

## FINDINGS

### General Plan/Charter Findings

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

The project site is located within the Central City Community Plan, which was last updated by the City Council on January 8, 2003. The subject property is an L-shaped parcel, comprised of 12 lots totaling approximately 73,343 square feet of net lot area. The Community Plan currently designates the subject property for Light Industrial land uses corresponding to the MR2 and M2 Zones. The site is presently zoned M2-2D and is thus consistent with the land use designation.

As proposed, the amendment would re-designate the project site from Light Industrial to Community Commercial land uses and remove the Community Plan Footnote No. 2 from the subject property to allow Height District No. 2 on the site in lieu of the underlying Height District No. 2D. In addition, the applicant has requested a Vesting Zone Change and Height District Change from M2-2D to C2-2. The requested Community Commercial land use designation corresponds to the CR, C2, C4, RAS3, and RAS4 Zones and permits Height District No. 2, pursuant to Community Plan Footnote No. 4. Thus, the requested C2-2 Zone would be consistent with the adoption of the recommended plan amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Central City Community Plan.

#### 2. General Plan Text. The development of the project represents the opportunity to achieve the overarching goals of the Central City Community Plan, which include strengthening the commercial base in Downtown Los Angeles and facilitating the expansion of housing choices in order to attract new and diverse households. The proposed development furthers the following Community Plan objectives and policies:

Objective 1-2: To increase the range of housing choices available to Downtown employees and residents.

Policy 1-2.1: Promote the development of neighborhood work/live housing.

Objective 1-3: To foster residential development which can accommodate a full range of incomes.

Policy 1-3.1: Encourage a cluster neighborhood comprised of housing and services.

Objective 2-1: To improve Central City's competitiveness as a location for offices, business, retail, and industry.

Policy 2-1.2: To maintain a safe, clean, attractive, and lively environment.

Objective 2-2: To retail the existing retail base in Central City.

Policy 2-2.1: Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both labor force, and businesses.

Policy 2-2.3: Support the growth of neighborhoods with small, local retail services.

Objective 2-4: To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.

Policy 3-1.2: Encourage development and public improvements in the Fashion District and South Markets area that enhance the pedestrian environment, improves pedestrian circulation within the area and provides pedestrian linkages to other downtown activity centers, particularly the Broadway retail and theater district.

Objective 3-2: To study the possibility of developing “artist-in-residence” districts, where appropriate and feasible, in industrial areas where the development of joint live/work units would continue to improve the jobs/housing ratio, respond to market demands, complement surrounding uses and maintain and enhance the viability of industrial lands as the space needs of manufacturers evolve.

The proposed project is consistent and compatible with the various objectives and policies of the Central City Community Plan, as it would increase housing choices for Downtown employees and residents, promote joint live/work housing, maintain a safe and clean environment, support the neighborhood with retail services needed for area residents, workers, and visitors, and activate the streets with more pedestrians while bringing improvements to the Fashion District.

The project would provide a range of housing choices in its mix of studio, one-bedroom, two-bedroom, and three-bedroom/penthouse apartment units and 19 joint live/work units. It would also provide mixed-income housing opportunities, supporting the City’s desire for more affordable housing options by reserving 11 percent of the units for Very Low Income households. The project has been conditioned to reserve all of the proposed joint live/work units toward Very Low Income households to ensure that artists, artisans, and other eligible occupants have access to affordable housing, while the remainder of the set-aside units are subject to the requirements of the Housing and Community Investment Department (HCIDLA) for designating units. Further, the project would locate higher residential density in proximity to several mass transit options, including fixed rail stations and several bus routes, ideal for those wishing to live in the urban environment of Downtown Los Angeles in close proximity to employment centers.

Though presently zoned and designated for industrial land uses, the project site is occupied by a surface parking lot and is surrounded by residential and mixed-use developments on land zoned M2. The proposed mixed-use building would be located adjacent to other residential buildings that have already formed a neighborhood cluster in the vicinity of Los Angeles and 7<sup>th</sup> Streets. The project would revitalize the site by replacing the underutilized parking lot with a well-designed and landscaped project, including a paseo that would activate the site with more pedestrian activity.

