



## 1. General Plan Land Use Designation.

The subject property is located within the Central City North Community Plan area (effective December 15, 2000), which designates the property as Heavy Manufacturing with the corresponding zone of M3. The site's current zone is M3-1-RIO. The recommended General Plan Amendment will change the land use designation to Regional Commercial with the corresponding zones of CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The subject property is located within the evolving and expanding Arts District neighborhood near Downtown Los Angeles that has undergone a transition of land uses over the past 30 years. In an area historically characterized by warehouse and industrial uses, the Arts District is now comprised of a diversity of land uses that includes creative office, incubator spaces, artist production spaces, retail and restaurant uses, live/work dwelling units in both new buildings and older adaptive reuse buildings, and new industrial spaces that reflect land uses which have evolved due to technological advances and development of new industry sectors. The proposed project would include uses which are consistent with the existing neighborhood such as a mix of creative office, artist production space, retail and restaurants, and new live/work units that can also accommodate home based small businesses.

~~Industrial land uses have evolved due to technological advances and development of new industry sectors.~~ Approval of a General Plan Amendment is necessary to modify the project site's land use designation to Regional Commercial to accommodate these changes while retaining critical job-producing uses in new ways, while also acknowledging the need for housing. The proposed General Plan Amendment will support employment where jobs and housing can coexist, while retaining a jobs focus. The project has been designed to continue the production of jobs at this site through live/work units with larger than average sizes, a dedicated work area in each unit, higher floor to ceiling heights, as well as the incorporation of almost 25,000 square feet of creative office space and resident production space and about 4,000 square feet of restaurant space. Each unit will meet the standard for live/work units found in Section 419 of the building code. The project site is adjacent to the Artist-In-Residence District identified in the Central City North Community Plan. The Community Plan states that "Artists-In-Residence occupy a large area of Central City North between the Santa Ana Freeway and the Santa Monica Freeway and Between Alameda Street and the Los Angeles River". The Arts District has undergone substantial change over the last few years and there has been a significant amount of residential and commercial development in an area that was predominately characterized by warehouse and industrial uses. The existing Community Plan no longer reflects current development trends or goals for the area. Furthermore, the project supports the General Plan by contributing to the available housing stock within the City and towards the housing crisis in the city, as well as the Mayor's initiative to build 100,000 homes by 2020. The proposed General Plan Amendment will locate housing near jobs-rich Downtown while also allowing for jobs-producing uses.

## 2. General Plan Text.

### Framework Element

The General Plan Framework, adopted in December 1996, establishes the City's long-range comprehensive growth strategy and provides guidance on Citywide land use and planning policies, objectives, and goals. The Framework defines Citywide policies for land use, housing, urban form and urban design, open space and conservation, transportation, infrastructure and public spaces. The proposed project is consistent with the goals, objectives and policies of the General Plan Framework.

### Land Use Chapter

The Land Use chapter encourages growth to be located in neighborhood districts, commercial and mixed-use centers, along boulevards, industrial districts, and in proximity to transportation corridors and transit stations. The Land Use Chapter also identifies "Targeted growth areas" which refer to those districts, centers, and boulevards where new development is encouraged and within which incentives are provided by the policies of the Framework Element. These are located in proximity to major rail and bus transit corridors and stations; in centers that serve as identifiable business, service, and social places for the neighborhood, community, and region; as reuse of the City's boulevards; and as reuse of the City's industrial districts to facilitate the development of new jobs-generating uses.

As previously discussed, the project site is located within the Arts District within the Central City North Community Plan area. The surrounding neighborhood had a significant economic identity from the industrial uses that have historically populated the area. As that economy has evolved, heavy manufacturing uses are transitioning to more digital and creative uses. The project would be in keeping with this economic identity and evolution as it replaces a vacant cold storage facility with a project that will activate the area through the introduction of 344 live/work units, including needed affordable units, on-site resident production space, approximately 4,000 square feet of restaurant space, and approximately 25,000 square feet of creative office. The live/work units will be designed to comply with Section 419 of the Building Code and will be able to accommodate up to five employees in each unit. The units are designed to be larger than average with taller floor to ceiling heights to accommodate arts and production uses and a minimum 150 square-foot designated work area in each unit. Additionally, the project provides a range of creative office spaces, including smaller spaces designed to accommodate small businesses.

The proposed project also has significant physical identity as a mixed-use project near regional transit in the Los Angeles area. The project site is located within an area of Los Angeles which is well-served by local and regional transit lines. The project area is currently served by two MTA Rapid Bus Lines, including lines 720 and 760, and four MTA Local Bus Lines, including lines 18, 53, 60 and 62. These lines provide connections to the downtown subway stations, which include Pershing Square and 7th Street/Metro Center. Additionally, the Greyhound Bus Terminal is located one block south of the Project Site on 7th Street, which provides inter-city bus service to various locations outside of the Los Angeles area. The project site is also served by the Metro Gold Line rail system located at the Little Tokyo/Arts District station near 1st Street and Alameda Street. The Metro Gold Line offers service to East Los Angeles to the east and Pasadena to the northeast. The Metro Gold Line connects to Union Station, providing access to Metrolink, the Metro Silver Bus Line, and Metro Rail Red and Purple Lines.

In addition, Metro is currently considering extending both the Santa Ana Line and Purple Line through the Arts District, and is considering multiple stations in the project vicinity. Development of this mixed-use site would provide potential additional transit riders and will act as a further inducement for Metro to further improved transit in the area.

The General Plan Framework identifies Regional Centers as focal points of regional commerce, identity, and activity. Generally, Regional Centers range from a floor area ratio of 1.5:1 to 6:1 and are characterized by high-density buildings ranging from six- to twenty-stories, or higher. Regional Centers typically provide a significant number of jobs and many non-work destinations and function as transit hubs. The project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it will allow for the mixing of uses in the community and will increase opportunities for employees to live near jobs and residents to live near shopping, entertainment and other amenities in a high quality transit area.

The project will comply with the following goals, objectives and policies set forth in the General Plan Framework Land Use Chapter:

*Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region*

*Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

*Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity in accordance with the Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.*

*Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate*

*Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.*

*Policy 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.*

The proposed General Plan Amendment to Regional Commercial would be consistent and compatible with the recent pattern of development and expansion of residential live/work uses in the area. New residential live/work uses in the immediate area include the six-story Toy Factory Lofts at 1855 E. Industrial Street which contain 119 residential units and ground floor retail space, the seven-story Biscuit Company Lofts at 1850 E. Industrial Street which contain 104 residential units and Church & State restaurant at the ground floor, the 2121 Lofts at 2135 7<sup>th</sup> Street which contain 78 residential units and Bestia restaurant, and the AMP Lofts project at 2057 E. 7<sup>th</sup> Street which is entitled for 188 residential units and 5,000 square feet of ground floor commercial space. Additional commercial development has also occurred nearby, including a number of restaurants, the ROW DTLA at 777 S. Alameda Street, and the Urban Radish market at 661 Imperial Street. The site is in a Transit Priority Area and is well served by Metro buses.

The proposed project is not in a designated Pedestrian-Oriented District, however the project meets the design policies aimed at improving pedestrian activity. The buildings are located at or near the property lines and create a strong, articulated street wall with active ground floor uses. Parking is located in a subterranean level and behind the restaurant, creative office, and live-work uses on the first and second floors. Only two driveways are proposed, with one located on Alameda Street and one on Industrial Street. The project will also provide significant public open space through a courtyard on Industrial Street, a paseo, and a narrow parcel connecting the site to Mill Street to the east. The east parcel will include a dog park, community garden, flexible event space and flexible community space. The proposed open spaces will provide landscaped areas, seating, and both active and passive spaces. In addition to the public open space, the project will also improve the adjacent streetscape by providing dedications and improvements along Alameda Street, Industrial Street, and Mill Street. The project also proposes 15 street trees to be located along Alameda Street and Industrial Street and 82 additional trees to be located on site. The

project will bring active uses and lighting to the area, increasing the safety of the neighborhood, particularly in the evening.

The project's proposed Regional Commercial land use designation supports the mix of uses located in the vicinity of the site while activating the site by replacing a vacant cold storage warehouse with two mixed-use buildings containing live/work units, arts and production space, creative office, restaurants, and publicly accessible open space. The proposed project meets the policies for the Regional Commercial land use and will activate an underutilized site.

Further, the proposed project meets Objective 7.2 of the Framework Element ("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"), by providing office, restaurant and live/work uses. Further, Chapter 3, Land Use, of the Framework Element states: "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." The proposed General Plan Amendment will enable such a conversion.

#### Housing Chapter

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

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.

The project proposes to develop 344 live-work units with a variety of unit sizes, including providing needed affordable housing units. Residents of the project would have access to a variety of nearby mass transit options which would help reduce vehicular trips and provide access to services and facilities within the adjacent Downtown area and the greater Los Angeles region. The project area is served by a number of bus lines, and is just south of Union Station, a major transit hub for the Los Angeles area. The project site is served by two MTA Rapid Bus Lines, including lines 720 and 760, and four MTA Local Bus Lines, including lines 18, 53, 60 and 62. These lines provide connections to the Downtown subway stations, which include Pershing Square and 7th Street/Metro Center. The Greyhound Bus Terminal is also located one block south of the project site on 7th Street, which provides bus service to various locations outside of the Los Angeles area. In addition, the MTA Little Tokyo/Arts District Station is located north of the subject site at the intersection of 1st and Alameda Streets.

#### Urban Form and Neighborhood Design Chapter

Goal 5A: A livable 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 livability 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.

Policy 5.9.2: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes. Mixed-use should also be enhanced by locating community facilities such as libraries, cultural facilities or police substations, on the ground floor of such building, where feasible

The proposed project complies with these goals, objectives, and policies. The addition of new commercial restaurant and office uses, artist production, and live-work uses would build upon the strength of the adjacent Arts District neighborhood that is developed with a variety of unique restaurants, artist galleries and production spaces, creative office space, live-work units, and boutique retail shops. The project would enhance the livability of the neighborhood with the addition of new ground floor commercial uses that would draw patrons to the site and which builds upon the mix of uses already found in the area including the mixed-use Toy Factory Lofts and Biscuit Company Lofts developments located one block to the east along Industrial Street. In addition, a courtyard pedestrian plaza is proposed along Industrial Street located between the commercial spaces and would facilitate resident connectivity from the commercial uses to the residential live-work units and amenity spaces. Moreover, the project would include publicly accessible open space that connects to proposed commercial spaces near Mill Street. In addition, the project provides substantial landscaping, new street trees, and courtyard area along Industrial Street that may include outdoor dining opportunities for ground floor restaurants.

#### Open Space Chapter

Objective 6.2: Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.

Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.

The project would include publicly accessible open space that includes walking path, green space, gathering areas, and a dog park. The open space is accessed by landscape pedestrian paseo that connects to Industrial Street. This pathway would further connect to the additional commercial spaces also located on the flag portion of the site near Mill Street.

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

The project will provide a range of housing opportunities in the form of 344 live-work units, including very low income affordable units, in a variety of unit types, sizes, and price ranges.

#### Central City North Community Plan

The Central City North Community Plan, one of 35 Community Plans that the Land Use Element of the General Plan is comprised of, was adopted on December 15, 2000. The Community Plan designates the uses of land and is intended to guide development in order

to create a healthful, pleasant environment. The existing district that comprises the area around the Arts District consists of a mix of buildings and uses with varied scale with industrial and storage uses, live/work uses, pockets of pedestrian-oriented commercial development that include creative office, restaurant, retail, and artist uses. The transition of allowable uses in the Arts District and adjacent areas started as far back as 1981, with each new development or adaptive reuse project in the area with a live/work component requiring discretionary review. As a result, the area has seen an increase in the conversion of obsolete industrial buildings to live/work units and studios, as well as some new, ground-up residential construction on land designated for Commercial uses, primarily located in the northern end of the Arts District adjacent to the Little Tokyo/Arts District Metro Gold Line Station. Within the immediate neighborhood, there are adaptive reuse buildings with live-work units and ground floor commercial spaces.

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

The project, which would provide a mixed-use residential/commercial development, would conform to the goals, objectives, and land uses identified in the Community Plan. The mixed use project is consistent with several objectives and policies of the Central City North Community Plan. The plan text includes the following relevant residential and commercial land use objectives and policies:

*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.*

*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 proposed project would provide 344 live/work units with five percent of the units (18 units) reserved for Very Low Income and five (5) units reserved for Workforce Income households, while not displacing any existing housing or residents. The applicant has also stated that they are working with the Housing and Community Investment Department (HCID) to provide housing preference to artists. The units will vary in size and will be

constructed to meet the building code requirements for live/work units, providing unique housing and economic opportunities to meet the needs of the existing and projected population of Central City North.

Vehicular trips will be reduced through the mix of uses offered onsite, the proximity to nearby jobs, commercial uses, restaurants and entertainment, and the proximity to transit. The residents of the proposed project would have access to a variety of mass transit options nearby including the Metro Rapid Bus line 720 providing access through Downtown, including connections to the Metro Red and Purple lines, and west to Santa Monica; Metro Rapid Bus Line 760 providing access through Downtown, including connections to the Metro Blue, Expo, Red and Purple lines, and south to Lynwood, connecting with the Metro Green Line; Metro local bus lines 18, ~~28~~, 53, 60 and 62; the Little Tokyo/Arts District Metro Gold Line Station a mile to the north, providing access to Pasadena, Azusa and East Los Angeles; Union Station; and the Greyhound Bus Terminal.

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

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

*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 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.*

*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.*

The proposed project is a mixed use development that includes two buildings containing 344 live/work units, resident production space, approximately 4,000 square feet of restaurant space, and approximately 25,000 square feet of creative office. The addition of new commercial uses would complement the recent development trend in the Arts District and would further strengthen the commercial viability of the neighborhood. The live/work units, on site production space, and range of creative office spaces will provide unique opportunities for an array of uses, including artists and small businesses. The proposed live/work units will not be restricted to artists (~~though preference may be given to artists~~) but will support the artists-in-residence community by providing new units with larger than average unit sizes, open floor plans, and on-site production spaces.

The project is designed to create a strong street wall and active ground floor, which will enhance pedestrian activity. The existing site conditions include large, blank facades, wrought iron fences, warehouse docks, and a total lack of landscaping and pedestrian sidewalks. The proposed mixed-use project will greatly enhance the pedestrian experience by improving street and sidewalk conditions, adding street trees, locating creative office, restaurant and live-work uses on the ground floor, and adding public open space such as



plazas and paseos adjacent to the street. The project will reduce the amount of curb cuts to just two driveways and will locate parking in one subterranean level and behind active uses on the first and second floors.

### Urban Design

As proposed, the project would comply with the Urban Design policies in Chapter 5 of the Community Plan with respect to site planning, height and building design, parking structures, and landscaping.

#### Site Planning

- Locating surface parking to the rear of structures;
- Minimizing the number of widths of driveways providing sole access to the rear of commercial lots;
- Maximizing retail and commercial service uses along frontages of commercial developments;
- Providing front pedestrian entrances for businesses fronting on main commercial streets;
- Providing through arcades from the front of buildings to rear parking for projects within wide frontages;
- Providing landscaping strips between driveways and walkways accessing the rear properties;
- Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas;
- All multi-family residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents

The project proposes a courtyard pedestrian plaza on the ground level with direct access from Industrial Street that is surrounded by the project's proposed commercial uses and residential lobby. The courtyard would include landscaping, hardscape, seating areas, and provide an opportunity for potential outdoor dining for the adjacent restaurant. A landscaped pedestrian paseo is proposed on the east side of the project site that includes a walkway path that connects to additional open space on the partial flag lot would include a walking path, green space, dog walk, gathering areas, and potential community garden. The pathway would further connect to an additional smaller building with creative office and restaurant space.

Each commercial space would be accessed directly from Alameda, Industrial and Mills Street by pedestrians. The proposed parking is located within an enclosed parking structures and will not be visible from surrounding streets.

#### Height and Building Design

- Requiring the use of articulations, recesses, surface perforations, and porticoes to break up long, flat building facades;
- Providing accenting, complimentary building materials to building facades;
- Maximizing the applications of architectural features or articulations to building facades;
- Designating architecturally untreated facades for signage;
- Screening of mechanical and electrical equipment from public view;

- Requiring the enclosure of trash areas for all projects;
- Requiring freestanding walls to use articulation, recesses, surface perforations, porticoes to break up long freestanding walls.
- Utilizing of complementary building materials in building facades;
- Integrating building fixtures, awnings, security gates, etc. into the design of a building;
- Screening all rooftop equipment and building appurtenances from adjacent properties.

#### Parking Structures

- Designing parking structure exteriors to match the style, materials and colors of the main building;
- Maximizing commercial uses, if appropriate, on the ground floor;
- Landscaping to screen parking structures not architecturally integrated with the main building;
- Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

The architectural exteriors evoke the repurposed industrial concept of the surrounding Arts District's buildings and are designed to complement the refurbished residential lofts architecture common in the neighborhood. The ground floor is differentiated from the upper residential levels and includes softer and lighter stucco and metal finishes that complement the proposed street level landscaping and draw daylight into the proposed courtyard spaces. The upper residential portions feature a darker brick veneer finish with aluminum windows and doors that vary in size and proportion to create a sense of playfulness that also complement the ground floor materials and respond to the warehouse loft ethos along Industrial Street. "Cut outs" for courtyards and upper floor patios create additional sculptural interest in the building and modulate the building mass along the length of the block. The west courtyard is designed to be visible from the busy corner of Alameda and Industrial and creates an invitation to explore the amenities of the project. The internal parking structure is integrated into the building and entirely screened from the surrounding streets by the residential and commercial uses which further enhance the street experience. Trash receptacles would be located within the parking garage and not visible to the public, while rooftop mechanical equipment would be screened from public view.

