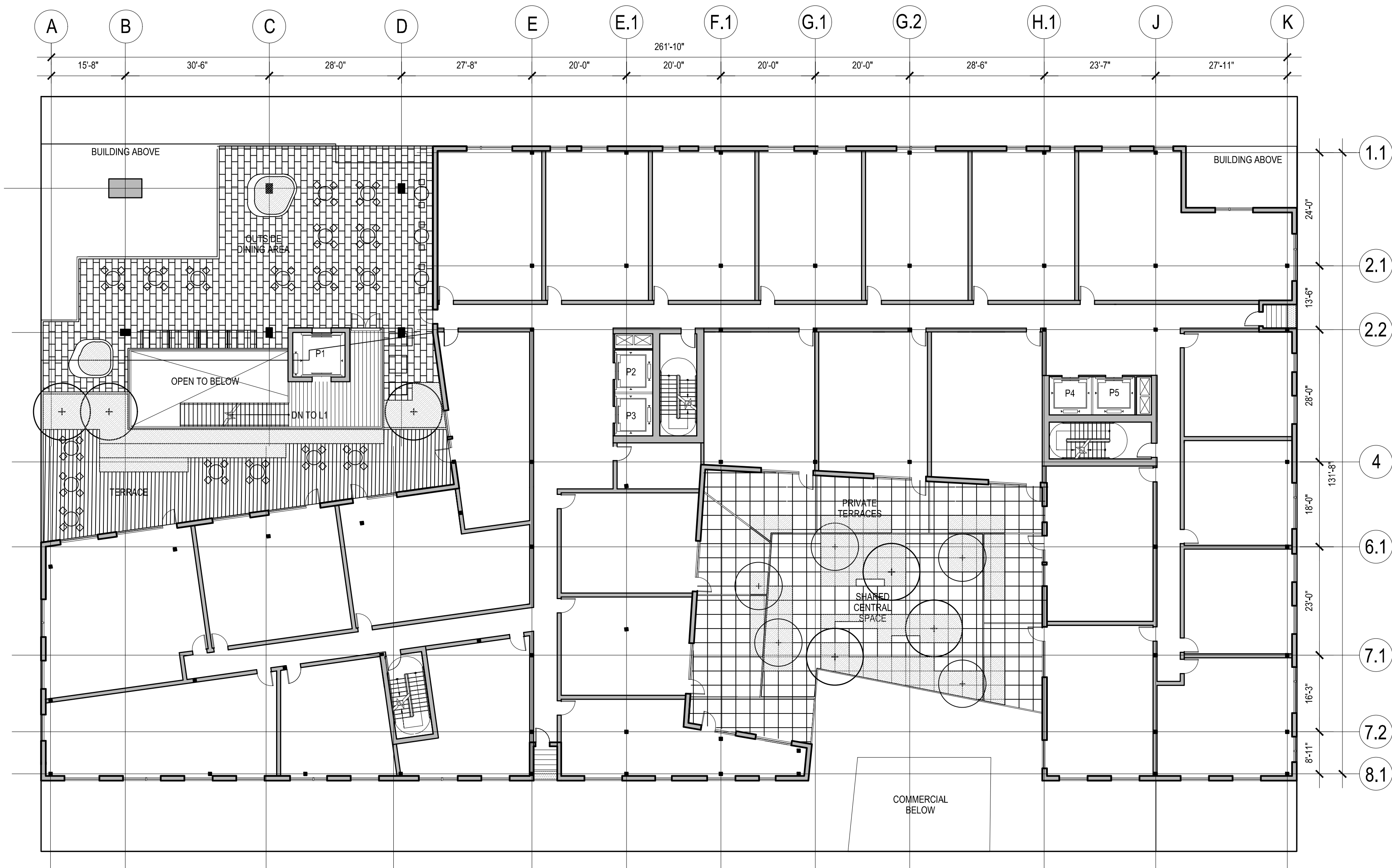
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LEVEL 1
IRRIGATION PLAN

L201

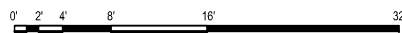
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LEVEL 2 PLAN
SCALE: 1/16"= 1'-0"

- Drip Irrigation
- Spray Irrigation

Note: Irrigation plans to be further developed in later project phases in coordination with other disciplines. Will comply with the City of Los Angeles's Landscape Ordinance.



676 MATEO STREET

676 MATEO STREET
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SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

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LANDSCAPE ARCHITECT



IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

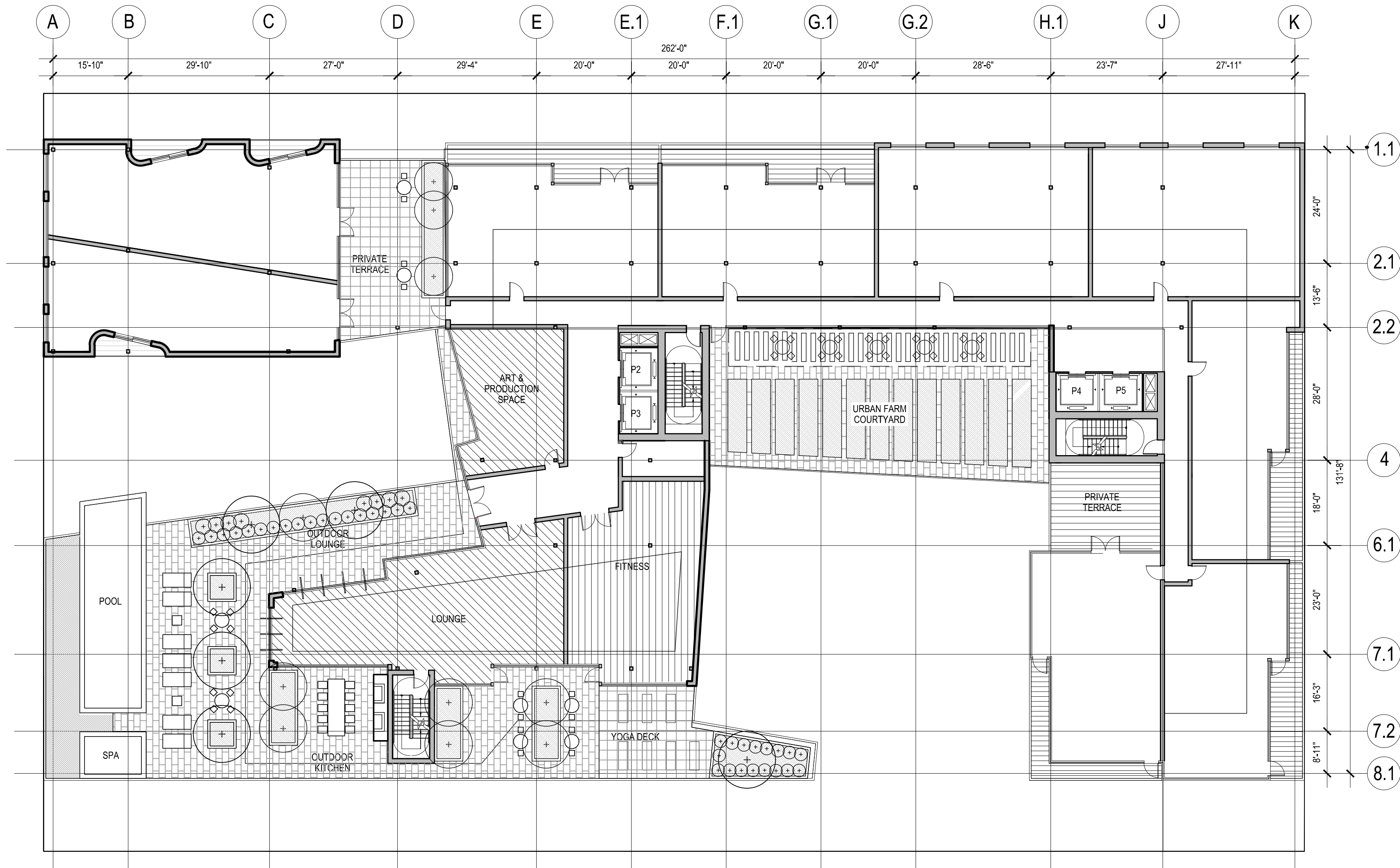
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3	09/18/19	Revised Entitlement Submittal
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LEVEL 2 IRRIGATION PLAN

L202

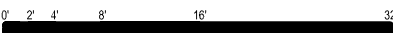
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LEVEL 8 PLAN
SCALE: 1/16"= 1'-0"

- Drip Irrigation
- Spray Irrigation

Note: Irrigation plans to be further developed in later project phases in coordination with other disciplines. Will comply with the City of Los Angeles's Landscape Ordinance.