The project would include a commercial component consistent with the Community Plan’s objectives and policies. The existing and future residential base in the surrounding area would help to facilitate the area’s competitiveness as a location for more retail options that would support the neighborhood with small, local retail services. The project would be

designed to encourage a mix of retail uses that would serve the neighborhood and draw office workers in and visitors to shop at the proposed development. The project would revitalize the economic base with a quality mixed-use development that would offer retail space to attract more commercial businesses to the area. The mix of commercial uses would create an active environment for residents by increasing the walkability of the streets. The Project would activate the streets with more pedestrian activity, creating an active environment that would be appealing, in terms of maintaining a safe, clean, attractive and lively environment, to local residents, workers, and visitors.

The requested General Plan Amendment from Light Industrial to Community Commercial and Vesting Zone Change and Height District Change from M2-2D to C2-2 would be consistent with the aforementioned objectives and policies of the Community Plan. The proposed project would replace an underutilized surface parking lot with a mixture of commercial space and housing in close proximity to light rail and bus line options. Eliminating the industrial designation and zoning on this property would also help to bring in a more viable mix of residential and commercial uses proximate to transit options to coincide with the established residential population and mixed-use developments in the immediate surrounding area.

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

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

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

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

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

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

The project would provide a new multi-family residential and commercial development that is consistent with existing land uses in the Downtown community, which includes a mix of commercial, residential, office, entertainment, and retail land uses. The project would not encroach upon or cause the removal or relocation of land uses in existing neighborhoods or districts. Further, the project would develop a mixed-use building on a site that is within approximately 0.6 miles of 15 transit stops and stations. The project would provide ample opportunities for residents, employees, and visitors to use public transit and to walk to other commercial, entertainment, and financial/office centers near the project site in Downtown Los Angeles. As such, the project would support the reduction of vehicle trips, vehicle miles travelled, and air pollution by concentrating development on an underutilized site in a developed urban area with access to transit.

Goal 3G: A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.

Objective 3.11: Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.

The proposed mixed-use project will redevelop an underutilized lot with high-density residential uses and neighborhood-serving commercial amenities meant to attract residents, workers, and visitors in an established residential and mixed-use part of Downtown Los Angeles.

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

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

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

The project will provide housing for a mix of income levels and with a variety of housing types. Of the 452 residential units proposed, 11 percent will be reserved for Very Low Income households, with the remainder rented at market rate. The project proposes 19

live-work units, 71 studio units, 257 one-bedroom units, and 124 two-bedroom units catered toward varying individuals, couples, and small families. The project has been conditioned to reserve all of the proposed joint live/work units toward Very Low Income households to ensure that artists, artisans, and other eligible occupants have access to affordable housing, while the remainder of the set-aside units are subject to the requirements of HCIDLA for designating units. In addition, the project site is well-served by public transit with connections and access to jobs, entertainment, and amenities within nearby Downtown neighborhoods and the Greater Los Angeles region.

- 4. Housing Element.** The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element contains the following goals and objectives:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

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.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

The Housing Element encourages new construction of a range of different housing types that address the needs of the City's diverse households. The proposed development is a mixed-income project that will make housing available to a range of income levels, races, and ages. The project proposes to provide 452 residential dwelling units, including 11 percent of the total dwelling units set aside for Very Low Income households. The units include a mix of studio, one-, and two-bedroom units, as well as 19 joint live-work units. More than half of the units proposed are one-bedroom units catered toward young professionals, office workers, and couples without children wishing to reside in Downtown Los Angeles in close proximity to employment centers, entertainment, and cultural venues. The project has been conditioned to reserve all of the proposed joint live/work units toward Very Low Income households to ensure that artists, artisans, and other eligible occupants have access to affordable housing, while the remainder of the set-aside units are subject to the requirements of HCIDLA for designating units. Additionally, the project site is located near several Metro Rapid and Local Bus lines and within one-half mile of the Pershing Square Metro Rail transit station, which provides service through the Metro Red and Purple lines.

Goal 2: A City in which housing helps to create safe, livable and sustainable neighborhoods.

Objective 2.1: Promote safety and health within neighborhoods.