#### 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. As described in the Housing Element Executive Summary, there is need for additional housing units in an array of housing types and sizes and a greater variety of housing price points that people at all income levels can afford. The City's General Plan lays out the strategy to meet this challenge, by directing growth to transit-rich and job-rich centers and supporting the growth with smart, sustainable infill development and infrastructure investments.

The project, which proposes 344 live-work housing units including 18 live-work units set aside as Restricted Affordable Units for Very Low Income households and five units for workforce income, would provide much needed live-work housing units in a variety of unit mixes and sizes which different price points across a spectrum of income units, including households that qualify for the Very Low units.

~~The proposed project would be aligned with the City's housing~~ ~~The mixed-use project is consistent with several objectives and policies of the Housing Element.~~ The plan text includes the following relevant housing objectives and policies:

*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.*

*Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.*

*Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.*

The proposed General Plan Amendment to Regional Commercial would increase the land area available for the production of housing near jobs-rich Downtown and increasing employment opportunities in and around the Arts District. The project would provide new housing stock, contributing towards the Mayor's Initiative to provide 100,000 housing units by 2020, while also retaining a focus on jobs producing uses. The proposed project would provide 344 live/work units, including 18 Very Low Income affordable units and 5 Workforce Income units, without displacing any existing housing or residents. The project would provide unique housing opportunities that are designed to accommodate arts production and small businesses within the units.

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

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

*Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.*

*Policy 2.5.2: Foster the development of new affordable housing units citywide and within each Community Plan area.*

The proposed project will introduce new live/work units in an area with a limited housing stock. The project is adjacent to Downtown and located near transit, amenities and jobs. The project will provide 344 live/work units, including 18 Very Low Income and 5 Workforce Income affordable units, while also providing resident production space, creative office space, and restaurant space on site. The mix of uses and affordability levels will contribute towards a sustainable neighborhood and a jobs/housing balance. The project will provide much needed affordable housing and a unique opportunity for affordable live/work units.

#### Mobility Plan 2035

The Mobility Plan was adopted on August 11, 2015 and last amended on September 7, 2016.

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

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

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

The proposed project will greatly improve the pedestrian experience along Alameda Street and Industrial Street. The existing site conditions include large, blank facades, wrought iron fences, warehouse docks, and a total lack of landscaping. The project will comply with the Avenue I standards for Alameda Street, including a 15-foot sidewalk, and the Collector standards for Industrial Street and Mill Street, including 13-foot sidewalks. Pedestrian activity will also be improved with the incorporation of 15 street trees along Alameda Street and Industrial Street, and the addition of public open space, including a plaza, paseo, community gardens, dog run, and additional flexible open spaces. Alameda Street, Industrial Street, the paseo and Mill Street are all lined by active uses including restaurant space, creative office, and live-work units.

The proposed project will locate much needed housing near jobs-rich Downtown. The location of the proposed project near jobs, entertainment, and transit as well as the mix of uses on-site and live/work units will reduce the number of vehicle trips. The project will also provide 391 bicycle parking spaces, including 40 short-term spaces and 351 secured, long-term spaces.

#### Sewerage Facilities Element

Improvements may be required for the construction or improvement of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants, which will assure compliance with the goals of this General Plan Element.

### **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.**

The project site is located near the Arts District, a neighborhood originally planned and zoned for industrial uses that is rapidly transforming to include new residential, commercial, and mixed-use developments and converted industrial space. The project proposes a General Plan Amendment from Heavy Manufacturing to Regional Commercial. The project site will remove an is an under-utilized industrial site containing a that is developed with a vacant cold storage facility. The project would redevelop the site and replace it with a mixed-use development containing 344 live/work units, which would include affordable housing units, resident production space, approximately 4,000 square feet of restaurant space, and approximately 25,000 square feet of creative office. While the proposed project will remove an industrial land use, the proposed General Plan Amendment would permit a the project that is still oriented around the production of jobs, which will contribute to the significant economic identity of the area. The surrounding neighborhood has a significant economic identity from the industrial uses that have historically populated the area. As that economy

has evolved, heavy manufacturing uses are transitioning to more digital and creative uses. This project is in keeping with this economic identity and evolution as it replaces a cold storage facility that has been vacant since the company declared bankruptcy with a project that will activate the area through the introduction of 344 live/work units, including units designated for affordable housing, on-site resident production space, approximately 4,000 square feet of restaurant space, and approximately 25,000 square feet of creative office. The live/work units will be designed to comply with Section 419 of the building code and will be able to accommodate up to five employees in each unit. The units are designed to be larger than average with taller floor to ceiling heights and a designated work area in each unit. The on-site resident production space will also provide an on-site workshop or gallery amenity for use by residents and employees of the live/work units for art production and/or display, materials and good fabrication, and other similar production activities. Additionally, the project provides a range of creative office spaces, including smaller spaces designed to accommodate small businesses.

As described in Finding No. 1, the project site is located within an area of Los Angeles which is well-served by local and regional transit lines. The site's location within proximity to a variety of bus lines and light and heavy rail options would allow the project to enhance the physical identity of the surrounding area by placing additional housing and job opportunities within proximity to transit.

In addition, the proposed project provides the opportunity for significant pedestrian connections with proximity to jobs, including within walking distance to the Ford Factory at 7th and Santa Fe to which Warner Music will be relocating. Moreover, the site's unique flag shape, with frontages on Alameda, Industrial, and Mill Streets, enables the proposed project to provide a public paseo from Industrial Street to Mill Street that will enhance walkability in the area.

The proposed project will contribute to the history of economic activity in this area by designing a project that will foster job production, while also introducing new housing units in a manner that preserves the surrounding industrial and artistic character. The live/work units will support city-wide goals of increasing the housing stock while doing so in a way that is compatible with the surrounding context. The project will facilitate a wide range of jobs from the live/work units to the creative office space. The applicant is also working with HCID to provide a housing preference for artists, further contributing to the unique identity of the area. As such, the project will contribute to and strengthen the social and economic identity of the surrounding area.

**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 good zoning practice.**

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

The proposed amendment to the Central City North Community Plan would re-designate the project site from Heavy Manufacturing to Regional Commercial. The amendment, in conjunction with the requested zone change and height district change to [T][Q]C2-2D-RIO, would allow for the removal of an existing cold-storage warehouse building and the development of a mixed-use project with 344 live/work units, public open space, on-site resident production space, approximately 4,000 square-feet of restaurant space, and approximately 25,000 square feet of creative office space in two buildings. The project will have a total floor area ratio of 2.98:1 and the main building will have an overall height of 85

feet and the secondary creative office/restaurant building will have a height of 43 feet, six inches.

Public necessity, convenience and general welfare will be better served by adopting the proposed General Plan Amendment and corresponding Zone and Height District Changes, as they would allow a vacant industrial site to be redeveloped with a mixed-use project that will provide new live/work housing, including affordable units, near jobs-rich Downtown as well as new commercial floor area designed to accommodate restaurants and an array creative office uses in a neighborhood that is transforming with the development of new residential and commercial uses. The proposed project site is in a Transit Priority Area and is served by two Metro Rapid Bus Lines (720 and 760) and five Metro Local Bus Lines (18, 53, 60 and 62) serve the project area. These lines provide connections to Metro subway stations, including Pershing Square and 7th Street/Metro Center with connections to the Red, Purple, Blue, and Expo Lines. The Little Tokyo/Arts District Metro Gold Line station is located approximately one mile to the north. A Metro Bike Share station is also located approximately 1,000 feet to the east on Industrial Street. The project will provide public open space and improved sidewalks with street trees. The proposed project will be lined by restaurants, creative office spaces, and live-work units on the ground floor and all parking will be screened by active uses, activating a site that currently contains a vacant cold storage building with large blank expanses, loading docks, and fences. Additionally, the project reduces the length of curb cuts at the site.

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

The General Plan Amendment and Zone and Height District Changes will introduce a unique housing typology with new live/work units, including affordable units, each designed to accommodate up to five employees. The project is in conformity with public necessity, convenience, general welfare and good zoning practice because it includes necessary housing, including affordable housing, substantial infrastructure improvements, improved streetscapes, and public open space. The project will provide both housing and job opportunities in proximity to transit at an underutilized industrial site. The economic identity of this area continues to evolve from purely manufacturing uses to new hybrid uses that can accommodate digital and creative uses. The proposed project provides much needed housing while also facilitating jobs in a changing economy. The proposed project will be a better use of the site and will improve the general welfare of the community and the City.

#### 10. Site Plan Review Findings.

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

The subject property is located within the Central City North Community Plan area (effective December 15, 2000), which designates the property as Heavy Manufacturing with the corresponding zone of M3. The site's current zone is M3-1-RIO. The

recommended General Plan Amendment will change the land use designation to Regional Commercial with the corresponding zones of CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The recommended Zone Change and Height District Change will change the zone from M3-1-RIO to [T][Q]C2-2D-RIO. The uses proposed as part of the requested development, including live/work units, restaurant, and creative office space, are all permitted in the C2 Zone. In conjunction with the requests herein, As demonstrated in the above findings, which are incorporated herein by reference, and below, the project would be in substantial conformance with the General Plan as it is reflected within the Central City North Community Plan.

#### Framework Element

The General Plan Framework, adopted in December 1996, establishes the City's long-range comprehensive growth strategy and provides guidance on Citywide land use and planning policies, objectives, and goals. The Framework defines Citywide policies for land use, housing, urban form and urban design, open space and conservation, transportation, infrastructure and public spaces. The proposed project is consistent with the goals, objectives, and policies of the General Plan Framework.

The General Plan Framework identifies Regional Centers as focal points of regional commerce, identity, and activity. Generally, Regional Centers range from a floor area ratio of 1.5:1 to 6:1 and are characterized by high-density buildings ranging from six- to twenty-stories, or higher. Regional Centers typically provide a significant number of jobs and many non-work destinations and function as transit hubs. The project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it will allow for the mixing of uses in the community and will increase opportunities for employees to live near jobs and residents to live near shopping, entertainment and other amenities in a high quality transit area.

The project will comply with the following goals, objectives and policies set forth in the General Plan Framework Land Use Chapter:

*Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region*

*Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

*Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity in accordance with the Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.*

*Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate*

*Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.*

*Policy 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.*

The proposed project would be consistent and compatible with the recent pattern of development and expansion of residential live/work uses in the area. New residential live/work uses in the immediate area include the six-story Toy Factory Lofts at 1855 E. Industrial Street which contain 119 residential units and ground floor retail space, the seven-story Biscuit Company Lofts at 1850 E. Industrial Street which contain 104 residential units and Church & State restaurant, the 2121 Lofts at 2135 7<sup>th</sup> Street which contain 78 residential units and Bestia restaurant, and the AMP Lofts project at 2057 E. 7<sup>th</sup> Street which is entitled for 188 residential units and 5,000 square feet of ground floor commercial space. Additional commercial development has also occurred nearby, including a number of restaurants, the ROW DTLA at 777 S. Alameda Street, and the Urban Radish market at 661 Imperial Street. The site is in a Transit Priority Area and is well served by Metro buses.

The proposed project is not in a designated Pedestrian-Oriented District; however the project meets the design policies aimed at improving pedestrian activity. The buildings are located at or near the property lines and create a strong, articulated street wall with active ground floor uses. Parking is located in a subterranean level and behind the restaurant, creative office, and live-work uses on the first and second floors. Only two driveways are proposed, with one located on Alameda Street and one on Industrial Street. The project will also provide significant public open space through a courtyard on Industrial Street, a paseo, and a narrow parcel connecting the site to Mill Street to the east. The east parcel will include a dog park, community garden, flexible event space and flexible community space. The proposed open spaces will provide landscaped areas, seating, and active and passive spaces. In addition to the public open space, the project will also improve the adjacent streetscape by providing dedications and improvements along Alameda Street, Industrial Street, and Mill Street. The project also proposes 15 street trees to be located along Alameda Street and Industrial Street and an additional 82 trees to be located on site. The project will bring active uses and lighting to the area, increasing the safety of the neighborhood, particularly in the evening.

The project will support the mix of uses located in the vicinity of the site while activating the site by replacing a vacant cold storage warehouse with two mixed-use buildings containing live/work units, arts and production space, creative office, restaurants, and publicly accessible open space. The proposed project meets the policies for the Regional Commercial land use and will activate an underutilized site.

Further, the proposed project meets Objective 7.2 of the Framework Element (“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”), by providing office, restaurant and live/work uses. Further, Chapter 3, Land Use, of the Framework Element states: “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.” The proposed project will enable such a conversion.

#### Central City North Community Plan

The Central City North Community Plan, one of 35 Community Plans that the Land Use Element of the General Plan is comprised of, was adopted on December 15, 2000. The Community Plan designates the uses of land and is intended to guide development in order to create a healthful, pleasant environment. The existing District that comprises the area around the Arts District consists of a mix of buildings and uses with a varied scale of industrial and storage uses, live/work uses, pockets of pedestrian-oriented



commercial development that include creative office, restaurant, retail, and artist uses. The transition of allowable uses in the Arts District and adjacent areas started as far back as 1981, with each new development or adaptive reuse project in the area with a live/work component requiring discretionary review. As a result, the area has seen an increase in the conversion of obsolete industrial buildings to live/work units and studios, as well as some new, ground-up residential construction on land designated for Commercial uses, primarily located in the northern end of the Arts District adjacent to the Little Tokyo/Arts District Metro Gold Line Station. Within the immediate neighborhood, there are adaptive reuse buildings with live-work units and ground floor commercial spaces.

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

The project, which would provide a mixed-use residential/commercial development, would conform to the goals, objectives, and land uses identified in the Community Plan, as proposed to be amended, and would essentially extend the current land use pattern of job producing and live-work housing uses south of 6<sup>th</sup> Street. The mixed-use project is consistent with several objectives and policies of the Central City North Community Plan. The plan text includes the following relevant residential and commercial land use objectives and policies:

*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.*

*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 proposed project would provide 344 live/work units with five percent of the units (18 units) reserved for Very Low Income and five (5) units reserved for Workforce Income households, while not displacing any existing housing or residents. The applicant has also stated that they are working with the Housing and Community Investment

Department (HCID) to provide housing preference to artists. The units will vary in size and will be constructed to meet the building code requirements for live/work units, providing unique housing and economic opportunities to meet the needs of the existing and projected population of Central City North.

Vehicular trips will be reduced through the mix of uses offered onsite, the proximity to nearby jobs, commercial uses, restaurants and entertainment, and the proximity to transit. The residents of the proposed project would have access to a variety of mass transit options nearby including the Metro Rapid Bus line 720 providing access through Downtown, including connections to the Metro Red and Purple lines, and west to Santa Monica; Metro Rapid Bus Line 760 providing access through Downtown, including connections to the Metro Blue, Expo, Red and Purple lines, and south to Lynwood, connecting with the Metro Green Line; Metro local bus lines 18, 28, 53, 60 and 62; the Little Tokyo/Arts District Metro Gold Line Station a mile to the north, providing access to Pasadena, Azusa and East Los Angeles; Union Station; and the Greyhound Bus Terminal. In addition, a Metro Bike Share station is located 1,000 feet to the east of the project site.

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

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

*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 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.*

*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.*

The proposed project is a mixed use development that includes two buildings containing 344 live/work units, resident production space, approximately 4,000 square feet of restaurant space, and approximately 25,000 square feet of creative office. The addition of new commercial uses would complement the recent development trend in the Arts District and would further strengthen the commercial viability of the neighborhood. The live-work units, on site production space, and range of creative office spaces will provide unique opportunities for a variety of uses, including artists and small businesses. The proposed live/work units will not be restricted to artists (though preference may be given to artists) but will support the artists-in-residence community by providing new units with larger than average unit sizes, open floor plans, designated work space areas, and on-site production spaces.

The project is designed to create a strong street wall and active ground floor, which will enhance pedestrian activity. The existing site conditions include large, blank walls,

wrought iron fences, warehouse docks, and a lack of landscaping. The proposed mixed-use project will greatly enhance the pedestrian experience by improving street and sidewalk conditions, adding street trees, locating creative office, restaurant and live/work uses on the ground floor, and adding public open space such as plazas and paseos adjacent to the street. The project will reduce the amount of curb cuts to just two driveways and will locate parking in one subterranean level and behind active uses on the first and second floors.

As previously discussed in Finding No. 2, the project is consistent with the Urban Design policies contained within Chapter 5 of the Community Plan with respect to site planning, height and building design, parking structures, and landscaping.

### 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. As described in the Housing Element Executive Summary, there is need for additional housing units in an array of housing types and sizes and a greater variety of housing price points that people at all income levels can afford. The City's General Plan lays out the strategy to meet this challenge, by directing growth to transit-rich and job-rich centers and supporting the growth with smart, sustainable infill development and infrastructure investments.