676 MATEO STREET

676 MATEO STREET
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LANDSCAPE ARCHITECT



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1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

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1	09/28/16	Entitlement Submittal

LEVEL 8 IRRIGATION PLAN

L203

OPEN SPACE COMPLIANCE

Open Space Compliance	
LEVEL 1	
Common Open Space (sf):	1,995.0
25% Common Open Space (sf):	498.8
Vegetated Area Provided (sf):	528.0
Vegetated Area Provided %:	26.5
Number of Trees:	34
LEVEL 8	
Common Open Space (sf):	7,295.0
25% Common Open Space (sf):	1,823.8
Vegetated Area Provided (sf):	1,806.6
Vegetated Area Provided %:	24.8
Number of Trees:	12
TOTAL TREES REQUIRED (185 UNITS/4=46) FOR COMMON OPEN SPACE	46
TOTAL TREES PROVIDED FOR COMMON OPEN SPACE	46
TOTAL COMMON OPEN SPACE	9,290.0
TOTAL SF VEGETATED COMMON OPEN SPACE	2,334.6
TOTAL % VEGETATED COMMON OPEN SPACE	25.1

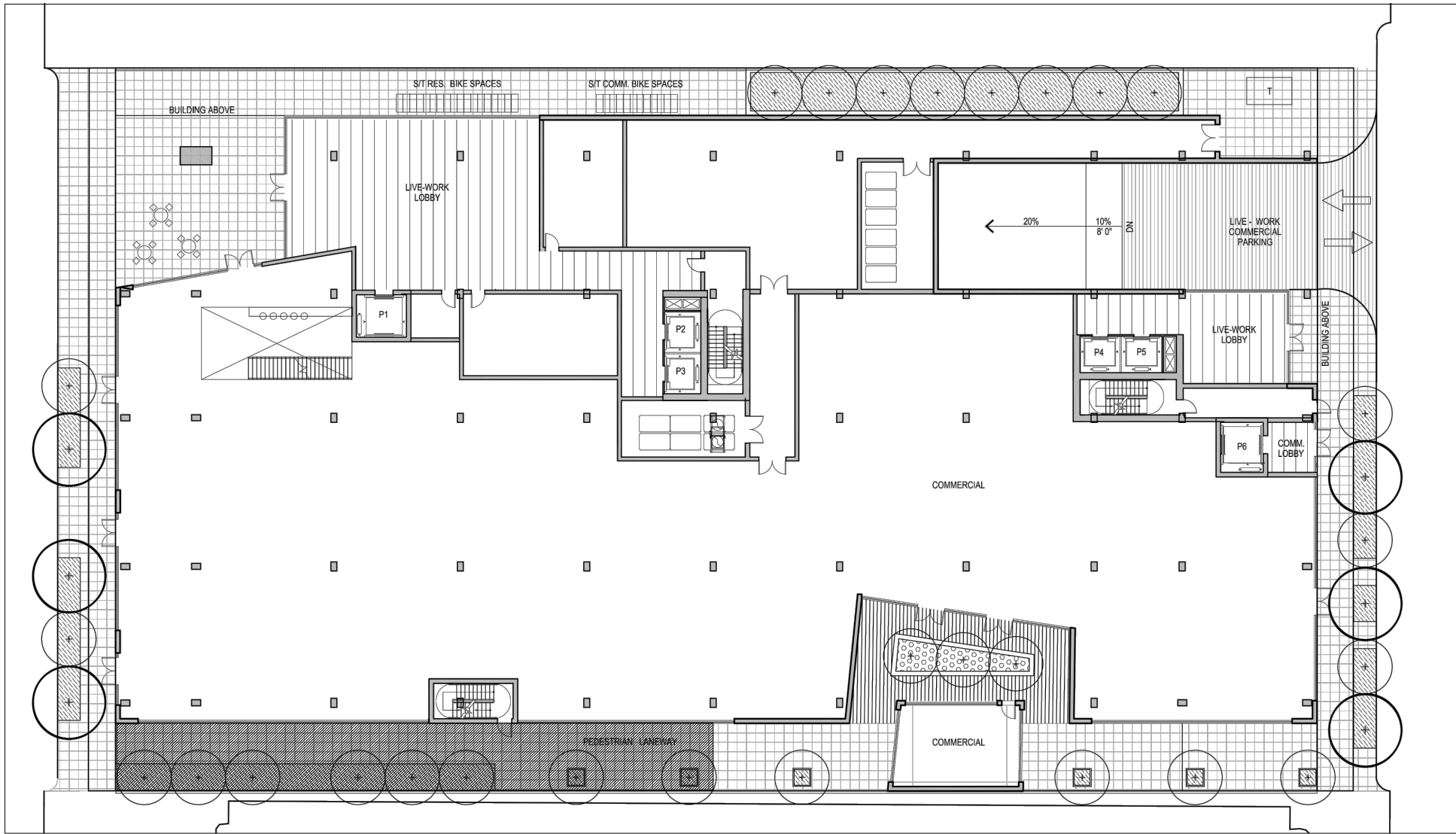
LANDSCAPE ORDINANCE COMPLIANCE

LANDSCAPE POINT SYSTEM		
	Qty.	Points
Square footage of site	41,640	
Minimum points required		30
Points Provided	Qty.	Points
Understory trees (1 point per tree) - Street trees	5	5
Large tree (2 points per tree) - Street trees	6	12
30' on center maximum, per tree (2 points per tree) - Street trees	11	22
Total Landscape Points Provided		39
WATER MANAGEMENT POINT SYSTEM		
	Qty.	Points
Square footage of site	41,640	
Minimum points required		400
Points Provided	Qty.	Points
Automatic controller		5
Plants on site those will, once established for 3 years, remain in good health with no more than monthly watering in summer (excluding street trees). Includes all plants with a "Moderate", "Low" or "Very Low" WUCOLS rating. (2 points per plant)	469	938
Total Water Management Points Provided		943
LANDSCAPE AREA - Level 1		
	Provided	Area
Potential Landscape Area		8,640
Landscape area provided - groundcover		1,533.0
Total landscape area provided		1,533
OPEN SPACE - All Levels		
Required		Area
Open space required		19,150
Density Bonus (20% reduction)		15,320
Provided		Area
Private Space		2,850
Outdoor Communal Space		9,290
Indoor Communal Space (max. 25%)		3,180
Total open space provided		15,320
SF of vegetated common open space required		2,323
% of vegetated common open space required		25%
SF of vegetated common open space provided		2,334.6
% of vegetated common open space provided		25.1%

PLANT LIST

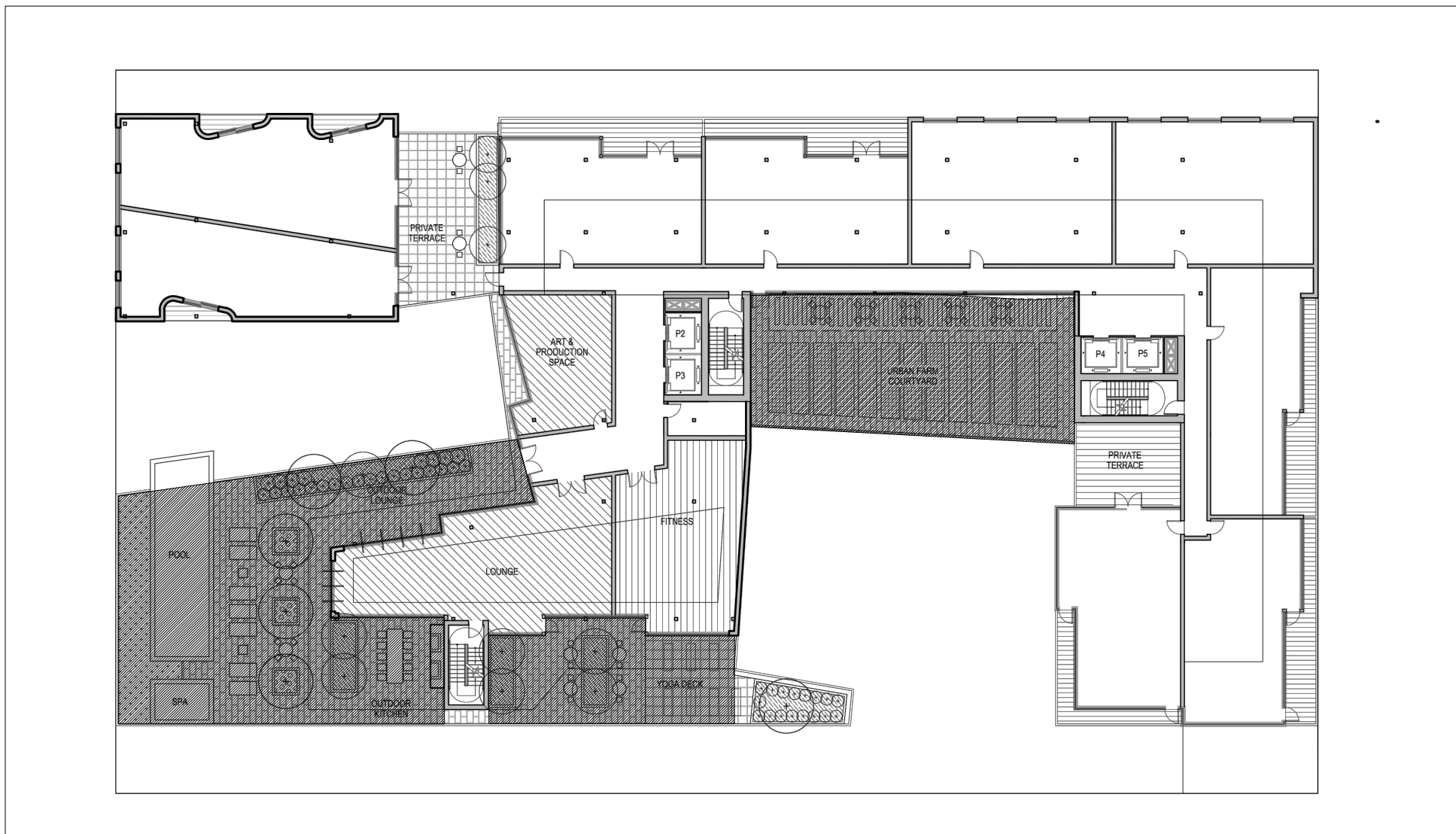
ABBR./SYMBOL	QTY.	SPECIES NAME	COMMON NAME	SIZE	MATURE HEIGHT	SPACING	Native	LA's Street Species List	WUCOLS
TREES									
AC	20	Aesculus californica	California Buckeye	3" Cal. 12' Height	10-25 ft	As Shown	X		VL
OE	3	Olea europaea	Olive	3" Cal. 12' Height	20-30 ft	As Shown			L
CO	5	Cercis occidentalis	Western Redbud	3" Cal. 12' Height	15-25 ft	As Shown	X	X	L
PD	5	Parkinsonia 'Desert Museum' (Cercidium)	Desert Museum Palo Verde	3" Cal. 12' Height	20-30 ft	As Shown	X		VL
PI	7	Prunus ilicifolia	Catalina Cherry	3" Cal. 12' Height	15-40 ft	As Shown	X		L
QA	6	Quercus agrifolia	Coast Live Oak	3" Cal. 12' Height	40-80 ft	As Shown	X	X	VL
SHRUB									
CC	8	Carpenteria californica	Bush Anemone	1 Gal.	6-8 ft	As Shown	X		L
EE	18	Ericameria ericoides	California goldenbush	1 Gal.	3-4 ft	As Shown	X		L
GROUND COVER									
FC	98	Festuca capillata and scs.	California Fescue	1 Gal.	1-1.5ft	24" O.C., TYP.	X		L
SSC	251	Salvia sonomensis and cvs	Sonoma sage	1 Gal.	2-4 ft	24" O.C., TYP.	X		L
SS	48	Senecio serpens	Blue Chalksticks	4" Flats	1-2 ft	15" O.C., TYP.	X		L