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

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

Objective 2.4: Promote livable neighborhoods with a mix of housing types, quality design and scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.2: Develop and implement design standards that promote quality residential development.

The project would increase safety in the area, consistent with the goal of the Housing Element to provide a safe, livable, and sustainable neighborhood. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment. The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that improve the appearance and functionality of the area. By locating high density residential uses near transit, the project has connections to employment and amenities not only within Downtown Los Angeles, but also the Greater Los Angeles region. As such, the project would promote and facilitate a jobs/housing balance.

5. **The Mobility Element.** The Mobility Element (Mobility Plan 2035) of the General Plan is not likely to be effected by the recommended action herein. 7<sup>th</sup> Street is a designated Avenue II in the Mobility Element of the General Plan, dedicated to a width of 80 feet, while Maple Avenue is a Collector Street dedicated to a variable width of 60, 75, and 90 feet. The project will be required to provide a three-foot dedication to complete a 43-foot half right-of-way along 7<sup>th</sup> Street with improvements for the construction of a new 15-foot wide concrete sidewalk with tree wells. As part of the Approval of Vesting Tentative Tract No. 74444, the Advisory Agency has permitted the merger of excess right-of-way along Maple Avenue to be consistent with Mobility Plan 2035 standards and will be required to dedicate zero to three feet of land to complete a 33-foot half right-of-way with improvements for the construction of a new 13-foot wide concrete sidewalk and tree wells. The project is also required to comply with all requirements of the Bureau of Engineering, Department of Urban Forestry, and the Bureau of Street Lighting in matters concerning the public right-of-way.

Furthermore, the project meets the following goals and objectives of Mobility Plan 2035:

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

The project would encourage pedestrian activity as a result of the commercial space to be located on the ground floor. The design of the project would enhance the pedestrian experience with landscaping and other improvements, resulting in a safe and comfortable walking environment for area residents and visitors. Furthermore, the project is required to improve the 7<sup>th</sup> Street and Maple Avenue with full-width concrete sidewalks and tree wells.

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

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

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

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

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

The project's proximity to the Pershing Square Station and other transit connections will reduce vehicular trips to and from the project, vehicle miles traveled, and improve air pollution; and its ground floor treatment will encourage pedestrian activity within an active commercial district through pedestrian-friendly design.

In addition, the project will provide Code required bicycle parking supporting "first-mile, last-mile solutions", enabling residents, workers, visitors, and patrons improved access to the project.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of twenty percent of the parking provided is required to be pre-wired for the future installation of electric charging stations and five percent of the spaces are required to be equipped with electric vehicle charging stations. .

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

7. **Charter Finding – City Charter Finding 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

The subject site is comprised of 12 lots totaling approximately 73,343 square feet of net lot area (1.68 acres). It is located within the Central City Community Plan Area and Fashion District neighborhood of Downtown Los Angeles, which is characterized by wholesale and warehousing uses, including produce, fish, and food processing, the Flower Market, a toy import-export industry, and a mixture of other commercial and residential uses. The

immediate surrounding urban environment is characterized by commercial, residential, and industrial zones developed with residential, retail, restaurant, office, warehouse, and manufacturing uses.

The project involved provides for a significant physical and economic identity to the area of the Plan Amendment. The proposed Plan Amendment extends the existing Community Commercial land use designation north of 7<sup>th</sup> Street to a significant portion (1.68 acres) of the block bounded by 7<sup>th</sup> and 8<sup>th</sup> Streets, Los Angeles Street, and Maple Avenue. Though currently zoned for industrial use, this block is primarily used for residences and residential artist's lofts in the Santee Court residential complex. The Plan Amendment will allow for a mixed-income residential structure to complement the existing residential uses in the area. It will also eliminate an existing underutilized property currently used for surface parking.

The project represents an opportunity to provide new housing for a mix of incomes and neighborhood-serving commercial uses in an area evolving to include more commercial, residential, and mixed-use developments. The site is not currently used for industrial purposes, nor are surrounding developments. As such, it is unlikely that the project would be developed with industrial uses in the future if the proposed project were not to move forward. Thus, staff does not anticipate a need to maintain the industrial land use designation for the project site.