The project, which proposes 344 live-work housing units including 18 live-work units set aside as Restricted Affordable Units for Very Low Income households and five units for workforce income, would provide much needed live-work housing units in a variety of unit mixes and sizes which different price points across a spectrum of income units, including households that qualify for the Very Low units.

The proposed project would be aligned with the City's housing ~~The mixed-use project is consistent with several~~ objectives and policies of the Housing Element. The plan text includes the following relevant housing objectives and policies:

*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.*

*Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.*

*Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.*

The proposed General Plan Amendment to Regional Commercial would increase the land area available for the production of housing near jobs-rich Downtown and

increasing employment opportunities in and around the Arts District. The project would provide new housing stock, contributing towards the Mayor's Initiative to provide 100,000 housing units by 2020, while also retaining a focus on jobs producing uses. The proposed project would provide 344 live/work units, including 18 Very Low Income affordable units and five (5) Workforce Income units, without displacing any existing housing or residents. The project would provide unique housing opportunities that are designed to accommodate arts production and small businesses within the units.

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

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

*Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.*

*Policy 2.5.2: Foster the development of new affordable housing units citywide and within each Community Plan area.*

The proposed project will introduce new live/work units in an area with a limited housing stock. The project is adjacent to Downtown and located near transit, amenities and jobs. The project will provide 344 live/work units, including 18 Very Low Income and five (5) Workforce Income affordable units, while also providing resident production space, creative office space, and restaurant space on site. The mix of uses and affordability levels will contribute towards a sustainable neighborhood and a jobs/housing balance. The project will provide much needed affordable housing and a unique opportunity for affordable live/work units.

### Mobility Plan 2035

The Mobility Plan was adopted on August 11, 2015 and last amended on September 7, 2016.

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

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

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

The proposed project will greatly improve the pedestrian experience along Alameda Street and Industrial Street. The existing site conditions include large, blank walls, wrought iron fences, warehouse docks, and a lack of landscaping. The project will comply with the Avenue I standards for Alameda Street, including a 15-foot sidewalk, and the Collector standards for Industrial Street and Mill Street, including 13-foot sidewalks. Pedestrian activity will also be improved with the incorporation of 15 street trees along Alameda Street and Industrial Street, and the addition of public open space, including a plaza, paseo, community gardens, dog run, and additional flexible open spaces. Alameda Street, Industrial Street, the paseo and Mill Street are all lined by active uses including restaurant space, creative office, and live-work units.

The proposed project will locate much needed housing near jobs-rich Downtown. The location of the proposed project near jobs, entertainment, and transit as well as the mix of uses on-site and live/work units will reduce the number of vehicle trips. The project will also provide 391 bicycle parking spaces, including 40 short-term spaces and 351 secured, long-term spaces.

- b. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development in neighboring properties.**

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located within the Central City North Community Plan Area and Arts District neighborhood. The surrounding urban environment is comprised of industrial, commercial, and mixed-use residential developments. The following project elements were designed in a manner that is compatible with both existing and future development of the surrounding area:

#### Height/Massing

The proposed project will have a maximum of seven stories and will not exceed 85 feet in height which is consistent with the surrounding area which is developed with buildings of varying stories and heights. Buildings in the vicinity of the project site include the seven-story Toy Factory Lofts, the seven-story Biscuit Company Lofts located down the street, the eight-story 1745 E. 7<sup>th</sup> Street building currently being converted to live/work uses, the 75-foot Ford Factory building, and the 7-story, 85 feet in height AMP Lofts project that is under construction.

With the requested zone and height district change to [T][Q]C2-2D-RIO, the project is permitted to be built with unlimited height and stories, but is limited to an FAR of 3 to 1. (The permitted FAR would be 6 to 1 without the D limitation.) The total proposed FAR for the building is 2.98 to 1, consistent with the surrounding area which is developed with buildings of varying heights. Buildings in the vicinity include the seven-story Toy Factory Lofts, the seven-story Biscuit Company Lofts, the eight-story 1745 E. 7<sup>th</sup> Street building currently being converted to live/work uses, and the seven-story ROW DTLA project. Additionally projects of similar height are being proposed or have been entitled in the vicinity, such as the AMP Lofts Project. ~~To reduce the massing of the proposed addition, the building features a ground floor courtyard open space area along Industrial Street, as well as an additional courtyard opening on the podium level also facing Industrial Street.~~

Massing of the building is reduced by introducing deep courtyard cut outs into the building facades at both the ground and podium levels along Industrial Street and the upper floor patios create additional sculptural interest in the building that serve to modulate the building mass along the length of the block. The west courtyard pedestrian plaza is designed to be visible from the busy corner of Alameda and Industrial and creates an invitation to explore the amenities of the project.

#### Building Materials

The project employs a distinguishable and attractive building design by utilizing a variety of building materials and distinctive architectural features to add visual interest and to

convey the commercial uses of the building. Architectural materials on Building A include a mix of dark gray brick veneer, bronze colored metal panels, gray stucco, and dark anodized windows. As required by Condition No. 14, a mural is proposed along the north elevation of Building A, and a green wall is proposed on the west elevation facing Alameda Street. The ground floor is differentiated from the upper residential levels and includes softer and lighter stucco and metal finishes that complement the proposed street level commercial uses and landscaping and draw daylight into the proposed courtyard spaces. The upper live-work units feature a darker brick veneer finish with aluminum windows and doors that vary in size and proportion to create a sense of playfulness that also complement the ground floor materials and respond to the warehouse loft ethos along Industrial Street. Building B features dark gray concrete masonry, concrete shingles, and anodized windows. The materials evoke a context-sensitive hybrid industrial feel that complements the surrounding environment.

### Setbacks

The setbacks applicable to the project are established under LAMC Section 12.14, which has no setback requirement for commercial uses in the requested C2 Zone. Residential live/work uses defer to the R4 Zone for the purposes of required setbacks. Pursuant to LAMC Section 12.22 A, no yard requirements shall apply to the residential portions of buildings located on lots in the C2 Zone if such portions abut a street, private street, or alley. Therefore, the only portion of the project subject to yard requirements is the northerly edge of Building A, which as proposed will have a variable side yard of 0 to 10 feet, in lieu of the required 10 feet.

The applicant is seeking an Off-Menu Density Bonus Waiver of Development Standards incentive to allow the reduced northerly side yard setback. The requirement would have the effect of physically precluding construction of a development providing 344 residential live/work units, of which 18 units, or 5 percent of the total units, will be set aside for Very Low Income units and five (5) units will be set aside for Workforce Income units. Compliance with the underlying side yard setback limitation would require the removal of a significant amount of floor area that could otherwise be dedicated to the number, configuration and livability of affordable housing units. By waiving these development standards, the project is able to maximize ground floor square footage for other required uses. The off-menu waiver as recommended will allow the developer to build the proposed 344 residential units and expand the Project's building envelope so that the units being constructed are of sufficient size, configuration, and quality. The setbacks as proposed are appropriate in relation to the project's design and location.

### Parking & Loading Areas

The proposed off-street parking facilities are compatible with the surrounding neighborhood. Lack of adequate parking is an issue in the Arts District as existing buildings often contain substandard amounts of parking. The project would provide code-required parking to satisfy parking demand generated by the project which would alleviate the need to find parking elsewhere. A total of 536 automobile parking spaces and 391 bicycle parking spaces are proposed within one subterranean basement level, at grade level, and within one above grade level. Vehicular access to the project site would be provided by a driveway entry/exit on Industrial Street. An additional parking entrance off Alameda would be restricted to right-turn in and right-turn out movements. The project would result in a reduction of driveways and curb cuts from the existing use. Driveway design and internal parking circulation will require review and approval by the Department of Transportation. The two above-grade levels of parking within Building A will be screened from public view by active commercial uses along Alameda Street and

Industrial Street.

#### Lighting & Building Signage

Lighting and signage will be provided per LAMC requirements and include strategically positioned functional and lighting to enhance public safety at the project site and within the neighborhood. The building and layout design of the Proposed Project would also include nighttime security lighting and secure parking facilities. As conditioned, lighting would be shielded downward and/or away from adjacent uses, including lighting for outdoor open spaces. The use of pole-mounted lighting or floodlights is not anticipated. Project lighting would also include visible interior light emanating from the ground-level commercial uses and decorative lighting within the public open spaces. Additionally, the project is conditioned to require outdoor lighting to shine downward, be installed with shielding, and be directed onto the project site, so that the light source does not directly illuminate any adjacent properties or the above night skies. The parking levels are fully screened, thereby eliminating the potential for illumination from headlights on adjacent uses. Building signage will be required to comply with LAMC Section 14.4.

#### Landscaping

Open space and landscaping opportunities are utilized on the site in open areas not used for circulation, building, driveways, and parking. The project will also provide landscaping in a ground floor public space and on terraces on higher levels and will add 97 trees to create a pleasant view and provide adequate shade for pedestrians. Specifically, the project would incorporate 34,400 square feet of open space, including a 4,305 square-foot publicly accessible ground level courtyard, two additional courtyards on the podium level, six sky terraces, and 8,359 square-foot of ground level outdoor space in the paseo area connecting Building A to Building B. Pedestrian activity will also be improved with the incorporation of 15 street trees along Alameda Street and Industrial Street, and the addition of public open space, including a plaza, community gardens, dog run, and additional flexible open spaces.

#### Trash Collection

All trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within two trash rooms (see "Trash Access Diagram") located within the ground floor of Building A.

As described above, 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 will be compatible with existing and future development on adjacent and neighboring properties.

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

The proposed project would provide recreational and service amenities to improve the habitability for the residents and minimize impacts on neighborhood properties. The project proposes to provide 34,400 square feet of open space, which would include approximately 26,041 square feet of open space within the mixed-use building (Building A) with 17,350 square feet of open space in three separate courtyards, 9,005 square feet of open space in the upper level terraces, 1,742 square feet of open space in a

community fitness gym/yoga studio, and 1,020 square feet of common space in a community clubhouse. In addition, 8,359 square feet of open space is proposed to be publicly accessible during daylight hours on a portion of the flag shaped portion of the Project Site. Recreational amenities would include a swimming pool and barbeque area, a fitness gym/yoga studio, a dog run, and a community clubhouse. ~~in the form of dedicated resident production space, a fitness gym and yoga studio, a dog run, a swimming pool and barbeque area, multiple sky terraces on the upper live/work levels, three courtyards, and a private resident amenity clubroom.~~ Additionally, the project includes two restaurants and creative office space. All 344 residential units are live/work units which allow for the creation of arts and crafts or production in the work space.

Sincerely,

VINCENT P. BERTONI, AICP  
Director of Planning



*For* Michael Sin  
City Planning Associate

VPB:SB:BL:MS:ms

Enclosures  
Attachment A



# **Attachment A**

Case No.

CPC-2013-2993-GPA-VZC-HD-DB-MCUP-SPR

Council File No. CF-17-1031-S1

## **MODIFIED FINDINGS**

### **General Plan/Charter Findings**

**The proposed General Plan Amendment is in substantial conformance with the purposes, intent, and provisions of the General Plan.**

#### **1. General Plan Land Use Designation.**

The subject property is located within the Central City North Community Plan area (effective December 15, 2000), which designates the property as Heavy Manufacturing with the corresponding zone of M3. The site's current zone is M3-1-RIO. The recommended General Plan Amendment will change the land use designation to Regional Commercial with the corresponding zones of CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The subject property is located within the evolving and expanding Arts District neighborhood near Downtown Los Angeles that has undergone a transition of land uses over the past 30 years. In an area historically characterized by warehouse and industrial uses, the Arts District is now comprised of a diversity of land uses that includes creative office, incubator spaces, artist production spaces, retail and restaurant uses, live/work dwelling units in both new buildings and older adaptive reuse buildings, and new industrial spaces that reflect land uses which have evolved due to technological advances and development of new industry sectors. The proposed project would include uses which are consistent with the existing neighborhood such as a mix of creative office, artist production space, retail and restaurants, and new live/work units that can also accommodate home based small businesses.

Approval of a General Plan Amendment is necessary to modify the project site's land use designation to Regional Commercial to accommodate these changes while retaining critical job-producing uses in new ways, while also acknowledging the need for housing. The proposed General Plan Amendment will support employment where jobs and housing can coexist, while retaining a jobs focus. The project has been designed to continue the production of jobs at this site through live/work units with larger than average sizes, a dedicated work area in each unit, higher floor to ceiling heights, as well as the incorporation of almost 25,000 square feet of creative office space and resident production space and about 4,000 square feet of restaurant space. Each unit will meet the standard for live/work units found in Section 419 of the building code. The project site is adjacent to the Artist-In-Residence District identified in the Central City North Community Plan. The Community Plan states that "Artists-In-Residence occupy a large area of Central City North between the Santa Ana Freeway and the Santa Monica Freeway and Between Alameda Street and the Los Angeles River". The Arts District has undergone substantial change over the last few years and there has been a significant amount of residential and commercial development in an area that was predominately characterized by warehouse and industrial uses. The existing Community Plan no longer reflects current development trends or goals for the area. Furthermore, the project supports the General Plan by contributing to the available housing stock within the City and towards the housing crisis in the city, as well as the Mayor's initiative to build 100,000 homes by 2020. The proposed General Plan Amendment will locate housing near jobs-rich Downtown while also allowing for jobs-producing uses.

#### **2. General Plan Text.**

##### **Framework Element**

The General Plan Framework, adopted in December 1996, establishes the City's long-range comprehensive growth strategy and provides guidance on Citywide land use and planning policies, objectives, and goals. The Framework defines Citywide policies for land use, housing, urban form and urban design, open space and conservation, transportation, infrastructure and public spaces. The proposed project is consistent with the goals, objectives and policies of the General Plan Framework.

### Land Use Chapter

The Land Use chapter encourages growth to be located in neighborhood districts, commercial and mixed-use centers, along boulevards, industrial districts, and in proximity to transportation corridors and transit stations. The Land Use Chapter also identifies "Targeted growth areas" which refer to those districts, centers, and boulevards where new development is encouraged and within which incentives are provided by the policies of the Framework Element. These are located in proximity to major rail and bus transit corridors and stations; in centers that serve as identifiable business, service, and social places for the neighborhood, community, and region; as reuse of the City's boulevards; and as reuse of the City's industrial districts to facilitate the development of new jobs-generating uses.

As previously discussed, the project site is located within the Arts District within the Central City North Community Plan area. The surrounding neighborhood had a significant economic identity from the industrial uses that have historically populated the area. As that economy has evolved, heavy manufacturing uses are transitioning to more digital and creative uses. The project would be in keeping with this economic identity and evolution as it replaces a vacant cold storage facility with a project that will activate the area through the introduction of 344 live/work units, including needed affordable units, on-site resident production space, approximately 4,000 square feet of restaurant space, and approximately 25,000 square feet of creative office. The live/work units will be designed to comply with Section 419 of the Building Code and will be able to accommodate up to five employees in each unit. The units are designed to be larger than average with taller floor to ceiling heights to accommodate arts and production uses and a minimum 150 square-foot designated work area in each unit. Additionally, the project provides a range of creative office spaces, including smaller spaces designed to accommodate small businesses.

The proposed project also has significant physical identity as a mixed-use project near regional transit in the Los Angeles area. The project site is located within an area of Los Angeles which is well-served by local and regional transit lines. The project area is currently served by two MTA Rapid Bus Lines, including lines 720 and 760, and four MTA Local Bus Lines, including lines 18, 53, 60 and 62. These lines provide connections to the downtown subway stations, which include Pershing Square and 7th Street/Metro Center. Additionally, the Greyhound Bus Terminal is located one block south of the Project Site on 7th Street, which provides inter-city bus service to various locations outside of the Los Angeles area. The project site is also served by the Metro Gold Line rail system located at the Little Tokyo/Arts District station near 1st Street and Alameda Street. The Metro Gold Line offers service to East Los Angeles to the east and Pasadena to the northeast. The Metro Gold Line connects to Union Station, providing access to Metrolink, the Metro Silver Bus Line, and Metro Rail Red and Purple Lines.

In addition, Metro is currently considering extending both the Santa Ana Line and Purple Line through the Arts District, and is considering multiple stations in the project vicinity. Development of this mixed-use site would provide potential additional transit riders and will act as a further inducement for Metro to further improved transit in the area.

The General Plan Framework identifies Regional Centers as focal points of regional commerce, identity, and activity. Generally, Regional Centers range from a floor area ratio of 1.5:1 to 6:1 and are characterized by high-density buildings ranging from six- to twenty-stories, or higher. Regional Centers typically provide a significant number of jobs and many non-work destinations and function as transit hubs. The project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it will allow for the mixing of uses in the community and will increase opportunities for employees to live near jobs and residents to live near shopping, entertainment and other amenities in a high quality transit area.

The project will comply with the following goals, objectives and policies set forth in the General Plan Framework Land Use Chapter:

*Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region*

*Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

*Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity in accordance with the Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.*

*Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate*

*Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.*

*Policy 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.*

The proposed General Plan Amendment to Regional Commercial would be consistent and compatible with the recent pattern of development and expansion of residential live/work uses in the area. New residential live/work uses in the immediate area include the six-story Toy Factory Lofts at 1855 E. Industrial Street which contain 119 residential units and ground floor retail space, the seven-story Biscuit Company Lofts at 1850 E. Industrial Street which contain 104 residential units and Church & State restaurant at the ground floor, the 2121 Lofts at 2135 7<sup>th</sup> Street which contain 78 residential units and Bestia restaurant, and the AMP Lofts project at 2057 E. 7<sup>th</sup> Street which is entitled for 188 residential units and 5,000 square feet of ground floor commercial space. Additional commercial development has also occurred nearby, including a number of restaurants, the ROW DTLA at 777 S. Alameda Street, and the Urban Radish market at 661 Imperial Street. The site is in a Transit Priority Area and is well served by Metro buses.