LEVEL 1

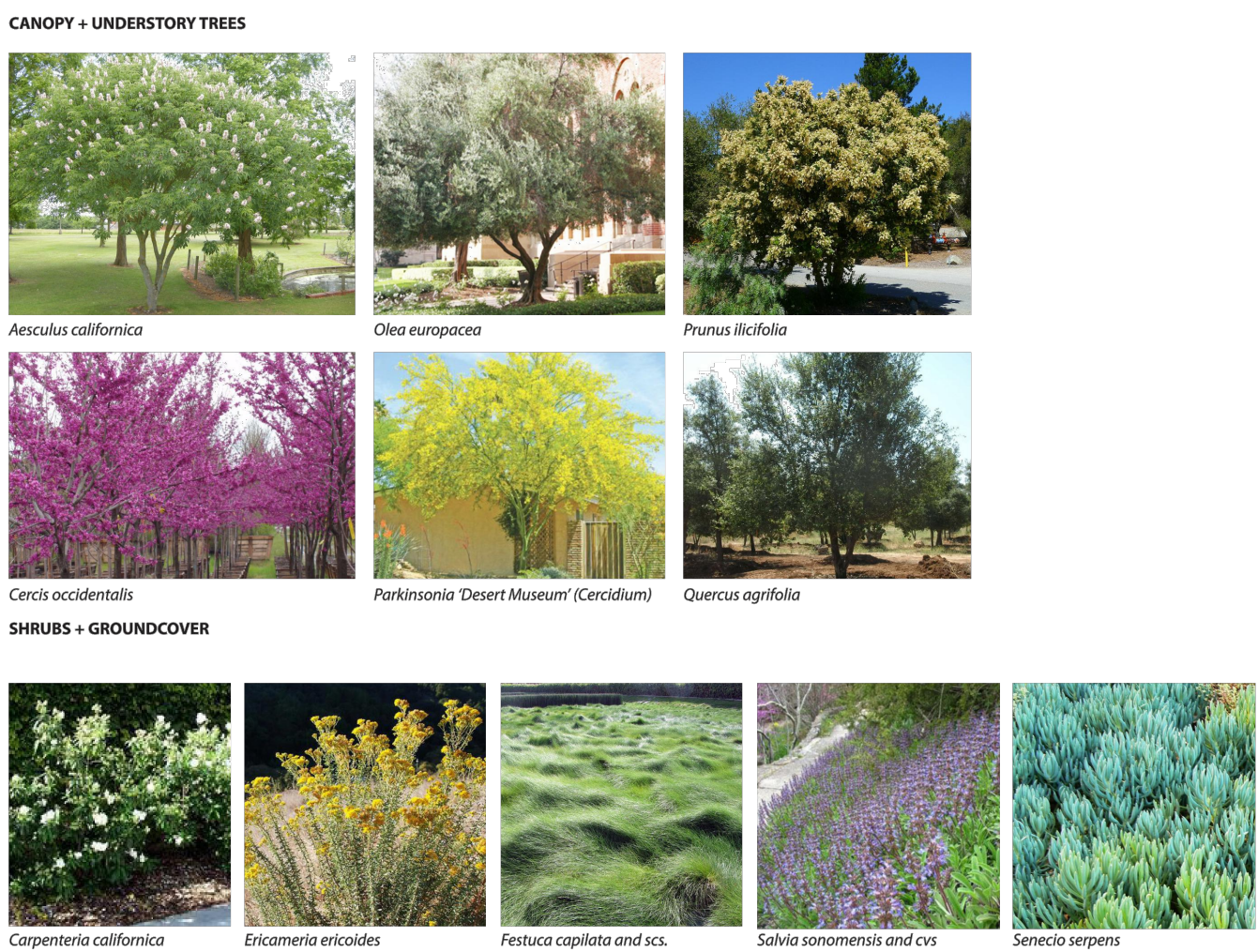


SCALE: 1/32"=1' 0"
COMMON OPEN SPACE PROVIDED: 1995 SF

LEVEL 8



SCALE: 1/32"=1' 0"
COMMON OPEN SPACE PROVIDED: 7295 SF



676 MATEO STREET

676 MATEO STREET
LOS ANGELES, CA 90021

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ARCHITECT

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LANDSCAPE ARCHITECT



IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

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LANDSCAPE ORDINANCE

L300

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ARCHITECT

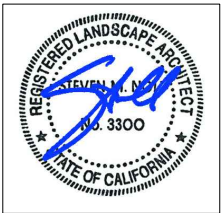
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LANDSCAPE ARCHITECT



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LEVEL 1
ILLUSTRATIVE PLAN

L301

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1 LEVEL 2 PLAN
SCALE: 1/16"=1'-0"

676 MATEO STREET

676 MATEO STREET
LOS ANGELES, CA 90021

DISTRICT CENTRE, LP
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350 SOUTH GRAND AVENUE
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LANDSCAPE ARCHITECT



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MEP

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LEVEL 2
ILLUSTRATIVE PLAN

L302

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724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014

ARCHITECT

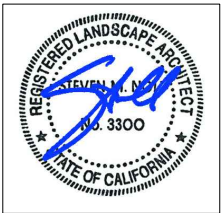
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LANDSCAPE ARCHITECT