The project appropriately locates needed residential density near several transit options providing access to jobs, entertainment, and services within Downtown and the Greater Los Angeles region, creates new commercial uses for the neighborhood, promotes pedestrian activity in the general vicinity, and provides a community gathering point with new recreational and open space amenities available to residents and the surrounding community that align with the social identity of the surrounding area. As such, the General Plan may be amended in part through the Central City Community Plan as the proposed development and use of the site is consistent with the Community Commercial land use designation and social identity of the area.

The proposed building would extend up to 370 feet and 33 stories tall where the existing and proposed zoning both allow unlimited height. Although the height of the proposed building would be taller than the immediately surrounding one- to 14-story buildings, the building would fit within the range of other residential and mixed-use building heights in Downtown. Furthermore, the proposed five-story podium would create a similar massing and height at street level to the surrounding buildings, with the 28-story residential tower portion of the building being set back from the streets, concentrating the height of the building on the interior of the site. As such, the project is sensitive to and maintains the existing physical identity of the surrounding area. Staff recommends that the General Plan be amended in part through the Central City Community Plan as the proposed development and use of the site is consistent with the Community Commercial land use designation and physical identity of the area.

The project proposes to provide 13,603 square feet of ground floor commercial space. The increased commercial activity in the area will incentivize local spending and activity, create a pedestrian-friendly shopping area and community, and increase convenience for local residents, workers, and visitors of the neighborhood. The revitalized site will attract the interest of residents and businesses as the area continues to revitalize. As such, the project will contribute to and strengthen the economic identity of the surrounding area. The General Plan may be amended in part through the Central City Community Plan as the proposed development and use of the site is consistent with the Community Commercial land use designation and social identity of the area.

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

The project site is located within the Central City 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 Light Industrial land use designation, which lists the following corresponding zones: MR2 and M2. The site is presently zoned M2-2D and is thus consistent with the land use designation.

As proposed, the amendment would re-designate the project site from Light Industrial to Community Commercial land uses and remove the Community Plan Footnote No. 2 from the subject property to allow Height District No. 2 on the site in lieu of the underlying Height District No. 2D. In addition, the applicant has requested a Vesting Zone Change and Height District Change from M2-2D to C2-2. The requested Community Commercial land use designation corresponds to the CR, C2, C4, RAS3, and RAS4 Zones and permits Height District No. 2, pursuant to Community Plan Footnote No. 4. Thus, the requested C2-2 Zone would be consistent with the adoption of the recommended plan amendment.

The initiated General Plan Amendment to re-designate from Light Industrial to Community Commercial and the recommended Zone Change from M2-2D to C2-2 would be consistent with the overarching goals of the Central City Community Plan in that the project would increase housing choices for Downtown employees and residents, promote joint live/work housing, maintain a safe and clean environment, support the neighborhood with retail services needed for area residents, workers, and visitors, and activate the streets with more pedestrians while bringing improvements to the Fashion District.

The project would provide a range of housing choices in its mix of studio, one-bedroom, two-bedroom, and three-bedroom/penthouse apartment units and 19 joint live/work units. It would also provide mixed-income housing opportunities, supporting the City’s desire for more affordable housing options by reserving 11 percent of the units for Very Low Income households. The project has been conditioned to reserve all of the proposed joint live/work units toward Very Low Income households to ensure that artists, artisans, and other eligible occupants have access to affordable housing, while the remainder of the set-aside units are subject to the requirements of HCIDLA for designating units. Further, the project would locate higher residential density in proximity to several mass transit options, including fixed rail stations and several bus routes, ideal for those wishing to live in the urban environment of Downtown Los Angeles in close proximity to employment centers.

Though presently zoned and designated for industrial land uses, the project site is occupied by a surface parking lot and is surrounded by residential and mixed-use developments on land zoned M2. The proposed mixed-use building would be located adjacent to other residential buildings that have already formed a neighborhood cluster in the vicinity of Los Angeles and 7<sup>th</sup> Streets. The project would revitalize the site by replacing the underutilized parking lot with a well-designed and landscaped project, including a paseo that would activate the site with more pedestrian activity.