The proposed project is not in a designated Pedestrian-Oriented District, however the project meets the design policies aimed at improving pedestrian activity. The buildings are

located at or near the property lines and create a strong, articulated street wall with active ground floor uses. Parking is located in a subterranean level and behind the restaurant, creative office, and live-work uses on the first and second floors. Only two driveways are proposed, with one located on Alameda Street and one on Industrial Street. The project will also provide significant public open space through a courtyard on Industrial Street, a paseo, and a narrow parcel connecting the site to Mill Street to the east. The east parcel will include a dog park, community garden, flexible event space and flexible community space. The proposed open spaces will provide landscaped areas, seating, and both active and passive spaces. In addition to the public open space, the project will also improve the adjacent streetscape by providing dedications and improvements along Alameda Street, Industrial Street, and Mill Street. The project also proposes 15 street trees to be located along Alameda Street and Industrial Street and 82 additional trees to be located on site. The project will bring active uses and lighting to the area, increasing the safety of the neighborhood, particularly in the evening.

The project's proposed Regional Commercial land use designation supports the mix of uses located in the vicinity of the site while activating the site by replacing a vacant cold storage warehouse with two mixed-use buildings containing live/work units, arts and production space, creative office, restaurants, and publicly accessible open space. The proposed project meets the policies for the Regional Commercial land use and will activate an underutilized site.

Further, the proposed project meets Objective 7.2 of the Framework Element ("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"), by providing office, restaurant and live/work uses. Further, Chapter 3, Land Use, of the Framework Element states: "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." The proposed General Plan Amendment will enable such a conversion.

### Housing Chapter

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

*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.*

The project proposes to develop 344 live-work units with a variety of unit sizes, including providing needed affordable housing units. Residents of the project would have access to a variety of nearby mass transit options which would help reduce vehicular trips and provide access to services and facilities within the adjacent Downtown area and the greater Los Angeles region. The project area is served by a number of bus lines, and is just south of Union Station, a major transit hub for the Los Angeles area. The project site is served by two MTA Rapid Bus Lines, including lines 720 and 760, and four MTA Local Bus Lines, including lines 18, 53, 60 and 62. These lines provide connections to the Downtown subway stations, which include Pershing Square and 7th Street/Metro Center. The Greyhound Bus Terminal is also located one block south of the project site on 7th Street, which provides bus service to various locations outside of the Los Angeles area. In addition, the MTA Little

Tokyo/Arts District Station is located north of the subject site at the intersection of 1st and Alameda Streets.

#### *Urban Form and Neighborhood Design Chapter*

*Goal 5A: A livable 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 livability 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.*

*Policy 5.9.2: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes. Mixed-use should also be enhanced by locating community facilities such as libraries, cultural facilities or police substations, on the ground floor of such building, where feasible*

The proposed project complies with these goals, objectives, and policies. The addition of new commercial restaurant and office uses, artist production, and live-work uses would build upon the strength of the adjacent Arts District neighborhood that is developed with a variety of unique restaurants, artist galleries and production spaces, creative office space, live-work units, and boutique retail shops. The project would enhance the livability of the neighborhood with the addition of new ground floor commercial uses that would draw patrons to the site and which builds upon the mix of uses already found in the area including the mixed-use Toy Factory Lofts and Biscuit Company Lofts developments located one block to the east along Industrial Street. In addition, a courtyard pedestrian plaza is proposed along Industrial Street located between the commercial spaces and would facilitate resident connectivity from the commercial uses to the residential live-work units and amenity spaces. Moreover, the project would include publicly accessible open space that connects to proposed commercial spaces near Mill Street. In addition, the project provides substantial landscaping, new street trees, and courtyard area along Industrial Street that may include outdoor dining opportunities for ground floor restaurants.

#### *Open Space Chapter*

*Objective 6.2: Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.*

*Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.*

The project would include publicly accessible open space that includes walking path, green space, gathering areas, and a dog park. The open space is accessed by landscape pedestrian paseo that connects to Industrial Street. This pathway would further connect to the additional commercial spaces also located on the flag portion of the site near Mill Street.

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

The project will provide a range of housing opportunities in the form of 344 live-work units, including very low income affordable units, in a variety of unit types, sizes, and price ranges.

#### Central City North Community Plan

The Central City North Community Plan, one of 35 Community Plans that the Land Use Element of the General Plan is comprised of, was adopted on December 15, 2000. The Community Plan designates the uses of land and is intended to guide development in order to create a healthful, pleasant environment. The existing district that comprises the area around the Arts District consists of a mix of buildings and uses with varied scale with industrial and storage uses, live/work uses, pockets of pedestrian-oriented commercial development that include creative office, restaurant, retail, and artist uses. The transition of allowable uses in the Arts District and adjacent areas started as far back as 1981, with each new development or adaptive reuse project in the area with a live/work component requiring discretionary review. As a result, the area has seen an increase in the conversion of obsolete industrial buildings to live/work units and studios, as well as some new, ground-up residential construction on land designated for Commercial uses, primarily located in the northern end of the Arts District adjacent to the Little Tokyo/Arts District Metro Gold Line Station. Within the immediate neighborhood, there are adaptive reuse buildings with live-work units and ground floor commercial spaces.

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

The project, which would provide a mixed-use residential/commercial development, would conform to the goals, objectives, and land uses identified in the Community Plan. The plan text includes the following relevant residential and commercial land use objectives and policies:

*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.*

*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 proposed project would provide 344 live/work units with five percent of the units (18 units) reserved for Very Low Income and five (5) units reserved for Workforce Income households, while not displacing any existing housing or residents. The applicant has also stated that they are working with the Housing and Community Investment Department (HCID) to provide housing preference to artists. The units will vary in size and will be constructed to meet the building code requirements for live/work units, providing unique housing and economic opportunities to meet the needs of the existing and projected population of Central City North.

Vehicular trips will be reduced through the mix of uses offered onsite, the proximity to nearby jobs, commercial uses, restaurants and entertainment, and the proximity to transit. The residents of the proposed project would have access to a variety of mass transit options nearby including the Metro Rapid Bus line 720 providing access through Downtown, including connections to the Metro Red and Purple lines, and west to Santa Monica; Metro Rapid Bus Line 760 providing access through Downtown, including connections to the Metro Blue, Expo, Red and Purple lines, and south to Lynwood, connecting with the Metro Green Line; Metro local bus lines 18, 28, 53, 60 and 62; the Little Tokyo/Arts District Metro Gold Line Station a mile to the north, providing access to Pasadena, Azusa and East Los Angeles; Union Station; and the Greyhound Bus Terminal.

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

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

*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 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.*

*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.*



The proposed project is a mixed use development that includes two buildings containing 344 live/work units, resident production space, approximately 4,000 square feet of restaurant space, and approximately 25,000 square feet of creative office. The addition of new commercial uses would complement the recent development trend in the Arts District and would further strengthen the commercial viability of the neighborhood. The live/work units, on site production space, and range of creative office spaces will provide unique opportunities for an array of uses, including artists and small businesses. The proposed live/work units will not be restricted to artists but will support the artists-in-residence community by providing new units with larger than average unit sizes, open floor plans, and on-site production spaces.

The project is designed to create a strong street wall and active ground floor, which will enhance pedestrian activity. The existing site conditions include large, blank facades, wrought iron fences, warehouse docks, and a total lack of landscaping and pedestrian sidewalks. The proposed mixed-use project will greatly enhance the pedestrian experience by improving street and sidewalk conditions, adding street trees, locating creative office, restaurant and live-work uses on the ground floor, and adding public open space such as plazas and paseos adjacent to the street. The project will reduce the amount of curb cuts to just two driveways and will locate parking in one subterranean level and behind active uses on the first and second floors.

#### Urban Design

As proposed, the project would comply with the Urban Design policies in Chapter 5 of the Community Plan with respect to site planning, height and building design, parking structures, and landscaping.

#### Site Planning

- Locating surface parking to the rear of structures;
- Minimizing the number of widths of driveways providing sole access to the rear of commercial lots;
- Maximizing retail and commercial service uses along frontages of commercial developments;
- Providing front pedestrian entrances for businesses fronting on main commercial streets;
- Providing through arcades from the front of buildings to rear parking for projects within wide frontages;
- Providing landscaping strips between driveways and walkways accessing the rear properties;
- Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas;
- All multi-family residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents

The project proposes a courtyard pedestrian plaza on the ground level with direct access from Industrial Street that is surrounded by the project's proposed commercial uses and residential lobby. The courtyard would include landscaping, hardscape, seating areas, and provide an opportunity for potential outdoor dining for the adjacent restaurant. A landscaped pedestrian paseo is proposed on the east side of the project site that includes a walkway

path that connects to additional open space on the partial flag lot would include a walking path, green space, dog walk, gathering areas, and potential community garden. The pathway would further connect to an additional smaller building with creative office and restaurant space.

Each commercial space would be accessed directly from Alameda, Industrial and Mills Street by pedestrians. The proposed parking is located within an enclosed parking structures and will not be visible from surrounding streets.

#### Height and Building Design

- Requiring the use of articulations, recesses, surface perforations, and porticoes to break up long, flat building facades;
- Providing accenting, complimentary building materials to building facades;
- Maximizing the applications of architectural features or articulations to building facades;
- Designating architecturally untreated facades for signage;
- Screening of mechanical and electrical equipment from public view;
- Requiring the enclosure of trash areas for all projects;
- Requiring freestanding walls to use articulation, recesses, surface perforations, porticoes to break up long freestanding walls.
- Utilizing of complementary building materials in building facades;
- Integrating building fixtures, awnings, security gates, etc. into the design of a building;
- Screening all rooftop equipment and building appurtenances from adjacent properties.

#### Parking Structures

- Designing parking structure exteriors to match the style, materials and colors of the main building;
- Maximizing commercial uses, if appropriate, on the ground floor;
- Landscaping to screen parking structures not architecturally integrated with the main building;
- Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

The architectural exteriors evoke the repurposed industrial concept of the surrounding Arts District's buildings and are designed to complement the refurbished residential lofts architecture common in the neighborhood. The ground floor is differentiated from the upper residential levels and includes softer and lighter stucco and metal finishes that complement the proposed street level landscaping and draw daylight into the proposed courtyard spaces. The upper residential portions feature a darker brick veneer finish with aluminum windows and doors that vary in size and proportion to create a sense of playfulness that also complement the ground floor materials and respond to the warehouse loft ethos along Industrial Street. "Cut outs" for courtyards and upper floor patios create additional sculptural interest in the building and modulate the building mass along the length of the block. The west courtyard is designed to be visible from the busy corner of Alameda and Industrial and creates an invitation to explore the amenities of the project. The internal parking structure is integrated into the building and entirely screened from the surrounding streets by the residential and commercial uses which further enhance the street experience. Trash

receptacles would be located within the parking garage and not visible to the public, while rooftop mechanical equipment would be screened from public view.

### 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. As described in the Housing Element Executive Summary, there is need for additional housing units in an array of housing types and sizes and a greater variety of housing price points that people at all income levels can afford. The City's General Plan lays out the strategy to meet this challenge, by directing growth to transit-rich and job-rich centers and supporting the growth with smart, sustainable infill development and infrastructure investments.

The project, which proposes 344 live-work housing units including 18 live-work units set aside as Restricted Affordable Units for Very Low Income households and five units for workforce income, would provide much needed live-work housing units in a variety of unit mixes and sizes which different price points across a spectrum of income units, including households that qualify for the Very Low units.

The proposed project would be aligned with the City's housing objectives and policies of the Housing Element. The plan text includes the following relevant housing objectives and policies:

*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.*

*Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.*

*Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.*

The proposed General Plan Amendment to Regional Commercial would increase the land area available for the production of housing near jobs-rich Downtown and increasing employment opportunities in and around the Arts District. The project would provide new housing stock, contributing towards the Mayor's Initiative to provide 100,000 housing units by 2020, while also retaining a focus on jobs producing uses. The proposed project would provide 344 live/work units, including 18 Very Low Income affordable units and 5 Workforce Income units, without displacing any existing housing or residents. The project would provide unique housing opportunities that are designed to accommodate arts production and small businesses within the units.

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

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

*Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.*

*Policy 2.5.2: Foster the development of new affordable housing units citywide and within each Community Plan area.*

The proposed project will introduce new live/work units in an area with a limited housing stock. The project is adjacent to Downtown and located near transit, amenities and jobs. The project will provide 344 live/work units, including 18 Very Low Income and 5 Workforce Income affordable units, while also providing resident production space, creative office space, and restaurant space on site. The mix of uses and affordability levels will contribute towards a sustainable neighborhood and a jobs/housing balance. The project will provide much needed affordable housing and a unique opportunity for affordable live/work units.

#### Mobility Plan 2035

The Mobility Plan was adopted on August 11, 2015 and last amended on September 7, 2016.

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

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

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

The proposed project will greatly improve the pedestrian experience along Alameda Street and Industrial Street. The existing site conditions include large, blank facades, wrought iron fences, warehouse docks, and a total lack of landscaping. The project will comply with the Avenue I standards for Alameda Street, including a 15-foot sidewalk, and the Collector standards for Industrial Street and Mill Street, including 13-foot sidewalks. Pedestrian activity will also be improved with the incorporation of 15 street trees along Alameda Street and Industrial Street, and the addition of public open space, including a plaza, paseo, community gardens, dog run, and additional flexible open spaces. Alameda Street, Industrial Street, the paseo and Mill Street are all lined by active uses including restaurant space, creative office, and live-work units.

The proposed project will locate much needed housing near jobs-rich Downtown. The location of the proposed project near jobs, entertainment, and transit as well as the mix of uses on-site and live/work units will reduce the number of vehicle trips. The project will also provide 391 bicycle parking spaces, including 40 short-term spaces and 351 secured, long-term spaces.

### Sewerage Facilities Element

Improvements may be required for the construction or improvement of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants, which will assure compliance with the goals of this General Plan Element.

### 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.**

The project site is located near the Arts District, a neighborhood originally planned and zoned for industrial uses that is rapidly transforming to include new residential, commercial, and mixed-use developments and converted industrial space. The project proposes a General Plan Amendment from Heavy Manufacturing to Regional Commercial. The project site is an under-utilized industrial site that is developed with a vacant cold storage facility. The project would redevelop the site with a mixed-use development containing 344 live/work units, which would include affordable housing units, resident production space, approximately 4,000 square feet of restaurant space, and approximately 25,000 square feet of creative office. While the proposed project will remove an industrial use, the proposed General Plan Amendment would permit a project that is still oriented around the production of jobs, which will contribute to the significant economic identity of the area. The surrounding neighborhood has a significant economic identity from the industrial uses that have historically populated the area. As that economy has evolved, heavy manufacturing uses are transitioning to more digital and creative uses. This project is in keeping with this economic identity and evolution as it replaces a cold storage facility that has been vacant since the company declared bankruptcy with a project that will activate the area through the introduction of 344 live/work units, including units designated for affordable housing, on-site resident production space, approximately 4,000 square feet of restaurant space, and approximately 25,000 square feet of creative office. The live/work units will be designed to comply with Section 419 of the building code and will be able to accommodate up to five employees in each unit. The units are designed to be larger than average with taller floor to ceiling heights and a designated work area in each unit. The on-site resident production space will also provide an on-site workshop or gallery amenity for use by residents and employees of the live/work units for art production and/or display, materials and good fabrication, and other similar production activities. Additionally, the project provides a range creative office spaces, including smaller spaces designed to accommodate small businesses.

As described in Finding No. 1, the project site is located within an area of Los Angeles which is well-served by local and regional transit lines. The site's location within proximity to a variety of bus lines and light and heavy rail options would allow the project to enhance the physical identity of the surrounding area by placing additional housing and job opportunities within proximity to transit.

In addition, the proposed project provides the opportunity for significant pedestrian connections with proximity to jobs, including within walking distance to the Ford Factory at 7th and Santa Fe to which Warner Music will be relocating. Moreover, the site's unique flag shape, with frontages on Alameda, Industrial, and Mill Streets, enables the proposed project to provide a public paseo from Industrial Street to Mill Street that will enhance walkability in the area.

The proposed project will contribute to the history of economic activity in this area by designing a project that will foster job production, while also introducing new housing units in a manner that preserves the surrounding industrial and artistic character. The live/work units will support city-wide goals of increasing the housing stock while doing so in a way that is compatible with the surrounding context. The project will facilitate a wide range of jobs from the live/work units to the creative office space. The applicant is also working with HCID to provide a housing preference for artists, further contributing to the unique identity of the area. As such, the project will contribute to and strengthen the social and economic identity of the surrounding area.

#### 4. City Charter Finding 556.

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

The project site is located within the Central City North Community Plan, which is one of 35 community plans comprising the Land Use Element of the General Plan. The Community Plan designates the project site with the Heavy Manufacturing land use designation, which lists the following corresponding zone: M3. The site is presently zoned M3-1-RIO and is thus consistent with the land use designation.