IDS GROUP
1 PETERS CANYON ROAD
SUITE 130
IRVINE, CA 92606

MEP

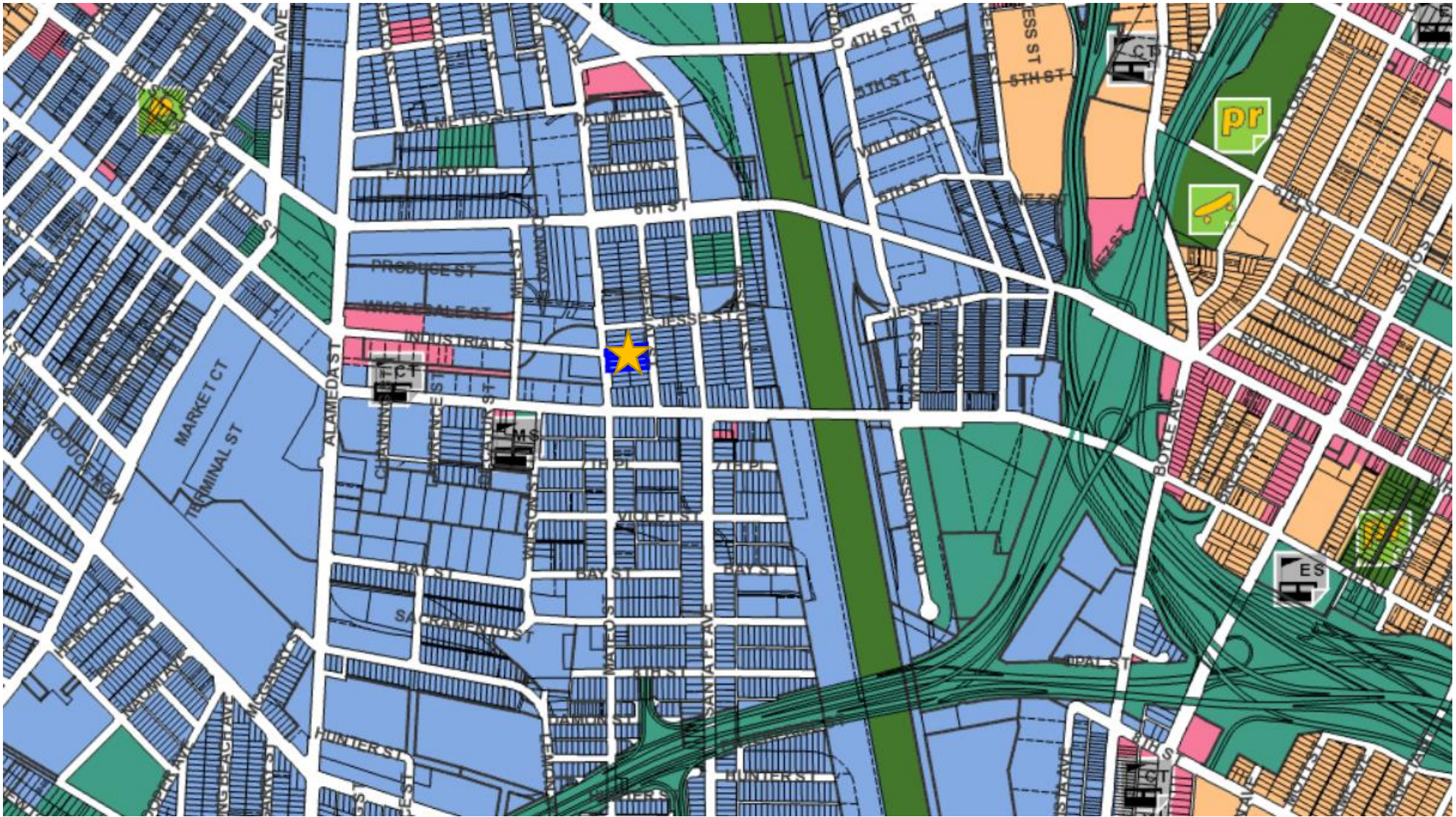
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1	09/28/16	Entitlement Submittal
No.	Date	Description

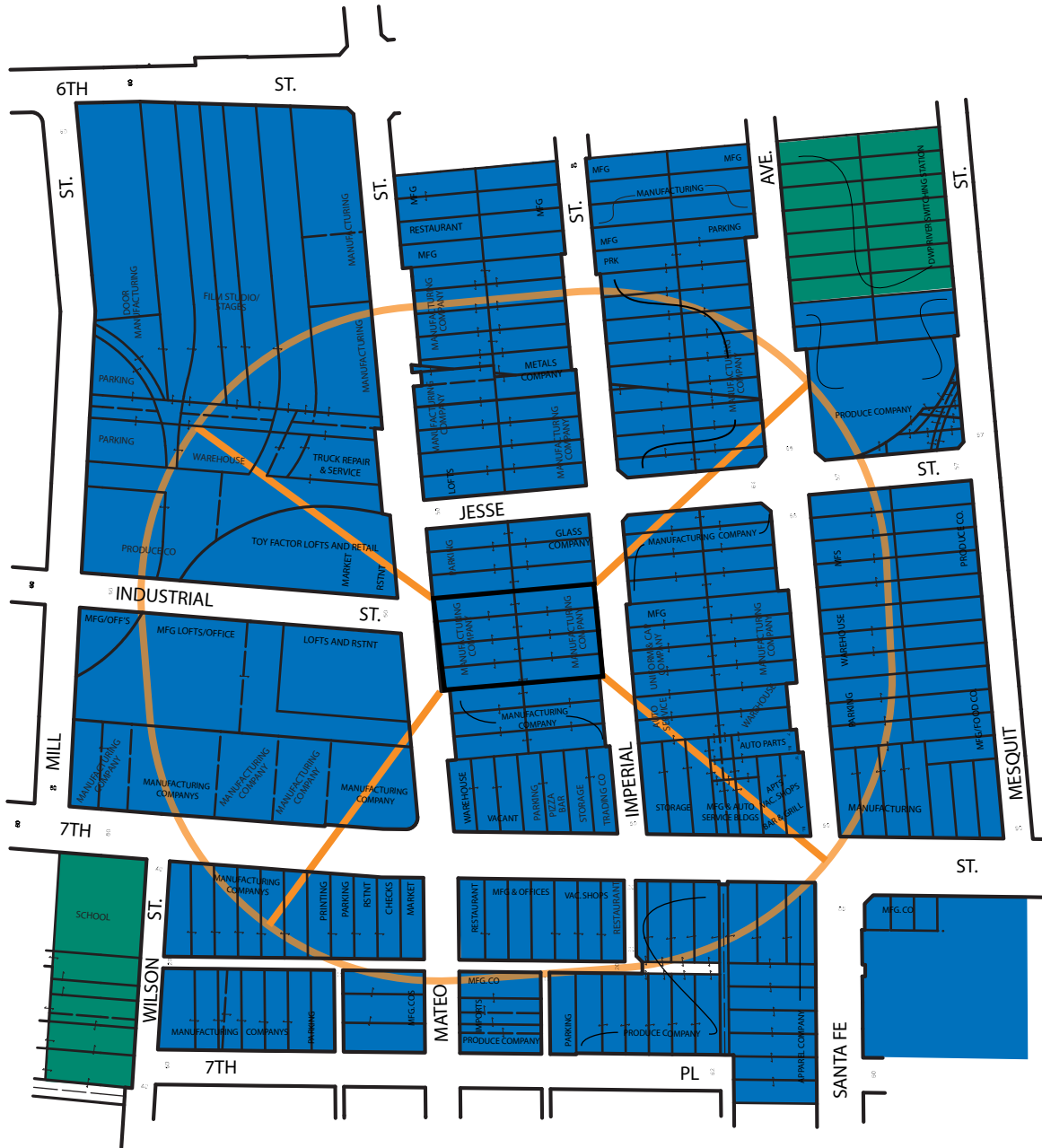
LEVEL 8
ILLUSTRATIVE PLAN

L303

Exhibit B-1
VICINITY MAP
CPC-2016-3689-GPA-ZC-HD-MCUP-DB-SPR



★ Project Site



EXISTING CENTRAL CITY NORTH COMMUNITY PLAN



HEAVY INDUSTRIAL
M3



PUBLIC FACILITIES
PF



Quality Mapping Service

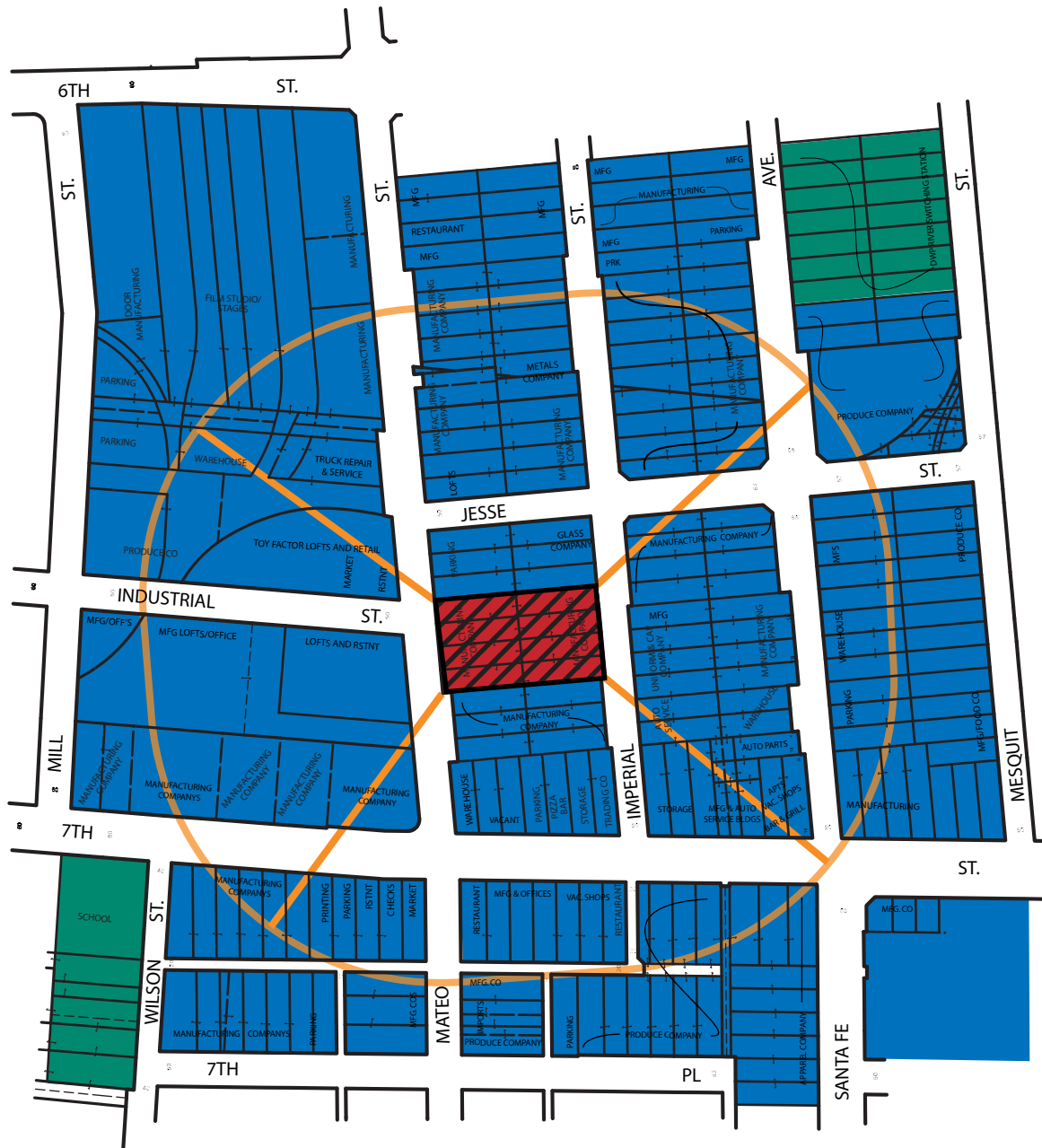
14549 Archwood St, Suite 301
Van Nuys, Ca 91405