The project would include a commercial component consistent with the Community Plan’s objectives and policies. The existing and future residential base in the surrounding area would help to facilitate the area’s competitiveness as a location for more retail options that would support the neighborhood with small, local retail services. The project would be designed to encourage a mix of retail uses that would serve the neighborhood and draw

office workers in and visitors to shop at the proposed development. The project would revitalize the economic base with a quality mixed-use development that would offer retail space to attract more commercial businesses to the area. The mix of commercial uses would create an active environment for residents by increasing the walkability of the streets. The project would activate the streets with more pedestrian activity, creating an active environment that would be appealing, in terms of maintaining a safe, clean, attractive and lively environment, to local residents, workers, and visitors.

The requested General Plan Amendment from Light Industrial to Community Commercial and Vesting Zone Change and Height District Change from M2-2D to C2-2 would be consistent with the aforementioned objectives and policies of the Community Plan. The proposed project would replace an underutilized surface parking lot with a mixture of commercial space and housing in close proximity to light rail and bus line options. Eliminating the industrial designation and zoning on this property would also help to bring in a more viable mix of residential and commercial uses proximate to transit options to coincide with the established residential population and mixed-use developments in the immediate surrounding area. The development of the project represents an opportunity to achieve the overarching goals of the Central City Community Plan, which include strengthening the commercial base in Downtown Los Angeles and facilitating the expansion of housing choices in order to attract new and diverse households. As such, the proposed amendment would be in substantial conformance with the purpose, intent, and provisions of the General Plan.

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

The proposed amendment to the Central City Community Plan would re-designate the project site from Light Industrial to Community Commercial land use. The amendment, in conjunction with the requested Vesting Zone Change and Height District change to (T)(Q)C2-2, would allow for the redevelopment of the site with a 33-story, 370-foot high mixed-use building containing 452 residential dwelling units and approximately 13,603 square feet of commercial floor area with a total FAR of 5.97 to 1.

- a. Public Necessity. On April 8, 2015, Mayor Eric Garcetti released the City's first-ever Sustainable City pLAN. The pLAN is both a roadmap to achieve back to basics short-term results while setting the path to strengthen and transform our City in the decades to come. In it, the Mayor set forth a goal of creating 100,000 new housing units by 2021. The subject property is currently designated and zoned for light industrial use, which prohibits residential uses. The project site is located in close proximity to several existing and proposed residential developments providing a range of housing types, including market rate, affordable, live/work, condominium, and apartment units. The proposed project would contribute to the evolution of the surrounding area into a residential, commercial, and mixed-use area. The recommended plan amendment to Community Commercial in conjunction with the zone change to (T)(Q)C2-2 will allow the establishment of residential uses on a site that is compatible with the existing surrounding residential development while providing neighborhood-serving ground floor commercial uses. The project would provide 452 new housing units for a mix of incomes, including 50 units set aside for Very Low Income households and provide amenities that would improve the quality of life for existing and future residents. The project will be providing new housing without the direct displacement of any housing units. As such, the project supports the Mayor's goal of producing 100,000 new housing units by 2021.

- b. Convenience. Approval of the requested General Plan Amendment from Light Industrial to Community Commercial in conjunction with the recommended Vesting Zone Change and Height District Change to (T)(Q)C2-2 would facilitate the redevelopment of an underutilized development site that is proximate to mass transit options. The proposed land use and zone would permit a mixed-use development that appropriately locates needed residential density near several transit options that afford easy access to employment centers, entertainment, and services, creates new commercial uses for the neighborhood, promotes pedestrian activity in the general area, and provides a community gathering point with new recreational and open space amenities available to residents and the surrounding community.
- c. General Welfare. Granting the requested General Plan Amendment to Community Commercial and Vesting Zone Change and Height District Change to (T)(Q)C2-2 would allow the development of an underutilized lot in an area evolving with more development of commercial and residential uses where previously warehouse and light industrial uses were located. As discussed above, the area is served by transit that would afford residents access to jobs, entertainment, and services within Downtown and the Greater Los Angeles region. As an infill development project, the requested amendment, zone change, and height district change will increase the City's housing stock, while minimizing any burden placed upon the existing infrastructure, including roads and utilities. Additionally, the proposed project would activate and enhance the aesthetic character of a currently underutilized site in a transit-rich neighborhood.
- d. Good Zoning Practices.