As proposed, the amendment would re-designate the project site from Heavy Manufacturing to Regional Commercial, which lists the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The requested zone and height district change to [T][Q]C2-2D-RIO for the project site would be consistent with the adoption of the recommended plan amendment. The development of the project represents an opportunity to achieve the overarching goals of the Central City North Community Plan, which include improving the function, design, and economic vitality of the commercial corridors and uses a development opportunity site for needed job-producing uses and housing that will improve the economic and physical condition of the surrounding area. The project will also contribute to the goals of the Housing Element by expanding the rental housing stock, providing affordable housing, and contributing to a range of housing types by providing unique live/work units. The project also meets Mobility Element goals by removing an underutilized site with blank walls and fencing and introducing a project with active ground floor uses, public open spaces, improved sidewalks, street trees, and on-site bicycle parking.

Further, the proposed project meets Objective 7.2 of the Framework Element (“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”), by providing office, restaurant and live/work uses. Further, Chapter 3, Land Use, of the Framework Element states: “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.” The proposed General Plan Amendment will enable such a conversion. As such, the proposed amendment would be in substantial conformance with the purpose, intent, and provisions of the General Plan to strengthen the commercial and economic base of the Community Plan area.

**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 good zoning practice.**

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

The proposed amendment to the Central City North Community Plan would re-designate the project site from Heavy Manufacturing to Regional Commercial. The amendment, in conjunction with the requested zone change and height district change to [T][Q]C2-2D-RIO, would allow for the removal of an existing cold-storage warehouse building and the development of a mixed-use project with 344 live/work units, public open space, on-site resident production space, approximately 4,000 square-feet of restaurant space, and approximately 25,000 square feet of creative office space in two buildings. The project will have a total floor area ratio of 2.98:1 and the main building will have an overall height of 85 feet and the secondary creative office/restaurant building will have a height of 43 feet, six inches.

Public necessity, convenience and general welfare will be better served by adopting the proposed General Plan Amendment and corresponding Zone and Height District Changes, as they would allow a vacant industrial site to be redeveloped with a mixed-use project that will provide new live/work housing, including affordable units, near jobs-rich Downtown as well as new commercial floor area designed to accommodate restaurants and an array creative office uses in a neighborhood that is transforming with the development of new residential and commercial uses. The proposed project site is in a Transit Priority Area and is served by two Metro Rapid Bus Lines (720 and 760) and five Metro Local Bus Lines (18, 53, 60 and 62) serve the project area. These lines provide connections to Metro subway stations, including Pershing Square and 7th Street/Metro Center with connections to the Red, Purple, Blue, and Expo Lines. The Little Tokyo/Arts District Metro Gold Line station is located approximately one mile to the north. A Metro Bike Share station is also located approximately 1,000 feet to the east on Industrial Street. The project will provide public open space and improved sidewalks with street trees. The proposed project will be lined by restaurants, creative office spaces, and live-work units on the ground floor and all parking will be screened by active uses, activating a site that currently contains a vacant cold storage building with large blank expanses, loading docks, and fences. Additionally, the project reduces the length of curb cuts at the site.

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

The General Plan Amendment and Zone and Height District Changes will introduce a unique housing typology with new live/work units, including affordable units, each designed to accommodate up to five employees. The project is in conformity with public necessity, convenience, general welfare and good zoning practice because it includes necessary

housing, including affordable housing, substantial infrastructure improvements, improved streetscapes, and public open space. The project will provide both housing and job opportunities in proximity to transit at an underutilized industrial site. The economic identity of this area continues to evolve from purely manufacturing uses to new hybrid uses that can accommodate digital and creative uses. The proposed project provides much needed housing while also facilitating jobs in a changing economy. The proposed project will be a better use of the site and will improve the general welfare of the community and the City.

### **Entitlement Findings**

#### **6. Zone Change, Height District Change, and “T” and “Q” Classification Findings.**

**Pursuant to Section 12.32 C.7 of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

The requested Zone Change and Height District Change from M3-1-RIO to [T][Q]C2-2D-RIO would allow for the removal of an existing cold-storage warehouse building and the development of a mixed-use project with 344 live-work units, public open space, on-site resident production space, approximately 4,000 square-feet of restaurant space, and approximately 25,000 square feet of creative office space in two buildings. The main project will have a floor area ratio of 2.98:1 and the main building will have an overall height of 85 feet and the secondary creative office/restaurant building will have a height of 43 feet, six inches.

Public necessity, convenience and general welfare will be better served by adopting the proposed General Plan Amendment and corresponding Zone and Height District Changes, as they would allow a vacant industrial site to be redeveloped with a mixed-use project that will provide new live/work housing, including affordable units, near jobs-rich Downtown as well as new commercial floor area designed to accommodate restaurants and creative office in a neighborhood that is transforming with the development of new residential and commercial uses. The proposed project site is in a Transit Priority Area and is served by two Metro Rapid Bus Lines (720 and 760) and five Metro Local Bus Lines (18, 53, 60 and 62) serve the project area. These lines provide connections to Metro subway stations, including Pershing Square and 7th Street/Metro Center and the Red, Purple, Blue, and Expo Lines. The Little Tokyo/Arts District Metro Gold Line station is located approximately one mile to the north. A Metro Bike Share station is also located approximately 1,000 feet to the east on Industrial Street. The project will provide public open space and improved sidewalks with street trees. The proposed project will be lined by restaurants, creative office spaces, and live/work units on the ground floor and all parking will be screened by active uses, activating a site that currently contains a vacant cold storage building with large blank expanses, loading docks, and fences. Additionally, the project reduces the length of curb cuts at the site.

The General Plan Amendment and Zone and Height District Changes will introduce a unique housing typology with new live/work units, including affordable units, designed to accommodate up to five employees. The project is in conformity with public necessity, convenience, general welfare and good zoning practice because it includes necessary housing, including affordable housing, substantial infrastructure improvements, improved streetscapes, and public open space. The project will provide both housing and job opportunities in proximity to transit at an underutilized industrial site. The economic identity of this area continues to evolve from purely manufacturing uses to new hybrid uses that can



accommodate digital and creative uses. The proposed project provides much needed housing while also facilitating jobs in a changing economy. The proposed project will be a better use of the site and will improve the general welfare of the community and the City.

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 proposed 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 limits the scale and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action

## 7. Density Bonus On-Menu Incentives Findings.

By providing five percent of units as Restricted Affordable Units for Very Low Income Households, the project qualifies for one Density Bonus Incentive. The following is a delineation of the findings and the application of the relevant facts as related to the request for one (1) On-Menu Incentive. Pursuant to Section 12.22 A.25(g) of the LAMC and Government Code Section 65915(d)(a)(A), the Commission shall approve a Density Bonus and requested Incentive(s) unless the Commission 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 record does not contain substantial evidence that would allow the Commission or the City Council to make a finding that the requested on-menu incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 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 will always arrive at the conclusion that the density bonus on-menu incentives will result in identifiable and actual cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The requested on-menu incentive, a reduction in required open space by seven percent, is expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive allows the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased.

*Open Space:* Pursuant to LAMC 12.22 A.25(f)(6), up to a 20 percent decrease from the open space requirements is permitted as an on-menu density bonus, provided that the landscaping for the project is sufficient to qualify for the number of landscape points equivalent to 10 percent more than otherwise required by Section 12.40 of the LAMC and Landscape Ordinance Guidelines “O”. The proposed project requires 35,725 square feet of open space and proposes 34,400 square foot of open space. The reduction in open space by 1,325 square feet falls within the 20 percent decrease allowed by the on-menu density bonus. Furthermore, the project has been conditioned to have landscaping that qualifies for 10 percent more in landscape points than otherwise required. This incentive supports the Applicant’s decision to set aside 18 Very Low Income and 5 Workforce Income units for 55 years.

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

There is no substantial evidence in the record that the approved incentives will have a specific adverse impact. A “specific adverse impact” is defined as, “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22.A.25(b)). The Proposed Project and potential impacts were analyzed in accordance with the City’s adopted policies and standards, such as the Environmental Quality Act (CEQA) Guidelines and the City’s L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed Project reach or exceed those thresholds. As conditioned, the Proposed Project would not exceed any adopted thresholds for adverse public health or safety impacts. Therefore, there is no substantial evidence that the proposed Project will have a specific adverse impact on the physical environment, on public health and safety, and on property listed in the California Register of Historic Resources.

## **8. Density Bonus Waiver of Development Standards Findings.**

Following is a delineation of the findings and the application of the relevant facts as related to the recommendation for one (1) Waiver of Development Standards to allow for the construction of a 336,304 square-foot mixed-use project with 344 live/work units, 7,458 square feet of leasing/amenity area, 24,774 square feet of creative office uses and resident production space, and 4,042 square feet of restaurant space. Pursuant to Section 12.22 A.25(g) of the LAMC and Government Code Section 65915(d)(a)(A), the Commission shall approve the requested Incentive unless the Commission finds that:

- a. **The waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)).**

A project that provides 5 percent of its base units for Very Low Income households qualifies for one (1) incentive and may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)). Therefore, the request for the following waiver is recommended:

From LAMC Section 12.14 C.2 to allow a variable northerly side yard of 0 to 10 feet in lieu of the 10 feet as otherwise required.

These development standards would have the effect of physically precluding construction of a development providing 344 residential live/work units, of which 18 units, or 5 percent of the total units, will be set aside for Very Low Income units. Compliance with the underlying side yard setbacks limitations would require the removal of a significant amount of floor area that could otherwise be dedicated to the number, configuration and livability of affordable housing units. By waiving these development standards, the project is able to maximize ground floor square footage for other required uses. The off-menu waiver as recommended will allow the developer to build the proposed 344 residential units and expand the Project’s building envelope so that the units being constructed are of sufficient size, configuration, and quality.

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

There is no substantial evidence in the record that the approved incentives will have a specific adverse impact. A “specific adverse impact” is defined as, “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22.A.25(b)). The Proposed Project and potential impacts were analyzed in accordance with the City’s adopted policies and standards, such as the Environmental Quality Act (CEQA) Guidelines and the City’s L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed Project reach or exceed those thresholds. As conditioned, the Proposed Project would not exceed any adopted thresholds for adverse public health or safety impacts. Therefore, there is no substantial evidence that the proposed Project will have a specific adverse impact on the physical environment, on public health and safety, and on property listed in the California Register of Historic Resources.

## 9. Conditional Use Findings.

- a. **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.**

LAMC Section 12.24 W.1 allows a Conditional Use Permit to be granted for the sale and dispensing of alcoholic beverages. The applicant is requesting a Master Conditional Use Permit for the sale and dispensing of alcoholic beverages in connection with a proposed 2,568 square foot restaurant (Building A), 1,474 square foot restaurant (Building B), and 1,020 square-foot private resident amenity club space. Each establishment proposes the sale of a full line of alcoholic beverages for on-site consumption.

The project will provide a service that is beneficial to the region by providing food service and amenities to the public and residents alongside alcoholic beverage options in a neighborhood that is steadily changing from an industrial warehousing area to accommodating live/work, commercial, and hybrid industrial uses. The service of alcoholic beverages in food establishments has become accepted as a desirable and expected use that is meant to complement food service. Since alcoholic beverage service is a common and expected amenity with meal service for many patrons, the grant for alcohol sales will be desirable to the public convenience and welfare. The project will provide increased opportunities for quality food and may serve as a central meeting point for the neighborhood. The sale of alcoholic beverages is anticipated to be an ancillary use to the tenant uses. As proposed and conditioned herein, the project would enhance the built environment in the surrounding neighborhood and would provide a service that would be beneficial to the community.

- b. **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 an approximately 112,843 square-foot site in the Central City North Community Plan bounded by Alameda Street to the west, Industrial Street to the south, and commercial and industrial buildings to the north and east, and includes the length of vacated Wholesale Street from Alameda Street to Mill Street. The Community Plan designates the site with a land use designation of Heavy Manufacturing with a corresponding zone of M3-1-RIO. The requested plan amendment and corresponding zone and height district change would re-designate the project site to Regional Commercial land use and [T][Q]C2-2D-RIO zoning. The project site is located in an urbanized environment.

The surrounding urban environment is comprised of a mix of industrial buildings, cold storage warehouses, residential lofts, commercial/retail, office, restaurant, parking, and neighborhood amenities. To the west of the project site, across Alameda Street, is the Los Angeles County Metropolitan Transportation Authority (Metro) Compressed Natural Gas (CNG) Fueling Station. Directly east of the project site, and east of Mill Street, are one- to two-story industrial, commercial/retail, office buildings, a ~~brewpub~~ brewery and surface parking. To the immediate north of the project site, adjacent to Wholesale Street, are one-story industrial and commercial buildings. To the south of the project site, across Industrial Street, are one- to two-story industrial, commercial/retail, office buildings, and surface parking.

Building A is a seven-story, 85-foot high, 331,226 square-foot building with five floors of live/work units over a two-story Type 1 podium. Building B is a three-story, 43-foot 6-inch high, 5,078 square-foot building. Buildings in the vicinity of similar height include the 119-unit Toy Factory Lofts and the 104-unit Biscuit Company Lofts, which are seven stories tall and located approximately 300 feet east of the project site. The AMP Lofts

new construction project (approximately 268,477 square feet) and 1745 E. 7<sup>th</sup> Street adaptive reuse project, located 1,000 feet east and 400 feet south of the project site, respectively, are underway and will also be seven stories tall when complete. As such, the project's size and height will be compatible with the surrounding neighborhood.

The applicant seeks the on-site sale of a full line of alcoholic beverages in conjunction with the proposed development. The project has been designed in a manner to enhance the public realm and improve the aesthetics and safety of the surrounding area. The inclusion of alcohol uses will allow for added vibrancy within the project, which is appropriate for a mixed-use transit priority project. The establishments serving alcohol will be carefully controlled and monitored, while being compatible with immediately surrounding uses which are industrial and/or mixed-use buildings. The proposed project will provide a place for residents and visitors to eat, drink, and socialize; as such, the sale of alcoholic beverages is a normal part of restaurant operation and an expected amenity.

Additionally, the conditions recommended herein will ensure that the establishment will not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. The project is not located directly adjacent to any properties that could be degraded by the grant of alcohol uses. Approval of the conditional use will contribute to the success and vitality of the commercial development and help to reinvigorate the site and vicinity. Since the alcohol sales will be incidental to food service and community space, permitting alcohol sales on the site will not be detrimental to the development of the community.

Furthermore, it is noted that the property owner or individual operator shall file a Plan Approval pursuant to Section 12.24 M of the Los Angeles Municipal Code in order to implement and utilize the Conditional Use authorization granted herein for each individual venue. The purpose of the Plan Approval determination is to review each proposed establishment in greater detail, to consider more specific floor plans and to tailor site-specific conditions of approval for each of the premises, including, but not limited to: hours of operation; seating capacity; size; operational conditions; security; noise mitigation; and/ or any requirement for a subsequent Plan Approval application to evaluate compliance and effectiveness with the conditions of approval. A public hearing for a Plan Approval may be waived at the discretion of the Chief Zoning Administrator.

Thus, as conditioned, 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.

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

The Central City North Community Plan designates the site with a land use designation of Heavy Manufacturing, with the following corresponding zone: M3. The site is presently zoned M3-1-RIO and is thus consistent with the land use designation. As proposed, the requested plan amendment would re-designate the project site from Heavy Manufacturing to Regional Commercial, which lists the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The requested zone and height district change to [T][Q]C2-2D-RIO for the project site would be consistent with the adoption of the recommended plan amendment. In conjunction with the requested Master Conditional Use Permit for the sale of alcoholic beverages, the project would be in

substantial conformance with the following policies of the General Plan as it is reflected within the Central City North Community Plan:

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

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

Policy 2-1.3: Insure the viability of existing neighborhood stores and businesses which support the needs of local residents and area compatible with the neighborhood.

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

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

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

The request to serve and sell alcohol at the site will be consistent with these objectives and policies through the creation of a mix of restaurant and private resident amenity club uses that would attract a variety of consumers and tenants, actively promoting the area as a key economic center of the community. The proposed project's mix of uses will bring even more pedestrian activity to the area. Alcohol service incidental to food sales is a common amenity in many sit-down restaurants in the neighborhood. The availability of alcohol for on-site consumption provides another option for a wide range of activities on site and as an option for leisure to cultivate community activity and to create an enjoyable experience for area residents. Overall, the project supports bringing commercial activity to an area with large new residential developments, creates a pedestrian-friendly environment, and promotes the welfare and economic well-being of the local residents.

The Central City North Community Plan is silent with regards to alcohol sales. In such cases, the City Planning Commission must interpret the intent of the Plan. The Los Angeles Municipal Code authorizes the City Planning Commission to grant the requested conditional use in the zones corresponding to the Plan land use designation. The proposed project is a permitted use by the requested Plan land use category and zone in the Central City North Community Plan. The conditional authorization for the sale of alcoholic beverages is allowed through the approval of the City Planning Commission subject to certain findings. The required findings in support of the Central City North Community Plan have been made herein. Given the numerous conditions of approval, and the fact that the sale of alcohol is conditioned to be incidental to food service or will occur within a private resident lounge, the proposed use can be deemed to be in harmony with the General Plan.