PHONE: (818) 997-7949

DATE: 08-31-16

QMS 16-309

NORTH



PROPOSED CENTRAL CITY NORTH COMMUNITY PLAN



HEAVY INDUSTRIAL
M3



REGIONAL COMMERCIAL
CR, C1.5, C2, C4,
RAS3, RAS4, R3, R4, R5



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Van Nuys, Ca 91405

PHONE: (818) 997-7949

DATE: 08-31-16

QMS 16-309

NORTH



EXISTING ZONING

REQUESTED: M3-1-RIO TO C2-2-RIO



SUBJECT PROPERTY



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Van Nuys, Ca 91405

PHONE: (818) 997-7949

DATE: 08-31-16

QMS 16-309

NORTH

1. MITIGATION AND MONITORING PROGRAM

1.1 INTRODUCTION

This Mitigation Monitoring Program (“MMP”) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

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

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

1.2 ORGANIZATION

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the PDF or MM.
- Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: the phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency: the frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

1.3 ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

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

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

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

1.4 PROGRAM MODIFICATION

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

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

1.5 MITIGATION MONITORING PROGRAM

The following project design features and mitigation measures are applicable to both the project and the Flexibility Option.

A. AIR QUALITY

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

B. CULTURAL RECOURSES

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

MM CUL-1 Prior to the issuance of a demolition permit, the Applicant or its Successor shall retain a Qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction activities on the Project Site such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The activities to be monitored shall also include off-site improvements in the vicinity of the Project Site, such as utility, sidewalk, or road improvements. The monitor shall have the authority to direct the pace of construction equipment in areas of high sensitivity. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified Archaeologist. Prior to commencement of excavation activities, an Archaeological Sensitivity Training shall be given for construction personnel. The training session, shall be carried out by the Qualified Archaeologist, will focus on how to identify archaeological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event.

- | | |
|--------------------------------|---|
| • Enforcement Agency: | Department of City Planning; Department of Building and Safety |
| • Monitoring Agency: | Department of Building and Safety |
| • Monitoring Phase: | Pre-Construction, Construction |
| • Monitoring Frequency: | To be determined by consultation with archaeologist if resource(s) are discovered |

- **Action Indicating Compliance:** Field inspection sign-off

MM CUL-2 In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A 50-foot buffer shall be established by the qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified Archaeologist. If a resource is determined by the qualified Archaeologist to constitute a “historical resource” pursuant to State CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the Department of City Planning to develop a formal treatment plan that shall serve to reduce impacts to the resources. If any prehistoric archaeological sites are encountered within the project area, consultation with interested Native American parties will be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If in coordination with the Department of City Planning, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the qualified Archaeologist in coordination with the Department of City Planning and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with archaeologist if resource(s) are discovered
- **Action Indicating Compliance:** Field inspection sign-off

MM CUL-3 Prior to the release of the grading bond, the qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register and CEQA. The report and the Site Forms shall be submitted by the Project Applicant or its Successor to the Department of City Planning, the South Central Coastal Information Center, and representatives of other appropriate or concerned

agencies to signify the satisfactory completion of the development and required mitigation measures.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once at Project plan check
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

C. GEOLOGY AND SOILS

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

MM GEO-1 A Qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards shall be retained by the Applicant or its Successor prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the Project Site in the event potential paleontological resources are encountered.

The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the Qualified Paleontologist demonstrating that the appropriate construction personnel attended the training.

Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting SVP standards) under the direction of the Qualified Paleontologist. Paleontological resources monitoring shall be conducted for all ground disturbing activities in previously undisturbed sediments that exceed 15 feet in depth in previously undisturbed older Alluvial sediments which have high sensitivity for encountering paleontological resources. However, depending on the conditions encountered, full-time monitoring within these sediments can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. The surficial Alluvium has low paleontological sensitivity and so work in the upper 15 feet of the Project Site does not require monitoring. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring should be revised based on his/her observations. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils or potential fossils. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries.

If construction or other Project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery, conferred with the City, and made recommendations as to the appropriate treatment. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage, such as the LACM. The Qualified Paleontologist shall prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. If there are significant discoveries, fossil locality information and final disposition will be included with the final report which will be submitted to the appropriate repository and the City.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** To be determined by consultation with paleontologist if resource(s) are discovered
- **Action Indicating Compliance:** Field inspection sign-off

D. GREEN HOUSE GAS EMISSIONS

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

E. HAZARDS AND HAZARDOUS MATERIALS

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

F. HYDROLOGY AND WATER QUALITY

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

G. LAND USE AND PLANNING

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

H. NOISE

Project Design Features

PDF NOI-1 Amplified music and amplified speech shall be prohibited between the hours of 9 p.m. and 8 a.m.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Ongoing during operations
- **Action Indicating Compliance:** Inclusion as a Condition of Approval for the Project

Mitigation Measures

MM NOI-1 During all Project Site demolition and excavation/grading, construction contractor shall install a temporary, continuous sound barrier along the western (Mateo Street) boundary of the Project Site. The barrier shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 10 dBA, such as ½ inch plywood.¹ The supporting structure shall be engineered and erected according to applicable codes. At the time of plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

¹Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Field inspection(s) during construction
- **Action Indicating Compliance:** Field inspection sign-off

MM NOI-2 Prior to any demolition and excavating/grading, to address construction sound levels above the ground floor at receptor 1 (Biscuit Company Lofts and Toy Factory Lofts), the Project Applicant shall submit a noise mitigation analysis prepared by a qualified acoustic specialist for the review and approval of the Department of City Planning and the Department of Building and Safety that defines any additional temporary sound barriers, specific equipment mix, noise mufflers and buffer distances for specific pieces of equipment, and/or other measures that would reduce the effect of construction noise on the above ground-floor units at the Biscuit Company Lofts and Toy Factory Lofts to less than a 5-dBA increase above ambient levels, with calculations showing the actual mix of equipment and demolition techniques to be used, source levels, and utilization rates, and the resulting noise levels at sensitive receptors. Any supporting structures shall be engineered and erected according to applicable codes. At the time of plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** At Project plan check; Field inspection(s) during construction
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Field inspection sign-off

I. POPULATION AND HOUSING

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

J. PUBLIC SERVICES- FIRE PROTECTION

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

K. PUBLIC SERVICES- POLICE PROTECTION

Project Design Features

PDF POL-1 During construction, the Project would implement appropriate temporary security measures including security fencing (e.g., chain-link fencing), low-level security lighting and locked entry (e.g., padlock gates or guard restricted access) to limit access by the general public. Regular and multiple security patrols during non- construction hours (e.g., nighttime hours, weekends, and holidays) would also be provided. During construction activities, the Contractor would document the security measures; and the documentation would be made available to the Construction Monitor.

- **Enforcement Agency:** Los Angeles Police Department; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Field inspection(s) during construction
- **Action Indicating Compliance:** Field inspection sign-off

PDF POL-2 The Project would provide an extensive security program to ensure the safety of residents, employees, and other visitors to the Project Site. The Project would incorporate strategies in design and planning, as well as active security features. On-site security measures during Project operation would include:

- Provide on-site security personnel whose duties shall include but not be limited to the following:
 - Monitoring entrances and exits;
 - Patrol the perimeter of the property;
 - Control and monitor activities in the public spaces and private outdoor areas;
 - Managing and monitoring fire/life/safety systems; and
 - Controlling and monitoring activities in the parking facilities.
- Install security industry standard security lighting at recommended locations including parking areas, pathways, and facing the adjacent alleyway;
- Install closed-circuit television at select locations including (but not limited to) entry and exit points, lobby areas, outdoor open spaces, and parking areas;
- Provide adequate lighting of parking areas, elevators, and lobbies to reduce areas of concealment;
- Provide lighting of building entries and open spaces to provide pedestrian orientation and to clearly identify a secure route between the parking areas and access points; and
- Contact information for on-site security staff would be prominently displayed throughout the Project Site.