The project site has a land use designation of Light Industrial and is zoned M2-2D. While the existing zone is considered to be consistent with the land use designation, the site is underutilized and underdeveloped with a surface parking lot given the existing development patterns in the area. Approval of the requested amendment and zone and height district changes would be consistent with the surrounding neighborhood, which continues to evolve with a greater mixture of commercial and residential uses. Furthermore, the entire block directly across 7<sup>th</sup> Street to the north of the subject property is designated for Community Commercial land uses and zoned C2-2D, similar to the instant request. In addition, most parcels west of Los Angeles Street are zoned and designated for commercial land uses. The requested plan amendment to Community Commercial would be consistent with nearby commercially-designated land and zones and facilitate the ongoing transformation of the area into a residential and mixed-use district.

As proposed, the project would not only provide new housing for a mix of incomes, but would offer amenities that would improve the quality of life for existing and future residents as well as the surrounding community. The redevelopment of the project site from an underutilized surface parking lot on industrial zoned and designated land into a 452-unit mixed-use development with 50 affordable units and 13,603 square feet of ground floor commercial uses will assist in the transformation of the area into a more walkable and vibrant neighborhood in close proximity to public transit. Furthermore, the entire block across 7<sup>th</sup> Street from the subject property is designated for Community Commercial land uses and zoned C2-2D, similar to the instant request. As such, the plan amendment to Community Commercial would be consistent with good zoning practices and development patterns in the immediate area.

## Entitlement Findings

### 10. Vesting Zone Change, Height District Change, and “T” and “Q” Classification Findings.

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

- a. Public Necessity. On April 8, 2015, Mayor Eric Garcetti released the City’s first-ever Sustainable City pLAn. The pLAn is both a roadmap to achieve back to basics short-term results while setting the path to strengthen and transform our City in the decades to come. In it, the Mayor set forth a goal of creating 100,000 new housing units by 2021. The subject property is currently designated and zoned for light industrial use, which prohibits residential uses. The project site is located in close proximity to several existing and proposed residential developments providing a range of housing types, including market rate, affordable, live/work, condominium, and apartment units. The proposed project would contribute to the evolution of the surrounding area into a residential, commercial, and mixed-use area. Granting the Vesting Zone Change and Height District Change to the (T)(Q)C2-2 Zone will increase the number of residential units that can be developed on the site with housing that is compatible with the existing surrounding residential development while providing neighborhood-serving ground floor commercial uses. The project would provide 452 new housing units for a mix of incomes, including 50 units set aside for Very Low Income households and provide amenities that would improve the quality of life for existing and future residents. As such, the project supports the Mayor’s goal of producing 100,000 new housing units by 2021.
- b. Convenience. Approval of the Vesting Zone Change and Height District Change to (T)(Q)C2-2 would facilitate the redevelopment of an underutilized development site that is proximate to mass transit options. The proposed zone would permit a mixed-use development that appropriately locates needed residential density near several transit options that afford easy access to employment centers, entertainment, and services, creates new commercial uses for the neighborhood, promotes pedestrian activity in the general area, and provides a community gathering point with new recreational and open space amenities available to residents and the surrounding community.
- c. General Welfare. Granting the Vesting Zone Change and Height District Change to (T)(Q)C2-2 would allow the development of an underutilized lot in an area evolving with more development of commercial and residential uses where previously warehouse and light industrial uses were located. As discussed above, the area is served by transit that would afford residents access to jobs, entertainment, and services within Downtown and the Greater Los Angeles region. As an infill development project, the requested zone and height district change will increase the City’s housing stock, while minimizing any burden placed upon the existing infrastructure, including roads and utilities. Additionally, the proposed project would activate and enhance the aesthetic character of a currently underutilized site in a transit-rich neighborhood.
- d. Good Zoning Practices.