**d. Additional required findings for the sale of alcoholic beverages:**

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

The surrounding urban environment is comprised of a mix of industrial buildings, cold storage warehouses, residential lofts, commercial/retail, office, restaurant, parking, and neighborhood amenities. To the west of the project site, across Alameda Street, is the Los Angeles County Metropolitan Transportation Authority (Metro) Compressed Natural Gas (CNG) Fueling Station. Directly east of the project site, and east of Mill Street, are one- to two-story industrial, commercial/retail, office buildings, a brewpub brewery and surface parking. To the immediate north of the project site, adjacent to Wholesale Street, are one-story industrial and commercial buildings. To the south of the project site, across Industrial Street, are one- to two-story industrial, commercial/retail, office buildings, and surface parking.

The area surrounding the site is a mix of industrial, commercial, and residential buildings. The request for on-site alcohol sales will be compatible with the surrounding uses, providing a place for residents and visitors to eat, drink, and socialize. This all contributes to the continued vitality of the neighborhood. Alcoholic beverage service is an expected amenity for many patrons and approval of this grant would increase the available options for desirable dining and social experiences for patrons. The establishments will also benefit the City through the generation of additional sales tax revenue, fees, and employment opportunities.

Diversity amongst uses is common in the immediate surrounding area, and while there are residential dwelling units in proximity to the subject site, the establishments open to the public serving alcoholic beverages will be part of a controlled and monitored development. In addition, numerous conditions have been imposed to integrate the use into the community as well as protect community members from adverse potential impacts. Additional conditions have been recommended for consideration by the California Department of Alcoholic Beverage Control that regulate the sale of alcoholic beverages to prevent adverse impacts to the neighborhood. Other conditions imposed will maintain the order and ensure cleanliness of the project and its surroundings. Therefore, the granting of the request will not adversely impact the welfare of the pertinent community.

**ii. 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 of 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.**

The proposed development will include a 2,568 square foot restaurant (Building A), a 1,474 square foot restaurant (Building B), and a 1,020 square-foot private resident amenity club space. The applicant seeks a Master Conditional Use Permit for the

site in order to provide the ability to serve alcoholic beverages for on-site consumption within those uses.

According to the California State Department of Alcoholic Beverage Control licensing criteria, three licenses (two on-site and one off-site) are allocated to the subject Census Tract No. 2060.31, which had a population of 2,957 of August 2016. There are currently 70 licenses within this census tract, including 37 on-site, 12 off-site, and 21 non-retail licenses.

Overconcentration can be undue when the addition of a license will negatively impact a neighborhood. Over 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. While this may appear as an overconcentration of licenses, ABC does not consider the expectation that restaurants with alcohol service are an expected amenity as part of the commercial developments containing restaurants.

Statistics from the Los Angeles Police Department reveal that in Crime Reporting District No. 159, which has jurisdiction over the subject property, a total of 191 crimes were reported in 2015 compared to the citywide average of approximately 181 crimes and the high crime reporting district average of approximately 217 crimes for the same period. Part 1 Crimes for the reporting district included: Rape (4), Robbery (17), Aggravated Assault (13), Burglary (22), Auto Theft (12), and Larceny (123). Part 2 Arrests for the reporting district include: Other Assaults (10), Weapons Violations (2), Sex Offenses (1), Narcotics/Drug Violations (27), Liquor Laws (8), Drunkenness (3), Disorderly Conduct (10), DWI Related (14), Traffic Violations (10), and Other Violations (52).

No evidence was submitted for the record by the LAPD or adjacent residents indicating or suggesting any link between the subject site and the neighborhood's crime rate. Further, there is no specifically established link between the above information and the property, since the statistics cover an entire district and do not pertain particularly to the subject site. The incorporation of conditions relative to the specific operation of the establishment was deemed necessary in order to mitigate any possible adverse impact on the welfare of the surrounding area. The public safety measures to mitigate potential nuisance activities have been incorporated into the grant to assure better oversight. Thus, as conditioned, it is not anticipated that the sale of alcoholic beverages for consumption on the premises would adversely affect the community welfare.

- iii. **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 following sensitive uses are located within 600 feet of the subject site:

- Metropolitan High School 727 Wilson Street
- Residential Dwelling Units



While there are residential dwelling units and a sensitive use located in proximity to the project site, the project will provide adequate security measures to discourage loitering, theft, vandalism and other nuisances. The project proposes to provide CCTV camera security systems, an alarm system installed as needed, and pedestrian appropriate illumination at entryways, alleys, etc. All sales employees will receive STAR training in responsible alcohol sales; age verification devices will assist employees in prevention of sales to minors.

Furthermore, the proposed use will not detrimentally affect nearby residential properties and other sensitive uses because the urban environment mostly contains industrial, commercial, and residential mixed-use buildings with residents that both expect and desire more commercial developments. While the sale of alcoholic beverages is important to the restaurants that will be located within the proposed project's tenant spaces, their sale and service will be incidental to primary operations and, as such, no detrimental effects should be expected from the proposed project.

## 10. Site Plan Review Findings.

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

The subject property is located within the Central City North Community Plan area (effective December 15, 2000), which designates the property as Heavy Manufacturing with the corresponding zone of M3. The site's current zone is M3-1-RIO. The recommended General Plan Amendment will change the land use designation to Regional Commercial with the corresponding zones of CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The recommended Zone Change and Height District Change will change the zone from M3-1-RIO to [T][Q]C2-2D-RIO. The uses proposed as part of the requested development, including live/work units, restaurant, and creative office space, are all permitted in the C2 Zone. As demonstrated in the above findings, which are incorporated herein by reference, and below, the project would be in substantial conformance with the General Plan as it is reflected within the Central City North Community Plan.

### Framework Element

The General Plan Framework, adopted in December 1996, establishes the City's long-range comprehensive growth strategy and provides guidance on Citywide land use and planning policies, objectives, and goals. The Framework defines Citywide policies for land use, housing, urban form and urban design, open space and conservation, transportation, infrastructure and public spaces. The proposed project is consistent with the goals, objectives, and policies of the General Plan Framework.

The General Plan Framework identifies Regional Centers as focal points of regional commerce, identity, and activity. Generally, Regional Centers range from a floor area ratio of 1.5:1 to 6:1 and are characterized by high-density buildings ranging from six- to twenty-stories, or higher. Regional Centers typically provide a significant number of jobs and many non-work destinations and function as transit hubs. The project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it will allow for the mixing of uses in the community and will increase opportunities for

employees to live near jobs and residents to live near shopping, entertainment and other amenities in a high quality transit area.

The project will comply with the following goals, objectives and policies set forth in the General Plan Framework Land Use Chapter:

*Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region*

*Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

*Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity in accordance with the Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.*

*Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate*

*Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.*

*Policy 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.*

The proposed project would be consistent and compatible with the recent pattern of development and expansion of residential live/work uses in the area. New residential live/work uses in the immediate area include the six-story Toy Factory Lofts at 1855 E. Industrial Street which contain 119 residential units and ground floor retail space, the seven-story Biscuit Company Lofts at 1850 E. Industrial Street which contain 104 residential units and Church & State restaurant, the 2121 Lofts at 2135 7<sup>th</sup> Street which contain 78 residential units and Bestia restaurant, and the AMP Lofts project at 2057 E. 7<sup>th</sup> Street which is entitled for 188 residential units and 5,000 square feet of ground floor commercial space. Additional commercial development has also occurred nearby, including a number of restaurants, the ROW DTLA at 777 S. Alameda Street, and the Urban Radish market at 661 Imperial Street. The site is in a Transit Priority Area and is well served by Metro buses.

The proposed project is not in a designated Pedestrian-Oriented District; however the project meets the design policies aimed at improving pedestrian activity. The buildings are located at or near the property lines and create a strong, articulated street wall with active ground floor uses. Parking is located in a subterranean level and behind the restaurant, creative office, and live-work uses on the first and second floors. Only two driveways are proposed, with one located on Alameda Street and one on Industrial Street. The project will also provide significant public open space through a courtyard on Industrial Street, a paseo, and a narrow parcel connecting the site to Mill Street to the east. The east parcel will include a dog park, community garden, flexible event space and flexible community space. The proposed open spaces will provide landscaped

areas, seating, and active and passive spaces. In addition to the public open space, the project will also improve the adjacent streetscape by providing dedications and improvements along Alameda Street, Industrial Street, and Mill Street. The project also proposes 15 street trees to be located along Alameda Street and Industrial Street and an additional 82 trees to be located on site. The project will bring active uses and lighting to the area, increasing the safety of the neighborhood, particularly in the evening.

The project will support the mix of uses located in the vicinity of the site while activating the site by replacing a vacant cold storage warehouse with two mixed-use buildings containing live/work units, arts and production space, creative office, restaurants, and publicly accessible open space. The proposed project meets the policies for the Regional Commercial land use and will activate an underutilized site.

Further, the proposed project meets Objective 7.2 of the Framework Element (“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”), by providing office, restaurant and live/work uses. Further, Chapter 3, Land Use, of the Framework Element states: “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.” The proposed project will enable such a conversion.

#### Central City North Community Plan

The Central City North Community Plan, one of 35 Community Plans that the Land Use Element of the General Plan is comprised of, was adopted on December 15, 2000. The Community Plan designates the uses of land and is intended to guide development in order to create a healthful, pleasant environment. The existing District that comprises the area around the Arts District consists of a mix of buildings and uses with a varied scale of industrial and storage uses, live/work uses, pockets of pedestrian-oriented commercial development that include creative office, restaurant, retail, and artist uses. The transition of allowable uses in the Arts District and adjacent areas started as far back as 1981, with each new development or adaptive reuse project in the area with a live/work component requiring discretionary review. As a result, the area has seen an increase in the conversion of obsolete industrial buildings to live/work units and studios, as well as some new, ground-up residential construction on land designated for Commercial uses, primarily located in the northern end of the Arts District adjacent to the Little Tokyo/Arts District Metro Gold Line Station. Within the immediate neighborhood, there are adaptive reuse buildings with live-work units and ground floor commercial spaces.

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

The project, which would provide a mixed-use residential/commercial development, would conform to the goals, objectives, and land uses identified in the Community Plan, as proposed to be amended, and would essentially extend the current land use pattern of job producing and live-work housing uses south of 6<sup>th</sup> Street. The mixed-use project is consistent with several objectives and policies of the Central City North Community Plan. The plan text includes the following relevant residential and commercial land use objectives and policies:

*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.*

*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 proposed project would provide 344 live/work units with five percent of the units (18 units) reserved for Very Low Income and five (5) units reserved for Workforce Income households, while not displacing any existing housing or residents. The applicant has also stated that they are working with the Housing and Community Investment Department (HCID) to provide housing preference to artists. The units will vary in size and will be constructed to meet the building code requirements for live/work units, providing unique housing and economic opportunities to meet the needs of the existing and projected population of Central City North.

Vehicular trips will be reduced through the mix of uses offered onsite, the proximity to nearby jobs, commercial uses, restaurants and entertainment, and the proximity to transit. The residents of the proposed project would have access to a variety of mass transit options nearby including the Metro Rapid Bus line 720 providing access through Downtown, including connections to the Metro Red and Purple lines, and west to Santa Monica; Metro Rapid Bus Line 760 providing access through Downtown, including connections to the Metro Blue, Expo, Red and Purple lines, and south to Lynwood, connecting with the Metro Green Line; Metro local bus lines 18, 28, 53, 60 and 62; the Little Tokyo/Arts District Metro Gold Line Station a mile to the north, providing access to Pasadena, Azusa and East Los Angeles; Union Station; and the Greyhound Bus Terminal. In addition, a Metro Bike Share station is located 1,000 feet to the east of the project site.

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

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

*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 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.*

*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.*

The proposed project is a mixed use development that includes two buildings containing 344 live/work units, resident production space, approximately 4,000 square feet of restaurant space, and approximately 25,000 square feet of creative office. The addition of new commercial uses would complement the recent development trend in the Arts District and would further strengthen the commercial viability of the neighborhood. The live-work units, on site production space, and range of creative office spaces will provide unique opportunities for a variety of uses, including artists and small businesses. The proposed live/work units will not be restricted to artists (though preference may be given to artists) but will support the artists-in-residence community by providing new units with larger than average unit sizes, open floor plans, designated work space areas, and on-site production spaces.

The project is designed to create a strong street wall and active ground floor, which will enhance pedestrian activity. The existing site conditions include large, blank walls, wrought iron fences, warehouse docks, and a lack of landscaping. The proposed mixed-use project will greatly enhance the pedestrian experience by improving street and sidewalk conditions, adding street trees, locating creative office, restaurant and live/work uses on the ground floor, and adding public open space such as plazas and paseos adjacent to the street. The project will reduce the amount of curb cuts to just two driveways and will locate parking in one subterranean level and behind active uses on the first and second floors.

As previously discussed in Finding No. 2, the project is consistent with the Urban Design policies contained within Chapter 5 of the Community Plan with respect to site planning, height and building design, parking structures, and landscaping.

### 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. As described in the Housing Element Executive Summary, there is need for additional housing units in an array of housing types and sizes and a greater variety of housing price points that

people at all income levels can afford. The City's General Plan lays out the strategy to meet this challenge, by directing growth to transit-rich and job-rich centers and supporting the growth with smart, sustainable infill development and infrastructure investments.

The project, which proposes 344 live-work housing units including 18 live-work units set aside as Restricted Affordable Units for Very Low Income households and five units for workforce income, would provide much needed live-work housing units in a variety of unit mixes and sizes which different price points across a spectrum of income units, including households that qualify for the Very Low units.

The proposed project would be aligned with the City's housing objectives and policies of the Housing Element. The plan text includes the following relevant housing objectives and policies:

*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.*

*Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.*

*Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.*

The proposed General Plan Amendment to Regional Commercial would increase the land area available for the production of housing near jobs-rich Downtown and increasing employment opportunities in and around the Arts District. The project would provide new housing stock, contributing towards the Mayor's Initiative to provide 100,000 housing units by 2020, while also retaining a focus on jobs producing uses. The proposed project would provide 344 live/work units, including 18 Very Low Income affordable units and five (5) Workforce Income units, without displacing any existing housing or residents. The project would provide unique housing opportunities that are designed to accommodate arts production and small businesses within the units.

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

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

*Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.*

*Policy 2.5.2: Foster the development of new affordable housing units citywide and within each Community Plan area.*

The proposed project will introduce new live/work units in an area with a limited housing stock. The project is adjacent to Downtown and located near transit, amenities and jobs. The project will provide 344 live/work units, including 18 Very Low Income and five (5) Workforce Income affordable units, while also providing resident production space, creative office space, and restaurant space on site. The mix of uses and affordability levels will contribute towards a sustainable neighborhood and a jobs/housing balance. The project will provide much needed affordable housing and a unique opportunity for affordable live/work units.

#### Mobility Plan 2035

The Mobility Plan was adopted on August 11, 2015 and last amended on September 7, 2016.

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

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

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

The proposed project will greatly improve the pedestrian experience along Alameda Street and Industrial Street. The existing site conditions include large, blank walls, wrought iron fences, warehouse docks, and a lack of landscaping. The project will comply with the Avenue I standards for Alameda Street, including a 15-foot sidewalk, and the Collector standards for Industrial Street and Mill Street, including 13-foot sidewalks. Pedestrian activity will also be improved with the incorporation of 15 street trees along Alameda Street and Industrial Street, and the addition of public open space, including a plaza, paseo, community gardens, dog run, and additional flexible open spaces. Alameda Street, Industrial Street, the paseo and Mill Street are all lined by active uses including restaurant space, creative office, and live-work units.

The proposed project will locate much needed housing near jobs-rich Downtown. The location of the proposed project near jobs, entertainment, and transit as well as the mix of uses on-site and live/work units will reduce the number of vehicle trips. The project will also provide 391 bicycle parking spaces, including 40 short-term spaces and 351 secured, long-term spaces.

- b. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development in neighboring properties.**

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located

within the Central City North Community Plan Area and Arts District neighborhood. The surrounding urban environment is comprised of industrial, commercial, and mixed-use residential developments. The following project elements were designed in a manner that is compatible with both existing and future development of the surrounding area:

#### Height/Massing

The proposed project will have a maximum of seven stories and will not exceed 85 feet in height which is consistent with the surrounding area which is developed with buildings of varying stories and heights. Buildings in the vicinity of the project site include the seven-story Toy Factory Lofts, the seven-story Biscuit Company Lofts located down the street, the eight-story 1745 E. 7<sup>th</sup> Street building currently being converted to live/work uses, the 75-foot Ford Factory building, and the 7-story, 85 feet in height AMP Lofts project that is under construction.

With the requested zone and height district change to [T][Q]C2-2D-RIO, the project is permitted to be built with unlimited height and stories, but is limited to an FAR of 3 to 1. (The permitted FAR would be 6 to 1 without the D limitation.) The total proposed FAR for the building is 2.98 to 1, consistent with the surrounding area which is developed with buildings of varying heights. Buildings in the vicinity include the seven-story Toy Factory Lofts, the seven-story Biscuit Company Lofts, the eight-story 1745 E. 7<sup>th</sup> Street building currently being converted to live/work uses, and the seven-story ROW DTLA project. Additionally projects of similar height are being proposed or have been entitled in the vicinity, such as the AMP Lofts Project.