- **Enforcement Agency:** Los Angeles Police Department; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Field inspection(s) during construction
- **Action Indicating Compliance:** Field inspection sign-off

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

L. PUBLIC SERVICES- SCHOOLS

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

M. PUBLIC SERVICES- PARKS AND RECREATION

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

N. PUBLIC SERVICES- LIBRARIES

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

O. TRANSPORTATION

Project Design Features

PDF TR-1 Construction Staging and Traffic Management Plan. Prior to the issuance of a building permit for the Project, a detailed Construction Staging and Traffic Management Plan (CSTMP) would be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plan would show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The CSTMP would formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CSTMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project shall be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. The CSTMP would include, but not be limited to, the following elements as appropriate:

- Emergency access shall be maintained to the Project Site during construction through marked emergency access points approved by the LAFD.
- Construction worker parking on nearby residential streets shall be prohibited.
- Worker parking shall be provided on-site or in designated off-site public parking areas.
- Temporary traffic control during all construction activities adjacent to public rights-of-way shall be provided to improve traffic flow on public roadways (e.g., flag men).
- Construction-related deliveries, haul trips, etc., shall be scheduled so as to occur outside the commuter peak hours to the extent feasible, to reduce the effect on traffic flow on surrounding streets.
- Construction-related vehicles shall be prohibited from parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists shall be obtained through such measures as alternate routing and protection barriers as appropriate, especially as it pertains to maintaining safe routes to schools, particularly Metropolitan High School.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk would be reopened as soon as reasonably feasible taking construction and construction staging into account.
 - In the event of a lane or sidewalk closure, traffic and/or pedestrians shall be routed around any such lane or sidewalk closures.
 - The locations of the off-site truck staging shall be identified to include, staging in a legal area, and which would detail measures to ensure that trucks use the specified haul route, and do not travel through residential neighborhoods.
 - There shall be coordination with nearby projects that have potential overlapping construction timeframes, to schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
 - Contractors will maintain ongoing communication with LAUSD school administrators and the LAUSD Transportation Section, providing sufficient notice to forewarn children and parents when existing vehicle routes and existing pedestrian routes to schools may be impacted.
 - Funding for crossing guards at the contractor's expense will be required when safety of children may be compromised by construction-related activities at impacted school crossings.
-
- **Enforcement Agency:** Department of Transportation (LADOT);
Department of Building and Safety
 - **Monitoring Agency:** Department of Building and Safety
 - **Monitoring Phase:** Pre-Construction; Construction
 - **Monitoring Frequency:** Field inspection(s) during construction
 - **Action Indicating Compliance:** Field inspection sign-off

PDF TR-2 Transportation Demand Management Program. A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program shall include, but not be limited to, the following strategies:

Reduced Parking Supply. This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code.

Include Bike Parking per Los Angeles Municipal Code. This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations.

- **Enforcement Agency:** (LADOT); Department of Building and Safety
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once at Project plan check
- **Action Indicating Compliance:** Plan check approval and issuance of building permit; issuance of Certificate of Occupancy

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

P. TRIBAL CULTURAL RECOURSES

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

Q. UTILITIES AND SERVICE SYSTEMS

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

R. ENERGY CONSERVATION

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

S. WILDFIRE

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

676 Mateo St
DOT Case No. CEN 17-45974

Date: February 6, 2019

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 676 MATEO STREET**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Linscott, Law & Greenspan, Engineer, for the proposed mixed-use project located at 676 Mateo Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study included the detailed analysis of 10 intersections for two different project options. Based on DOT's traffic impact criteria¹, three signalized intersections are expected to be significantly impacted by the project-related traffic in Option 1 and five signalized intersections would be significantly impacted in Option 2. The results of the analysis for Option 1 and Option 2 are summarized in **Attachments 1 and 2**, respectively. The results of the traffic analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community. Transportation mitigation measures to fully or partially mitigate these impacts are described in this report.

DISCUSSION AND FINDINGS

A. Project Description

Option 1: The proposed project proposes to construct mixed-use development including 185 live-work apartment units, 3,900 square feet of associated live-work office space, 15,005 square feet of restaurant use, and 8,375 square feet of retail.

Option 2: In addition to the project listed above, the applicant proposes an optional project description to replace live-work units with additional office space. It includes the replacement of 26 live-work apartment units with an additional 22,493 square feet of office floor area. This includes 159 live-work apartment units, 3,600 square feet of associated live-work office, 22,493 square feet of general office use, 15,005 square feet

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

of restaurant use, and 8,375 square feet of retail usage. The project is expected to be completed by 2021.

Vehicular access will be provided via one 2-way driveway located on Imperial Street.

PROJECT AND ADDITIONAL OFFICE OPTION COMPARISON		
Land Use	Project <small>Option 1</small>	Additional Office Option <small>Option 2</small>
Live-Work Apartments	185 units	159 units
Office Space (within live-work units)	3,900 sf (within 26 live-work units)	3,600 sf (within 24 live-work units)
General Office	----	22,493 sf
Restaurant	15,005 sf	15,005 sf
Retail	8,375 sf	8,375 sf
Total	185 live-work units 27,280 sf, commercial space	159 live-work units 49,473 sf, commercial space

B. Trip Generation

In option 1, the original proposed project is expected to generate approximately 1,990 net new daily trips, 145 net new trips in the a.m. peak hour and 157 net new trips in the p.m. peak hour. Similarly, in option 2, project is expected to generate approximately 2,040 net new daily trips, 159 net new trips in the a.m. peak hour and 169 net new trips in the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." Since the study was submitted a new trip generation manual, Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 10th Edition" has been adopted. The overall trip generation of the project utilizing the 10th Edition would be less than trip generation provided in the approved MOU. To maintain a more conservative analysis, trip generation estimates from the 9th Edition will be utilized. These trip generation rates are typically derived from surveys of similar land use developments but in areas with little to no transit service. Therefore, DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, pass-by trips associated with the development and for the internal-trip making opportunities that are afforded by mixed-use projects. A copy of the trip generation estimates table from the traffic study is attached and identified as **Attachment 3&4**.

C. Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's

established threshold standards to assess the project-related traffic impacts. DOT has determined that the project would result in significant traffic impacts at the following intersections in Option 1 and Option 2:

Option 1

- Alameda Street and 7th Street (a.m. & p.m. hour)
- Mateo Street and 7th Street (a.m. & p.m. hour)
- Santa Fe Avenue and 7th Street (a.m. & p.m. hour)

Option 2

- Alameda Street and 7th Street (a.m. & p.m. hour)
- Mateo Street and 7th Street (a.m. & p.m. hour)
- Santa Fe Avenue and 7th Street (a.m. & p.m. hour)
- Santa Fe Avenue and 8th Street (a.m. hour)
- Santa Fe Avenue and Porter Street (p.m. hour)

The Transportation Demand Mitigation would result in the potential cumulative with project impacts to be reduced at the intersection of Santa Fe Avenue and Porter Street. However, the remaining impact intersections would be considered significant and unmitigated after the implementation of the proposed mitigation program. The intersections expected to experience unmitigated impacts are:

Option 1

- Alameda Street and 7th Street (a.m. & p.m. hour)
- Mateo Street and 7th Street (a.m. & p.m. hour)
- Santa Fe Avenue and 7th Street (a.m. & p.m. hour)

Option 2

- Alameda Street and 7th Street (a.m. & p.m. hour)
- Mateo Street and 7th Street (a.m. & p.m. hour)
- Santa Fe Avenue and 7th Street (a.m. & p.m. hour)
- Santa Fe Avenue and 8th Street (a.m. hour)

Physical traffic mitigation improvement options at these impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, no feasible mitigations were identified due to the constraints of the existing physical conditions. With the recent adoption of Vision Zero, Mobility Plan 2035 and Complete Streets Design Guide the roadway width has been set along the majority of arterials along the Arts District area. Street widening was not an option either due to these new standards, or since it was neither considered practical, nor desirable to widen the street at the expense of reduced sidewalk widths or the loss of on-street parking spaces.

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

Consistent with City policies on sustainability & smart growth and with DOT's trip reduction & multi-modal transportation goals, the project's mitigation program first focuses on developing a trip reduction program and on solutions that promote other modes of travel. To off-set the expected significant impacts identified in the project's transportation impact study, LADOT recommends that the applicant be required to implement the following mitigation measures:

1. **Transportation Demand Management (TDM) Program**

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- Facilitate a Car-Share Program, and provide off-street car share parking spaces (either 20 car spaces on street e.g. West Street, Central Street, or in the project's parking garage);
- Facilitate rideshare through an on-site transportation coordinator;
- Encourage and facilitate vanpools for project employees and residents;
- Provide an on-site facility with information on car-sharing, vanpools, taxis (e.g. kiosk, concierge, or transportation office);
- Provide priority locations for carpools and vanpools in on-site parking garages;
- Provide emergency or late-night rides homes for transit users or carpoolers who unexpectedly leave work early or late and can't take bus/train/carpool;
- Provide a curbside area(s) for transportation ride sharing companies, to pick-up/drop-off project residents and employees;
- Provide a curbside area for taxis;
- Unbundle parking from housing cost, after the first assigned space;
- Implement parking cash-out programs for project commercial land uses as appropriate;
- Provide electric vehicle charging stations in parking areas;
- Strategies to convert parking to other uses in the future if parking demand

reduces due to autonomous vehicle technology, as specified in the Specific Plan;