The project site has a land use designation of Light Industrial and is zoned M2-2D. While the existing zone is considered to be consistent with the land use designation,

the site is underutilized and underdeveloped with a surface parking lot given the existing development patterns in the area. Approval of the requested amendment and zone and height district changes would be consistent with the surrounding neighborhood, which continues to evolve with a greater mixture of commercial and residential uses. Furthermore, the entire block directly across 7<sup>th</sup> Street to the north of the subject property is designated for Community Commercial land uses and zoned C2-2D, similar to the instant request. In addition, most parcels west of Los Angeles Street are zoned and designated for commercial land uses. The requested zone change would be consistent with nearby commercially-designated land and zones and facilitate the ongoing transformation of the area into a residential and mixed-use district.

As proposed, the project would not only provide new housing for a mix of incomes, but would provide amenities that would improve the quality of life for existing and future residents. The redevelopment of the project site from an underutilized surface parking lot on industrial zoned and designated land into a 452-unit mixed-use development with 50 affordable units and 13,603 square feet of ground floor commercial uses will assist in the transformation of the area into a more walkable and vibrant neighborhood in close proximity to public transit. As such, the zone change would be consistent with good zoning practices and development patterns in the immediate area.

- e. “T” and “Q” Classification Findings. Per LAMC Section 12.32-G,1 and 2, the current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval imposed herein for the 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.

## 11. 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 project is consistent with various elements of the General Plan, including the Central City Community Plan, the Housing Element, and the Mobility Element.

### General Plan Framework

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

Framework Element includes the following goals, objectives, and policies relevant to the instant request:

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

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

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

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The project would provide a new multi-family residential and commercial development that is consistent with existing land uses in the Downtown community, which includes a mix of commercial, residential, office, entertainment, and retail land uses. The project would not encroach upon or cause the removal or relocation of land uses in existing neighborhoods or districts. Further, the project would develop a mixed-use building on a site that is within approximately 0.6 miles of 15 transit stops and stations. The project would provide ample opportunities for residents, employees, and visitors to use public transit and to walk to other commercial, entertainment, and financial/office centers near the project site in Downtown Los Angeles. As such, the project would support the

reduction of vehicle trips, vehicle miles travelled, and air pollution by concentrating development on an underutilized site in a developed urban area with access to transit.

Goal 3G: A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.

Objective 3.11: Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.

The proposed mixed-use project will redevelop an underutilized lot with high-density residential uses and neighborhood-serving commercial amenities meant to attract residents, workers, and visitors in an established residential and mixed-use part of Downtown Los Angeles.

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

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

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

The project will provide housing for a mix of income levels and with a variety of housing types. Of the 452 residential units proposed, 11 percent will be reserved for Very Low Income households, with the remainder rented at market rate. The project proposes 19 live-work units, 71 studio units, 257 one-bedroom units, and 124 two-bedroom units catered toward varying individuals, couples, and small families. The project has been conditioned to reserve all of the proposed joint live/work units toward Very Low Income households to ensure that artists, artisans, and other eligible occupants have access to affordable housing, while the remainder of the set-aside units are subject to the requirements of HCIDLA for designating units. In addition, the project site is well-served by public transit with connections and access to jobs, entertainment, and amenities within nearby Downtown neighborhoods and the Greater Los Angeles region.

#### Land Use Element – Central City Community Plan

The subject property is located within the Central City Community Plan area (last updated by the City Council on January 8, 2003), which designates the property as

Light Industrial with the corresponding zones of MR2 and M2. The site's current zone is M2-2D. The recommended General Plan Amendment will change the land use designation to Community Commercial with the corresponding zones of CR, C2, C4, RAS3, and RAS4. The recommended Vesting Zone Change and Height District Change will change the zone from M2-2D to (T)(Q)C2-2. The uses proposed as part of the requested development, including multi-family residential, joint live/work, and commercial, are all permitted in the C2 Zone. In conjunction with the requests herein, the project would be in substantial conformance with the General Plan as it is reflected within the Central City Community Plan.

The development of the project represents the opportunity to achieve the overarching goals of the Central City Community Plan, which include strengthening the commercial base in Downtown Los Angeles and facilitating the expansion of housing choices in order to attract new and diverse households. The proposed development furthers the following Community Plan objectives and policies:

Objective 1-2: To increase the range of housing choices available to Downtown employees and residents.