Massing of the building is reduced by introducing deep courtyard cut outs into the building facades at both the ground and podium levels along Industrial Street and the upper floor patios create additional sculptural interest in the building that serve to modulate the building mass along the length of the block. The west courtyard pedestrian plaza is designed to be visible from the busy corner of Alameda and Industrial and creates an invitation to explore the amenities of the project.

#### Building Materials

The project employs a distinguishable and attractive building design by utilizing a variety of building materials and distinctive architectural features to add visual interest and to convey the commercial uses of the building. Architectural materials on Building A include a mix of dark gray brick veneer, bronze colored metal panels, gray stucco, and dark anodized windows. As required by Condition No. 14, a mural is proposed along the north elevation of Building A, and a green wall is proposed on the west elevation facing Alameda Street. The ground floor is differentiated from the upper residential levels and includes softer and lighter stucco and metal finishes that complement the proposed street level commercial uses and landscaping and draw daylight into the proposed courtyard spaces. The upper live-work units feature a darker brick veneer finish with aluminum windows and doors that vary in size and proportion to create a sense of playfulness that also complement the ground floor materials and respond to the warehouse loft ethos along Industrial Street. Building B features dark gray concrete masonry, concrete shingles, and anodized windows. The materials evoke a context-sensitive hybrid industrial feel that complements the surrounding environment.

#### Setbacks



The setbacks applicable to the project are established under LAMC Section 12.14, which has no setback requirement for commercial uses in the requested C2 Zone. Residential live/work uses defer to the R4 Zone for the purposes of required setbacks. Pursuant to LAMC Section 12.22 A, no yard requirements shall apply to the residential portions of buildings located on lots in the C2 Zone if such portions abut a street, private street, or alley. Therefore, the only portion of the project subject to yard requirements is the northerly edge of Building A, which as proposed will have a variable side yard of 0 to 10 feet, in lieu of the required 10 feet.

The applicant is seeking an Off-Menu Density Bonus Waiver of Development Standards incentive to allow the reduced northerly side yard setback. The requirement would have the effect of physically precluding construction of a development providing 344 residential live/work units, of which 18 units, or 5 percent of the total units, will be set aside for Very Low Income units and five (5) units will be set aside for Workforce Income units. Compliance with the underlying side yard setback limitation would require the removal of a significant amount of floor area that could otherwise be dedicated to the number, configuration and livability of affordable housing units. By waiving these development standards, the project is able to maximize ground floor square footage for other required uses. The off-menu waiver as recommended will allow the developer to build the proposed 344 residential units and expand the Project's building envelope so that the units being constructed are of sufficient size, configuration, and quality. The setbacks as proposed are appropriate in relation to the project's design and location.

#### Parking

The proposed off-street parking facilities are compatible with the surrounding neighborhood. Lack of adequate parking is an issue in the Arts District as existing buildings often contain substandard amounts of parking. The project would provide code-required parking to satisfy parking demand generated by the project which would alleviate the need to find parking elsewhere. A total of 536 automobile parking spaces and 391 bicycle parking spaces are proposed within one subterranean basement level, at grade level, and within one above grade level. Vehicular access to the project site would be provided by a driveway entry/exit on Industrial Street. An additional parking entrance off Alameda would be restricted to right-turn in and right-turn out movements. The project would result in a reduction of driveways and curb cuts from the existing use. Driveway design and internal parking circulation will require review and approval by the Department of Transportation. The two above-grade levels of parking within Building A will be screened from public view by active commercial uses along Alameda Street and Industrial Street.

#### Lighting & Building Signage

Lighting and signage will be provided per LAMC requirements and include strategically positioned functional and lighting to enhance public safety at the project site and within the neighborhood. The building and layout design of the Proposed Project would also include nighttime security lighting and secure parking facilities. As conditioned, lighting would be shielded downward and/or away from adjacent uses, including lighting for outdoor open spaces. The use of pole-mounted lighting or floodlights is not anticipated. Project lighting would also include visible interior light emanating from the ground-level commercial uses and decorative lighting within the public open spaces. Additionally, the project is conditioned to require outdoor lighting to shine downward, be installed with shielding, and be directed onto the project site, so that the light source does not directly

illuminate any adjacent properties or the above night skies. The parking levels are fully screened, thereby eliminating the potential for illumination from headlights on adjacent uses. Building signage will be required to comply with LAMC Section 14.4.

### Landscaping

Open space and landscaping opportunities are utilized on the site in open areas not used for circulation, building, driveways, and parking. The project will also provide landscaping in a ground floor public space and on terraces on higher levels and will add 97 trees to create a pleasant view and provide adequate shade for pedestrians. Specifically, the project would incorporate 34,400 square feet of open space, including a 4,305 square-foot publicly accessible ground level courtyard, two additional courtyards on the podium level, six sky terraces, and 8,359 square-foot of ground level outdoor space in the paseo area connecting Building A to Building B. Pedestrian activity will also be improved with the incorporation of 15 street trees along Alameda Street and Industrial Street, and the addition of public open space, including a plaza, community gardens, dog run, and additional flexible open spaces.

### Trash Collection

All trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within two trash rooms (see "Trash Access Diagram") located within the ground floor of Building A.

As described above, 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 will be compatible with existing and future development on adjacent and neighboring properties.

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

The proposed project would provide recreational and service amenities to improve the habitability for the residents and minimize impacts on neighborhood properties. The project proposes to provide 34,400 square feet of open space, which would include approximately 26,041 square feet of open space within the mixed-use building (Building A) with 17,350 square feet of open space in three separate courtyards, 9,005 square feet of open space in the upper level terraces, 1,742 square feet of open space in a community fitness gym/yoga studio, and 1,020 square feet of common space in a community clubhouse. In addition, 8,359 square feet of open space is proposed to be publicly accessible during daylight hours on a portion of the flag shaped portion of the Project Site. Recreational amenities would include a swimming pool and barbeque area, a fitness gym/yoga studio, a dog run, and a community clubhouse. Additionally, the project includes two restaurants and creative office space. All 344 residential units are live/work units which allow for the creation of arts and crafts or production in the work space.

### Environmental Findings

A Mitigated Negative Declaration (MND), along with mitigation measures and a Mitigation Monitoring Program (ENV-2013-2994-MND), were prepared for the proposed project. The MND was first circulated for public review on June 16, 2016 through July 16, 2016. The MND was republished on July 21, 2016 through August 22, 2016 in order to include reference to the historic assessment and a revised air quality analysis that includes discussion of on-site operational emissions. During the review periods, the Department of City Planning received four comment letters. In addition to MND Case No. ENV-2013-2994-MND, a SB 375 Sustainable Communities Environmental Assessment (SCEA) was also prepared, Case No. ENV-2017-1676-SCEA. The SCEA was published from May 18, 2017 to June 19, 2017. During the circulation period four comment letters were received and following the circulation period an additional two comment letters were received. The issues raised for both the MND and the SCEA are summarized and responded to below. All comments received as well as responses to those comments submitted by Parker Environmental Consultants on July 14, 2017 and July 18, 2017 can be found in Appendices C and D.

### MND Comments

#### *Joyce Dillard*

The comment expresses concerns about methane, oil wells, watershed quality, infrastructure, and consistency with the Framework Element. The comments identified were addressed in the MND, the MMP, and in the Regulatory Compliance Measures. No actual evidence is provided and nothing provided in the comments from the commenter rises to the standard that a fair argument can be made that any potentially significant impacts cannot be mitigated or addressed through existing regulations.

#### *California Department of Transportation (Caltrans)*

Caltrans provided comments stating that the traffic study did not provide a cumulative traffic analysis on the mainline US-101 and on/off ramps, that storm water run-off is a sensitive issue for Los Angeles County and that projects should be designed to discharge clean run-off water, that storm water run-off is not permitted on State highway facilities without any storm water management plan, and that transportation of oversize heavy construction equipment and/or materials on State highways, will require a transportation permit from Caltrans.

The proposed project contractors would obtain all necessary permits, including permits for the use of oversized vehicles. In the response to comments dated July 14, 2017 from Parker Environmental Consultants (Parker) it is noted that a freeway threshold check was conducted in 2014 at the time of the traffic study which used the 2013 Caltrans-LADOT MOU criteria appropriate at that time, and showed none of the freeway thresholds were exceeded so no further analysis was necessary. The Mobility Group conducted an updated freeway threshold check based on the 2015 Caltrans-LADOT MOU, and the slightly revised final project description and associated trip generation. This evaluation included the three locations identified in this comment as well as additional locations, and also showed that no thresholds were exceeded and that no further analysis is necessary.

#### *South Coast Air Quality Management District (SCAQMD)*

In letters dated July 1, 2016 and August 9, 2016, SCAQMD requested a Health Risk Assessment be performed and recommended the project comply with the California Air

Resources Board (CARB) advisory guidance regarding the siting of sensitive receptors near sources of air pollution such as freeways or facilities with frequent truck traffic. The July 1 letter also stated that the CO hotspot analysis failed to include on-site operational emissions, and that the project would be required to comply with SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontaminated Soil, and if asbestos is encountered during demolition, SCAQMD Rule 1403 – Asbestos Emissions From Demolition/Renovation Activities. The CO hotspot analysis was revised to include a discussion of on-site operational emissions in the later version of the MND (see revised Tables IV-3 and IV-5 of the MND published July 21, 2016), and this comment was not included in the August 9 letter.

Although a recent court ruling, *California Building Industry Association v. Bay Area Air Quality Management District* (S213478, Dec, 2015), found that a project's exposure to an existing environmental condition is not a significant environmental impact upon the environment for purposes of CEQA, the MND did address the project's consistency with policies and programs in the City's General Plan relative to land use compatibility, applicability of ZI 2427 pertaining to exposure to freeway emissions, and Cal EPA and CARB recommendations regarding the siting of new sensitive land uses near freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities, beginning at page IV-63. The analysis presented in the MND addressed the project's potential air quality compatibility impacts with respect to the Proposed Project's location within an area with existing industrial uses, the nearest freeway, the closest railroad facility, and other identified sources of air pollution including distribution centers and AQMD-permitted facilities.

Based on CARB's Air Quality and Land Use Handbook, CARB recommends avoiding siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard; within one mile of a rail yard, and within 1,000 feet of a freeway. The Proposed Project is located approximately 1,700 feet away from the nearest railroad right-of-way corridor and approximately 3,200 feet away from the nearest freeway. Thus, the Project Site is consistent with the land use siting requirements of CARB and the City of Los Angeles relative to freeways and rail yard facilities. CARB also recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). The MND acknowledges that the Project site is located within 1,000 feet of distribution facilities and several other SCAQMD permitted facilities that contribute to poor ambient air quality.

With respect to characterizing the ambient air conditions relative to point sources throughout the Basin, the MND cited the findings of the SCAQMD's Multiple Air Toxics Exposure Study (MATES IV) study published in April 2015. In response to the commenter's request to prepare a detailed Health Risk Assessment addressing the project's exposure to SCAQMD permitted facilities, the AQMD's on-line Facility Information Detail (Find) database was accessed by Parker Environmental Consultants on July 10, 2017. A summary of six AQMD-permitted facilities is provided in Table 1, below. As shown in Table 1, of the AQMD-Permitted Facilities within ¼ mile of the Project Site, four of the listed facilities are either inactive or have been sold and are no longer in operation. Of the two identified facilities that have active permits, the permits are associated with internal combustion diesel generators that are utilized for emergency back up and are permitted to operate for no more than 200 hours per year. Based on this back-up/limited use, Project residents' exposure to diesel particulate matter and other air contaminant from these 2 sources would be minimal at most. As such, a detailed health risk assessment to assess the projects exposure to air contaminants from these facilities is not warranted. In addition, the MND included a

mitigation measure requiring air filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11.

Table 1  
 AQMD-Permitted Facilities within ¼ mile of the Project Site

	Source Address	Permit No.	Date of Permit	Status	Equipment
1	673 Mateo St. 673 Mateo, LLC (Facility ID 146850)	F80969	2006	Inactive/ Sold	I C E (50-500 HP) EM ELEC GEN- DIESEL
2	1855 Industrial Street A1-Novelty Co Inc. (facility ID 9836)	M07418, M07419	1979	Inactive	Paper size reduction, baghouse (> 500 sf)
3	676 Mateo St Adeco Inc (Facility ID 47671)	NA	NA	Sold	None
4	1227 E. Sixth Street Aesthetic Frame Design (Facility ID 59392)	NA	NA	Duplicate	NA
5	747 Alameda Street Alameda Square Owner, LLC (Facility ID 180591)	G44643 G43978 G37140	2017 2016 2015	Active Active Active	EMERGENCY FIRE PUMP IC ENGINE, <500 HP, I C E (>500 HP) EM ELEC GEN DIESEL, I C E (50-500 HP) EM ELEC GEN- DIESEL
6	720 Alameda St Alameda Trade Center Assoc. (Facility ID 130004)	F45435	2011	Active	I C E (50-500 HP) EM FIRE FGHT- DIESEL

*Source: SCAQMD, Facility Information Detail (Find) database, accessed July 10, 2017.*

SCEA Comments

*Native American Heritage Commission (NAHC)*

The NAHC stated that the Regulatory Compliance Measures included in the MND do not address Cultural Resources or Tribal Cultural Resources and that mitigation measures should be included for inadvertent finds of Cultural Resources or Tribal Cultural Resources.

The SCEA addressed the Proposed Project's potential impacts upon Tribal and Cultural Resources in Section 17, Tribal Cultural Resources beginning on page V-150 of the SCEA. The SCEA noted that the City of Los Angeles, as Lead Agency, mailed a request for consultation notice pursuant to AB 52 on May 25, 2016 and did not receive any responses by local tribal representatives. The SCEA concluded that because the Project Site has been subject to ground disturbance activities in the past and is not known to be associated with any cultural or sacred sites, and no Native American Tribal Representatives have requested

consultation, the probability for the discovery of a known site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe is considered low. Nevertheless, potential impacts associated with inadvertent finds were concluded to be less than significant through implementation of Regulatory Compliance Measures RCM 5-1 and RCM 5-3 (See SCEA at pages V-151 and V-152). In response to the NAHC's comment, the lead agency engaged in additional consultation efforts, including re-sending AB 52 requests to local Native American tribal representatives on file with the Department of City Planning, sending SB 18 consultation requests, and requesting a Sacred Lands Search through the NAHC. In response to the Sacred Lands File (SLF) Search, the NAHC provided a written response on June 1, 2017 concluding that a search of the SFL was completed for the project with negative results. In response to the AB 52 notices, the lead agency received one response from Andrew Salas, Chairman of the Gabrieleno Band of Mission Indians – Kizh Nation on June 6, 2017. In this correspondence Mr. Salas formally requested consultation as the Project Site lies within their ancestral tribal territory. Subsequent to this request, the lead agency consulted with Mr. Salas, which lead to no substantial information being disclosed pertaining to the presence of tribal cultural resources within the Project Site or immediately surrounding areas. However, a condition of approval has been added to address inadvertent discovery of tribal cultural resources.

*California Department of Transportation (Caltrans)*

Caltrans commented that the 536 vehicle parking spaces included in the project will encourage driving and that the project is located in a "High Quality Transit Area", however research has shown that the amount of car parking supplied may undermine the project's ability to encourage public transit use. In order for the project to better promote public transit and reduce vehicle miles traveled, Caltrans recommended the implementation of Transportation Demand Management (TDM) improvement measures, such as taking advantage of the City's Bicycle Parking Ordinance to reduce the amount of car parking supplied. Caltrans also requested a Transportation Impact Study (TIS) analyze the following intersections: I-101/Alameda Street interchange; I-101/7<sup>th</sup> Street Southbound off-ramp; and I-5/7<sup>th</sup> Street Southbound on-ramp.

The Project's provision of 394 bicycle parking spaces on-site, combined with the Project's proximity to alternative modes of public transportation, will still increase the choices available to the project's residents, worker and visitors. Furthermore, the project is required to provide car parking that at minimum meets the Los Angeles Municipal Code standards, and the amount of parking provided over the minimum code requirements is 10 spaces or 2 percent of the total spaces required. A total of 536 automobile parking spaces are proposed. Providing only slightly more than Code-required automobile parking would not undermine the project's ability to encourage public transit use, bicycle use or walking to employment, shopping or entertainment uses in close proximity to the project site. Furthermore, pursuant to P.R.C Section 21099 parking impacts of a mixed-use residential project on an infill site within a transit priority area shall not be considered significant impacts on the environment. In addition, as demonstrated in the SCEA and the approved traffic report, the project results in no significant traffic impacts. As such no mitigation is required, including the implementation of a TDM plan, however the project has been conditioned to make all non-code required parking spaces available to the public and to provide electric vehicle (EV) ready parking spaces and EV charging stations. As for the request for a TIS analyzing the freeway intersections, a freeway threshold check was conducted in 2014 at the time of the Traffic Study that used the 2013 Caltrans-LADOT MOU criteria appropriate at that time, and that showed none of the freeway thresholds were exceeded so no further analysis was necessary. The Mobility Group conducted an updated freeway threshold check based on

the 2015 Caltrans-LADOT MOU, and the slightly revised final Project Description and associated trip generation. This evaluation included the three locations identified in this comment as well as additional locations, and also showed that no thresholds were exceeded and that no further analysis is necessary.