- Provide an on-site self-service bicycle repair facility for Project residents, employees and visitors;
- Provide sidewalk bike racks;
- Provide on-site transit information kiosks and signage to transit routes on-site;
- Operate a program to promote and encourage transit ridership by residents and employees;
- Encourage implementation of (smart) bus shelters in areas of the Project (including electric information capacity). While the private sector cannot provide these, as they can only be installed by the advertising company with exclusive rights for bus stop/shelter advertising, the Project will encourage the installation of these shelters;
- Include a one-year transit pass in the purchase price of condominium units, and rental apartments,
- Encourage Project commercial tenants to subsidize transit passes for employees;
- Support expansion of DASH bus service to better serve the Project site;
- Encourage service connections from Project site/area to Union Station, Little Tokyo Station, Downtown Business Core, San Pedro Metro Station, Civic Center, and South Park/LA Live;
- Support a new local DASH Arts District route to serve and connect uses within the Arts District;
- Support measures to enhance regional rail transit connections to the Arts District
- Support early extension of the Red/Purple Lines from Union to a new Metro Red/Purple Line station at 6th Street & Santa Fe Avenue;
- Support early implementation of the West Santa Ana Branch Rail Corridor Transit Line through the Arts District;
- Make a one-time financial contribution of **\$50,000** to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;
- The project would coordinate with LADOT to provide physical space for a Mobility Hub/Bike share Station at the project site:
 - secure, long-term bike parking;
 - maintenance and repair of bikes, and/or a potential small bicycles store;
 - an area for bike share;
 - on-site car-share spaces (space for up to 20 car-share vehicles)
 - approximately 1,500+ sf for a bike share facility/rental office;
- Contribute a one-time fixed fee contribution of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.
- Record a Covenant and Agreement to ensure that the TDM Program will be maintained;

2. **Arts District Transportation Management Organization**

The Project applicant proposes to participate in FASTLinkDTLA, the TMO recently established in Downtown Los Angeles. The Project applicant will participate as a full dues paying member of the TMO. The Project applicant will attend organizational meetings and provide traffic demand data to the TMO. The Project applicant will require in all leases it executes as landlord for space within the commercial component of the Project that building tenants be required to participate in the TMO and that all subleases contain this same provision. The Project applicant can elect to provide some or all of the services required by this TDM Program through the TMO, in consultation with the City's Transportation Demand Program Manager.

B. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below.

1. **Construction Impacts**

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

2. **Highway Dedication and Street Widening Requirements**

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Mateo Street** has been designated as Avenue III that would require a 23-foot half-width roadway within a 46-foot half-width right-of-way. **Imperial Street** has been designated as Collector Street that would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. **Parking Analysis and Project Access**

Parking for the Project will be provided on-site within a subterranean parking garage. The project description does not mention total number of proposed parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project. Vehicular access will be provided via one 2-way driveway located on Imperial Street.

4. Driveway Access and Circulation Plan

The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 5**.

5. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Russell Hasan or my staff at (213) 972-8628.

Attachments

N:\letters\CEN 17-45974_676 Mateo St_Mixed Use.doc

c: Shawn Kuk, Council District 14
Mehrdad Moshksar, Central District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Matthew Masuda, Central District, BOE
Mark Bueno, Linscott, Law & Greenspan, Engineers

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

05-Aug-18

05-Aug-18

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2018 EXISTING		YEAR 2018 W/ PROJECT		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2021 FUTURE PRE-PROJECT		YEAR 2021 FUTURE W/ PROJECT		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2021 W/ PROJECT + TDM		CHANGE V/C [(5)-(3)]	MITI-GATED
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS			V/C	LOS		
1	Central Avenue / 7th Street	AM PM	0.567 0.609	A B	0.572 0.617	A B	0.005 0.008	NO NO	0.999 1.052	E F	1.003 1.058	F F	0.004 0.006	NO NO	1.003 1.057	F F	0.004 0.005	---- ----
2	Alameda Street / 6th Street	AM PM	0.559 0.611	A B	0.562 0.618	A B	0.003 0.007	NO NO	0.965 1.253	E F	0.967 1.260	E F	0.002 0.007	NO NO	0.967 1.259	E F	0.002 0.006	---- ----
3	Alameda Street / 7th Street	AM PM	0.655 0.649	B B	0.664 0.668	B B	0.009 0.019	NO NO	1.027 1.167	F F	1.038 1.186	F F	0.011 0.019	YES YES	1.037 1.184	F F	0.010 0.017	NO NO
4	Alameda Street / Olympic Boulevard	AM PM	0.677 0.829	B D	0.679 0.833	B D	0.002 0.004	NO NO	0.931 1.208	E F	0.933 1.211	E F	0.002 0.003	NO NO	0.933 1.211	E F	0.002 0.003	---- ----
5	Merrick Street - Molino Street / 4th Street	AM PM	0.532 0.346	A A	0.535 0.349	A A	0.003 0.003	NO NO	1.102 0.929	F E	1.106 0.931	F E	0.004 0.002	NO NO	1.105 0.930	F E	0.003 0.001	---- ----
6	Mateo Street / 6th Street	AM PM	0.377 0.352	A A	0.383 0.365	A A	0.006 0.013	NO NO	0.770 0.870	C D	0.775 0.882	C D	0.005 0.012	NO NO	0.774 0.881	C D	0.004 0.011	---- ----
7	Mateo Street / 7th Street	AM PM	0.409 0.481	A A	0.421 0.501	A A	0.012 0.020	NO NO	1.318 1.616	F F	1.335 1.636	F F	0.017 0.020	YES YES	1.333 1.634	F F	0.015 0.018	NO NO
8	Santa Fe Avenue / 7th Street	AM PM	0.448 0.702	A C	0.461 0.730	A C	0.013 0.028	NO NO	1.271 1.545	F F	1.284 1.573	F F	0.013 0.028	YES YES	1.282 1.570	F F	0.011 0.025	NO NO
9	Santa Fe Avenue / 8th Street	AM PM	0.507 0.598	A A	0.513 0.606	A B	0.006 0.008	NO NO	1.028 1.115	F F	1.037 1.123	F F	0.009 0.008	NO NO	1.036 1.123	F F	0.008 0.008	---- ----
10	Santa Fe Avenue / Porter Street	AM PM	0.557 0.665	A B	0.562 0.673	A B	0.005 0.008	NO NO	0.871 1.056	D F	0.878 1.065	D F	0.007 0.009	NO NO	0.877 1.064	D F	0.006 0.008	---- ----

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

Table 14-3
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
ADDITIONAL OFFICE OPTION

13-Aug-18

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2018 EXISTING		YEAR 2018 EXISTING W/ PROJECT		CHANGE V/C	SIGNIF. IMPACT	YEAR 2021 FUTURE PRE-PROJECT		YEAR 2021 FUTURE W/ PROJECT		CHANGE V/C	SIGNIF. IMPACT	YEAR 2021 W/ PROJECT MITIGATION		CHANGE V/C	MITI-GATED
			V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	
1	Central Avenue / 7th Street	AM PM	0.567 0.609	A B	0.572 0.617	A B	0.005 0.008	NO NO	0.999 1.052	E F	1.003 1.057	F F	0.004 0.005	NO NO	1.003 1.057	F F	0.004 0.005	---- ----
2	Alameda Street / 6th Street	AM PM	0.559 0.611	A B	0.562 0.618	A B	0.003 0.007	NO NO	0.965 1.253	E F	0.967 1.260	E F	0.002 0.007	NO NO	0.967 1.260	E F	0.002 0.007	---- ----
3	Alameda Street / 7th Street	AM PM	0.655 0.649	B B	0.663 0.670	B B	0.008 0.021	NO NO	1.027 1.167	F F	1.039 1.186	F F	0.012 0.019	YES YES	1.038 1.185	F F	0.011 0.018	NO NO
4	Alameda Street / Olympic Boulevard	AM PM	0.677 0.829	B D	0.679 0.833	B D	0.002 0.004	NO NO	0.931 1.208	E F	0.934 1.211	E F	0.003 0.003	NO NO	0.933 1.211	E F	0.002 0.003	---- ----
5	Merrick Street - Molino Street / 4th Street	AM PM	0.532 0.346	A A	0.535 0.349	A A	0.003 0.003	NO NO	1.102 0.929	F E	1.106 0.931	F E	0.004 0.002	NO NO	1.105 0.931	F E	0.003 0.002	---- ----
6	Mateo Street / 6th Street	AM PM	0.377 0.352	A A	0.383 0.365	A A	0.006 0.013	NO NO	0.770 0.870	C D	0.775 0.882	C D	0.005 0.012	NO NO	0.775 0.881	C D	0.005 0.011	---- ----
7	Mateo Street / 7th Street	AM PM	0.409 0.481	A A	0.421 0.502	A A	0.012 0.021	NO NO	1.318 1.616	F F	1.337 1.637	F F	0.019 0.021	YES YES	1.335 1.635	F F	0.017 0.019	NO NO
8	Santa Fe Avenue / 7th Street	AM PM	0.448 0.702	A C	0.466 0.731	A C	0.018 0.029	NO NO	1.271 1.545	F F	1.288 1.574	F F	0.017 0.029	YES YES	1.287 1.570	F F	0.016 0.025	NO NO
9	Santa Fe Avenue / 8th Street	AM PM	0.507 0.598	A A	0.516 0.607	A B	0.009 0.009	NO NO	1.028 1.115	F F	1.041 1.124	F F	0.013 0.009	YES NO	1.039 1.123	F F	0.011 0.008	NO ----
10	Santa Fe Avenue / Porter Street	AM PM	0.557 0.665	A B	0.562 0.673	A B	0.005 0.008	NO NO	0.871 1.056	D F	0.879 1.066	D F	0.008 0.010	NO YES	0.878 1.064	D F	0.007 0.008	---- YES

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TRIP ENDS [2]	VOLUMES [2]			VOLUMES [2]		
		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i>								
Live-Work Apartments [3]	185 DU	1,230	19	75	94	75	40	115
Live-Work Office [4]	3,900 GSF	43	5	1	6	1	5	6
Restaurant [5]	15,005 GSF	1,908	89	73	162	89	59	148
Retail [6]	8,375 GSF	371	5	3	8	10	13	23
Subtotal		3,552	118	152	270	175	117	292
<i>Transit Trips [7]</i>								
Live-Work Apartments (10%)		(123)	(2)	(8)	(10)	(8)	(4)	(12)
Live-Work Office (10%)		(4)	(1)	0	(1)	0	(1)	(1)
Restaurant (10%)		(191)	(9)	(7)	(16)	(9)	(6)	(15)
Retail (10%)		(37)	(1)	0	(1)	(1)	(1)	(2)
Subtotal		(355)	(13)	(15)	(28)	(18)	(12)	(30)
<i>Internal Capture [8]</i>								
Live-Work Apartments (20%)		(221)	(3)	(13)	(16)	(13)	(7)	(20)
Live-Work Office (20%)		-	-	-	-	-	-	-
Restaurant (20%)		(343)	(16)	(13)	(29)	(16)	(11)	(27)
Retail (20%)		(67)	(1)	(1)	(2)	(2)	(2)	(4)
Subtotal		(631)	(20)	(27)	(47)	(31)	(20)	(51)
Subtotal Project Driveway Trips		2,566	85	110	195	126	85	211
<i>Existing Site</i>								
Light Industrial [5]	(26,740) GSF	(186)	(22)	(3)	(25)	(3)	(23)	(26)
<i>Existing Transit Trips [7]</i>								
Light Industrial (10%)		19	2	0	2	0	2	2
Subtotal Existing Driveway Trips		(167)	(20)	(3)	(23)	(3)	(21)	(24)
NET INCREASE DRIVEWAY TRIPS		2,399	65	107	172	123	64	187
<i>Proposed Pass-By Trips [10]</i>								
Restaurant (20%)		(275)	(13)	(11)	(24)	(13)	(8)	(21)
Retail (50%)		(134)	(2)	(1)	(3)	(4)	(5)	(9)
NET INCREASE "OFF-SITE" TRIPS		1,990	50	95	145	106	51	157

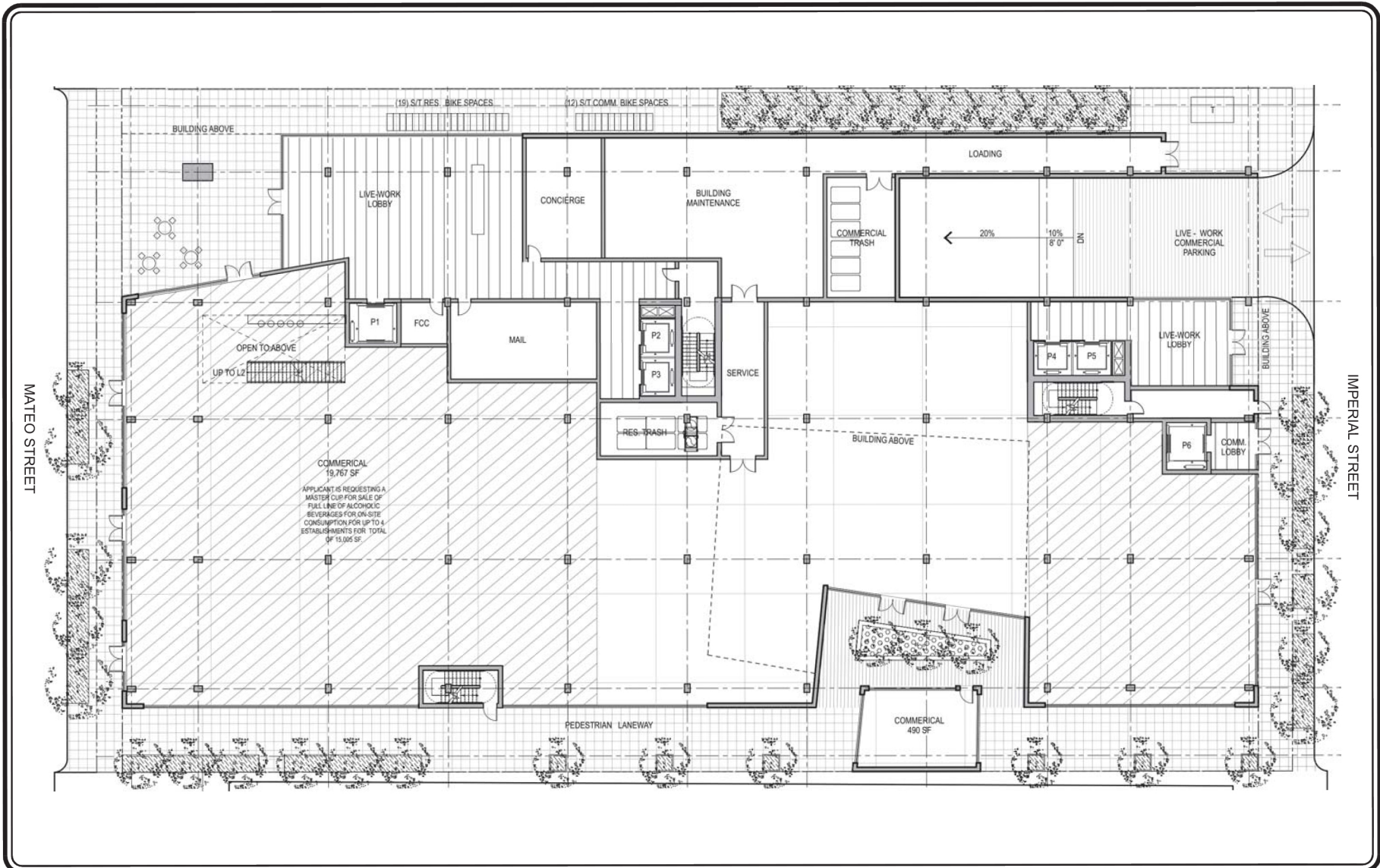
[1] Source: ITE "Trip Generation", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving

Table 14-1
ADDITIONAL OFFICE OPTION TRIP GENERATION [1]

17-Sep-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Live-Work Apartments [3]	159 DU	1,057	16	65	81	64	35	99
Live-Work Office [4]	3,600 GSF	40	5	1	6	1	4	5
General Office [4]	22,493 GSF	248	31	4	35	6	28	34
Restaurant [5]	15,005 GSF	1,908	89	73	162	89	59	148
Retail [6]	8,375 GSF	371	5	3	8	10	13	23
Subtotal		3,624	146	146	292	170	139	309
Transit Trips [7]								
Live-Work Apartments (10%)		(106)	(2)	(7)	(9)	(6)	(4)	(10)
Live-Work Office (10%)		(4)	(1)	0	(1)	0	0	0
General Office (10%)		(25)	(3)	0	(3)	(1)	(3)	(4)
Restaurant (10%)		(191)	(9)	(7)	(16)	(9)	(6)	(15)
Retail (10%)		(37)	(1)	0	(1)	(1)	(1)	(2)
Subtotal		(363)	(16)	(14)	(30)	(17)	(14)	(31)
Internal Capture [8]								
Live-Work Apartments (20%)		(190)	(3)	(12)	(15)	(12)	(6)	(18)
Live-Work Office (20%)		-	-	-	-	-	-	-
General Office (20%)		(45)	(6)	(1)	(7)	(1)	(5)	(6)
Restaurant (20%)		(343)	(16)	(13)	(29)	(16)	(11)	(27)
Retail (20%)		(67)	(1)	(1)	(2)	(2)	(2)	(4)
Subtotal		(645)	(26)	(27)	(53)	(31)	(24)	(55)
Subtotal Project Driveway Trips		2,616	104	105	209	122	101	223
Existing Site	(26,740) GSF	(186)	(22)	(3)	(25)	(3)	(23)	(26)
Light Industrial [5]								
Existing Transit Trips [7]								
Light Industrial (10%)		19	2	0	2	0	2	2
Subtotal Existing Driveway Trips		(167)	(20)	(3)	(23)	(3)	(21)	(24)
NET INCREASE DRIVEWAY TRIPS		2,449	84	102	186	119	80	199
Proposed Pass-By Trips [10]								
Restaurant (20%)		(275)	(13)	(11)	(24)	(13)	(8)	(21)
Retail (50%)		(134)	(2)	(1)	(3)	(4)	(5)	(9)
NET INCREASE "OFF-SITE" TRIPS		2,040	69	90	159	102	67	169

[1] Source: ITE "Trip Generation", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving



- 5 -

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SOURCE: HANSONLA ARCHITECTURE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2-1
PROJECT SITE PLAN
GROUND FLOOR

676 MATEO STREET PROJECT