*South Coast Air Quality Management District (SCAQMD)*

SCAQMD expressed concern about the potential health impacts of siting sensitive populations within close proximity of the freeways and other sources of air pollution (such as railroad tracks and fuel dispensing station) and recommended that the impacts of pollution on the project residents be analyzed and mitigation provided where necessary. SCAQMD staff found there are five SCAQMD permitted facilities within one quarter mile and the project is within 500 feet of warehouse facilities with loading docks for diesel trucks and within one mile of railroad tracks. Due to the potential exposure to toxic emissions from diesel particulate matter, SCAQMD recommends a health risk assessment (HRA) be conducted. Additionally, SCAQMD states that a HRA was conducted by SCAG as part of the 2016 RTP/SCS EIR and the HRA did not evaluate potential health risks to people at the proposed project site from the exposures to diesel particulate matter from industrial sources and trains. Therefore, SCAQMD recommends a HRA be conducted for the project site to estimate potential health risks.

The Parker response from July 14, 2017 states that although a recent court ruling, *California Building Industry Association v. Bay Area Air Quality Management District* (S213478, Dec, 2015), found that a project's exposure to an existing environmental condition is not a significant environmental impact upon the environment for purposes of CEQA, the SCEA did address the project's consistency with policies and programs in the City's General Plan relative to land use compatibility, applicability of ZI 2427 pertaining to exposure to freeway emissions, and Cal EPA and CARB recommendations regarding the siting of new sensitive land uses near freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities, beginning at page V-78. The analysis presented in the SCEA addressed the project's potential air quality compatibility impacts with respect to the Proposed Project's location within an area with existing industrial uses, the nearest freeway, the closest railroad facility, and other identified sources of air pollution including distribution centers and AQMD-permitted facilities.

Based on CARB's Air Quality and Land Use Handbook, CARB recommends avoiding siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard; within one mile of a rail yard, and within 1,000 feet of a freeway. The Proposed Project is located approximately 1,700 feet away from the nearest railroad right-of-way corridor and approximately 3,200 feet away from the nearest freeway. Thus, the Project Site is consistent with the land use siting requirements of CARB and the City of Los Angeles relative to freeways and rail yard facilities. CARB also recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). The SCEA acknowledges that the Project site is located within 1,000 feet of distribution facilities and several other SCAQMD permitted facilities that contribute to poor ambient air quality.

With respect to characterizing the ambient air conditions relative to point sources throughout the Basin, the SCEA cited the findings of the SCAQMD's Multiple Air Toxics Exposure Study (MATES IV) study published in April 2015. In response to the commenter's request to prepare a detailed Health Risk Assessment addressing the project's exposure to SCAQMD

permitted facilities, the AQMD's on-line Facility Information Detail (Find) database was accessed July 10, 2017. A summary of six AQMD- permitted facilities is provided in Table 1, above. As shown in Table 1, of the AQMD-Permitted Facilities within ¼ mile of the Project Site, four of the listed facilities are either inactive or have been sold and are no longer in operation. Of the two identified facilities that have active permits, the permits are associated with internal combustion diesel generators that are utilized for emergency back up and are permitted to operate for no more than 200 hours per year. Based on this back-up/limited use, Project residents' exposure to diesel particulate matter and other air contaminant from these 2 sources would be minimal at most. As such, a detailed health risk assessment to assess the projects exposure to air contaminants from these facilities is not warranted.

*Yuval Bar-Zemer and the Arts District Community Council Los Angeles (ADCCCLA)  
Represented by: Law Office of John P. Given*

*(Letters were received on June 19, 2017 and June 29, 2017. Comments that are environmental in nature are summarized below and additional comments regarding the project entitlements are summarized in the Public Hearing and Communication section of this report, starting on page P-1.)*

The commenter states that he was not provided notice regarding the publication of the SCEA or the hearing scheduled for July 7, 2017; however the Planning Department published a notice of availability of the SCEA on May 18, 2017 as required by Public Resources Code Section 21152.2(b)(3) and the hearing notice was sent to all owners and occupants within a 500 foot radius as well as all interested parties, which included the commenter and his client.

The commenter states that there are unmitigatable land use impacts because the current project site zoning and land use designation do not allow for the proposed uses. However, the project entitlement requests, if granted, will modify the project site zoning and land use designation such that there will be consistency between zoning and the proposed uses. The approval of entitlement requests that will achieve land use consistency does not constitute a significant impact and the *L.A. CEQA Thresholds Guide* expressly recognizes that City approval of a General Plan Amendment or Zone Change will ensure that a project will not result in a significant impact with respect to land use consistency.

The commenter also states that the MND prepared for the project found land use impacts to be Potentially Significant Unless Mitigated, yet the SCEA concluded that land use impacts would be Less than Significant. He states there is no rational reason those conclusions would be different and that regardless, the land use impacts would be significant and unavoidable, which requires preparation of an EIR. While the impact category for land use differs between the MND and the SCEA the end result is the same. In the MND the analysis was done regarding land use impacts and it was determined that due to the potentially poor ambient air quality from uses near the project site there could be potential land use impacts and a mitigation measure requiring at least MERV 11 air filtration was applied. The SCEA analysis first applies the mitigation measures to show consistency with the SCAG RTP/SCS EIR and then analyzes potential impacts after the mitigation measures have been applied, potentially resulting in different impact categories than the MND.

The commenter notes that the Project converted a Zoning Administrator's Adjustment for a reduced setback into a density bonus provision and that the SCEA should include consideration of any entitlement that departs from what is ordinarily allowed, regardless of the code mechanism used to achieve the result. The commenter is correct that the project



revised the requested entitlements to include an on-menu Density Bonus incentive for a seven percent reduction in open space and a Waiver of Development Standards for a 0-10 foot variable side yard, in lieu of 10 feet. The project is providing 18 Very Low Income units which allows the applicant to make these requests per State law. The requests were discussed in the SCEA and findings for the requests are included in this report.

The commenter states that the related project's list for the SCEA is incomplete as it has not changed since the list was first published in 2014 and it omits the City's "DTLA 2040" community plan update as a related project and is inconsistent with the related projects list for a proposed project at 6<sup>th</sup> and Alameda. The commenter points out that there are 57 related projects included in the adjacent project's list that are not included in the proposed project's list. The commenter argues that there will be cumulative impacts due to the related projects in the vicinity of the project site as well as the increase in population, housing units, and jobs in the Downtown area as a result of the community plan update. The proposed project application was submitted in 2014, at which time the baseline for CEQA analysis was set and related projects established. The SCEA is a continuation of the CEQA environmental analysis for the same project for which entitlements were previously filed and the SCEA did not change the project. Additionally, the community plan update is not a traditional related project as it is a long range plan and projects proposed under the new community plan will each undergo appropriate CEQA review at that time. While CEQA does not require that projects continue to update related projects throughout the entitlement process, given the number of entitlement applications filed in the surrounding area between the proposed project's application in 2013 and now, an updated traffic analysis was conducted. The Mobility Group submitted a memorandum to LADOT on July 18, 2017 that included updated analysis which extended the horizon year from 2017 to 2020 and added three additional years of ambient growth at 1% per year. It also used an updated and recent related projects list from recent Arts District studies. The updated analysis shows that traffic impacts would still be less than significant. LADOT reviewed the updated analysis and concurs with the conclusions that the revised analysis will not change the findings of LADOT's October 8, 2014 letter. The Mobility Group's memo and the email from LADOT are included in Appendix E.

The commenter states that the SCEA incorrectly assumes a Land Development Category of Urban and that based on the SCAG RTP/SCS map, a Compact Walkable Land Development Category seems more appropriate. The commenter goes on to state that the RTP/SCS Background Documentation states that the data provided in the Urban Footprint Scenario Planning Model are not intended to "enable broad analysis of the implications of potential future conditions" and they are not intended to be applied by local municipalities on a parcel-by-parcel basis or to supersede local planning. Additionally, the commenter contends that the SCEA analysis is inadequate as only three of the thirty-five unique Urban Footprint Scenario Planning Model Place Types were analyzed and that those analyzed were not a good match for the project. The commenter argues that the Urban Mixed-Use Place Type has a typical range of 15-100 floors and an average FAR of 9.0 and that Industrial/Office/Residential Mixed Use High Place Type is a better fit, although the proposed project exceeds the average of four floors and average FAR of 2.0:1 of this place type. He additionally states that the Industrial/Office/Residential Mixed Use High Place Type is not included in the Urban Land Development Category and rather it is a "Standard" category place type. The commenter notes that the nature of the community surrounding the project site is predominantly industrial and that there is substantial evidence to support that the project site is located in the Standard land use category. Additionally, the commenter states that substantial evidence does not support that the project site is located within the Urban Land Development Category and is therefore inconsistent with the general

use designation, thus the project cannot be considered a Transit Priority Project under SB 375.

The Land Development Category maps in the SCAG RTP/SCS Background Documentation do not use discrete categories but rather a gradient from Urban to Compact to Standard. In addition the maps are not provided at a parcel-level scale or resolution. Planning staff contacted SCAG to review the data the model is based on to confirm the land use category at this site. In an email on July 20, 2017 SCAG staff stated that the maps are based on data at Transportation Analysis Zone level, which is about the size of a census block and that the land development categories are not meant for specific projects. However, the Transportation Analysis Zone which contains the project site is represented by the Standard land type for both 2012 and 2040. The area surrounding the project site includes a range of categories from Urban to Standard. The SCEA assumed a category of Urban, however the place type analysis shows that the project fits a range of place types and is appropriate for this intersection of land uses. The SCEA analyzed the Urban Mixed Use, Urban Residential and Industrial/Office/Residential Mixed Use High place types. The Parker response letter from July 14, 2017 states that the SCEA provides detailed analysis as to the Project's consistency with the Urban LDC and the relevant/applicable place types. (SCEA at III-2-III-57) Moreover, in explaining the CEQA exemption criteria, the RTP/SCS states that Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining consistency of any future project with the 2016 RTP/SCS. (See RTP/SCS at page 59 of the SCS Background Documentation Appendix). There are 35 place types that can be considered in the SCEA analysis, and the three selected for comparison purposes here are appropriate. The SCEA provides detailed analysis as to the Project's consistency with the applicable place types, including the Industrial/Office/Residential Mixed High place type which corresponds with the Standard Land Development Category (SCEA at III-2-III-57). The Industrial/Office/Residential Mixed High place type typically includes a range of 1 to 17 floors and an average FAR of 2 with a land use mix of 58% residential and 36% employment. Residential units are almost entirely multi-family and the employment mix is approximately three-quarters office with the remainder split between retail and industrial. The proposed project contains two buildings, the main building is 7 stories in height and the second building is three stories. The total combined FAR for the project is 2.98 to 1 and contains primarily multi-family residential and office uses, with a small amount of retail. There is no requirement that all 35 place types be analyzed as the commenter suggests; rather the analysis in the SCEA of 3 place types representing both Urban and Standard land use categories is more than adequate to make a determination under Public Resources Code section 21155(a). Additionally, the data in the RTP/SCS was not used to supersede local planning, but was used to demonstrate consistency with the RTP/SCS EIR, a requirement of the SCEA. As for the claim that the project would not be considered a Transit Priority Project, SB 375 defines a Transit Priority Project as a project that is consistent with the SCS, is at least 50% residential (and FAR 0.75 if it contains 26-50% non-residential), has a minimum density of 20 dwelling units per acre, and is within one-half mile of a major transit stop or high-quality transit corridor in the RTP. The proposed project is more than 50% residential, has a density of approximately 143 dwelling units per acre, is within one-half mile of a rapid bus stop and the intersection of two bus stops with service every 15 minutes during peak hours, and is clearly within the High Quality Transit Area in the SCAG RTP/SCS. The project is also consistent with the RTP/SCS as demonstrated in the SCEA and in this report.

The commenter's letter elaborates that the project is not consistent with Goal 5, Guiding Policy 3, Land Use Policy 3, and Land Use Policy 9 in Table III-2 of the SCEA. Goal 5 is to maximize the productivity of the transportation system. The commenter states that the

SCEA must analyze how other projects that are consistent with the Land Development Category may better maximize productivity of the transit system in order to demonstrate the project's consistency with this goal. The Parker response from July 14, 2017 states that this approach is not consistent with CEQA, which requires the analysis of the impacts associated with the proposed project and not some other, hypothetical project. CEQA does not require a lead agency to analyze the impacts of other projects or scenarios that may or may not be more consistent with certain land use policies than the project. Additionally, the project places a mix of uses on an underutilized site in a high quality transit area with a wide range of transit options. The project will provide ample bicycle parking on site and is near a Metro bike share station, therefore it will be consistent with Goal 5.

Guiding Policy 3 is that RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives. The commenter states that the project is not consistent with this goal because potential approval of a project that is inconsistent with its current land use designation and zoning, at the same time the community is engaged with the outreach process for the community plan update, does not "respect local input". The commenter goes on to cite the opposition to the project by the Arts District Community Council and the Historic Cultural Neighborhood Council. The proposed project has had multiple public hearings and environmental comment periods, allowing for local input. Staff have received testimony and letters both supporting and opposing the project. A project need not have unanimous community support to be consistent with this goal. Nor does the policy require that a community plan be updated prior to approval of a project. The project is consistent with the relevant land development categories and goals of the RTP/SCS. Additionally, the project will advance smart growth initiatives by replacing a vacant warehouse with a mixed use project that will provide new live/work units in a high quality transit area and transit priority area and in proximity to jobs and entertainment uses. The project will improve the jobs/housing balance by placing new residents near jobs-rich Downtown while also providing opportunities for jobs onsite through live/work units and a variety of creative office spaces.

Land Use Policy 3 is to develop "complete communities". The commenter states that other place types would also support this policy and would be more consistent with other goals of the RTP/SCS. The commenter points to a statement in the RTP/SCS that "Southern California is the nation's epicenter for distribution and logistics activity" and that of the 1.2 billion square feet of current facility space in Southern California, nearly 1.1 billion square feet are occupied. The commenter argues that preserving industrially zoned land would be consistent with the complete communities policy. While the commenter is correct regarding the importance of the distribution and logistics industry to Southern California, the numbers provided are for a very large region and are not necessarily applicable to this site. Industrial uses of this sort have been moving to other locations in the region as the industrial areas in Downtown Los Angeles are no longer economically viable. The economic focus of this area has been evolving as the distribution centers look for larger sites with easier access. The project site contains a vacant warehouse which once housed a cold storage facility that has since declared bankruptcy. The site is no longer attractive to heavy manufacturing uses and is best served by a mix of uses with a focus on jobs. The project will contribute to a "complete community" by facilitating the new trend toward creative and digital jobs through a variety of creative office spaces and allowing each residential unit to have up to five employees on a site that is well served by transit and near jobs-rich Downtown.

Land Use Policy 9 is to incorporate local input and feedback on future growth. The commenter states that the project is not consistent with this policy as there has been community opposition to approving this project prior to the community plan update. Nothing

in this Policy or elsewhere in the 2016 RTP/SCS prohibits the City Council from exercising its legislative discretion to make land use changes that it deems appropriate. To date, the project has been subject to considerable public input. The commenter will have additional opportunities to provide input before the City Planning Commission and City Council.

The commenter states that the necessary findings for a General Plan Amendment have not been made, as required by Mitigation Measure MM-LU-1(b), which is intended to mitigate land use impacts from zoning inconsistencies. The project has requested a General Plan Amendment and Zone Change, which if granted would remove any land use or zoning inconsistencies. As illustrated in this document, the project has been found to be consistent with the General Plan goals and policies and the area has been identified as having a significant physical, social, or economic identity, necessary in order to amend the General Plan. The commenter goes on to argue that statements in the SCEA that the project incorporates design features that are consistent with the existing pattern of development in the vicinity are not substantiated. The commenter states that the project is not located in the Arts District, where live/work uses are permitted, and that live/work uses are not permitted in new construction including new construction in the C2 zone. The commenter also states that the provisions in the Hybrid Industrial ordinance which the project complies with are inapplicable as the project does not seek a zone change to the Hybrid Industrial Zone. The Parker response from July 14, 2017 states that the proposed project's requested zoning and land use entitlements are appropriately addressed and analyzed within the SCEA (see SCEA at page IV-58). The commenter's assertion that live/work units are generally not permitted in the C2 zone is incorrect. Such uses are a permitted use in the C2 zone (Department of City Planning List of Uses Permitted in Various Zones Citywide, *Use List No. 2, October 21, 2016*). Joint Live Work Quarters for artists and artisans are permitted within existing buildings in industrial zones (and not just within the Artists in Residence District) with the approval of the Zoning Administrator, but new construction live/work units are permitted in the C2 zone, regardless of location. While the Hybrid Industrial Zone is not applicable to the project, the project design features proposed by the project such as larger units with taller floor to ceiling heights, designated work space within units, on site production space, and an emphasis on commercial use is appropriate and compatible with the surrounding area.

*Historic Cultural Neighborhood Council (HCNC)*  
*c/o Alan Kumamoto, President*

The HCNC comment states that the proposed mitigations in the mitigated negative declarations are not satisfactory to reduce negative impacts to a less than significant status. The HCNC does not provide any evidence as to how the proposed mitigation measures do not reduce impacts to a less than significant level.

- 11. Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding. Currently, there are no flood zone compliance requirements for construction in these zones.