Policy 1-2.1: Promote the development of neighborhood work/live housing.

Objective 1-3: To foster residential development which can accommodate a full range of incomes.

Policy 1-3.1: Encourage a cluster neighborhood comprised of housing and services.

Objective 2-1: To improve Central City's competitiveness as a location for offices, business, retail, and industry.

Policy 2-1.2: To maintain a safe, clean, attractive, and lively environment.

Objective 2-2: To retail the existing retail base in Central City.

Policy 2-2.1: Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both labor force, and businesses.

Policy 2-2.3: Support the growth of neighborhoods with small, local retail services.

Objective 2-4: To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.

Policy 3-1.2: Encourage development and public improvements in the Fashion District and South Markets area that enhance the pedestrian environment, improves pedestrian circulation within the area and provides pedestrian linkages to

other downtown activity centers, particularly the Broadway retail and theater district.

Objective 3-2: To study the possibility of developing “artist-in-residence” districts, where appropriate and feasible, in industrial areas where the development of joint live/work units would continue to improve the jobs/housing ratio, respond to market demands, complement surrounding uses and maintain and enhance the viability of industrial lands as the space needs of manufacturers evolve.

The proposed project is consistent and compatible with the various objectives and policies of the Central City Community Plan, as it would increase housing choices for Downtown employees and residents, promote joint live/work housing, maintain a safe and clean environment, support the neighborhood with retail services needed for area residents, workers, and visitors, and activate the streets with more pedestrians while bringing improvements to the Fashion District.

The project would provide a range of housing choices in its mix of studio, one-bedroom, two-bedroom, and three-bedroom/penthouse apartment units and 19 joint live/work units. It would also provide mixed-income housing opportunities, supporting the City’s desire for more affordable housing options by reserving 11 percent of the units for Very Low Income households. Further, the project would locate higher residential density in proximity to several mass transit options, including fixed rail stations and several bus routes, ideal for those wishing to live in the urban environment of Downtown Los Angeles in close proximity to employment centers.

Though presently zoned and designated for industrial land uses, the project site is occupied by a surface parking lot and is surrounded by residential and mixed-use developments on land zoned M2. The proposed mixed-use building would be located adjacent to other residential buildings that have already formed a neighborhood cluster in the vicinity of Los Angeles and 7<sup>th</sup> Streets. The project would revitalize the site by replacing the underutilized parking lot with a well-designed and landscaped project, including a paseo that would activate the site with more pedestrian activity.

The project would include a commercial component consistent with the Community Plan’s objectives and policies. The existing and future residential base in the surrounding area would help to facilitate the area’s competitiveness as a location for more retail options that would support the neighborhood with small, local retail services. The project would be designed to encourage a mix of retail uses that would serve the neighborhood and draw office workers in and visitors to shop at the proposed development. The project would revitalize the economic base with a quality mixed-use development that would offer retail space to attract more commercial businesses to the area. The mix of commercial uses would create an active environment for residents by increasing the walkability of the streets. The Project would activate the streets with more pedestrian activity, creating an active environment that would be appealing, in terms of maintaining a safe, clean, attractive and lively environment, to local residents, workers, and visitors.

The proposed project would replace an underutilized surface parking lot with a mixture of commercial space and housing in close proximity to light rail and bus line options. Eliminating the industrial designation and zoning on this property would also help to

bring in a more viable mix of residential and commercial uses proximate to transit options to coincide with the established residential population and mixed-use developments in the immediate surrounding area.

### Downtown Design Guide

The Downtown Design Guide was adopted by City Council on April 24, 2009 as a General Plan Amendment to the Central City Community Plan to revise Chapter V of the Central City Community Plan text to incorporate the Downtown Design Guide, Urban Design Standards and Guidelines. The Downtown Design Guide supplements Municipal Code provisions and applies to all projects within its boundaries of the Hollywood Freeway (Interstate 101) on the north, the Santa Monica Freeway (Interstate 10) on the south, Harbor Freeway (Interstate 110) on the west and Alameda Street and San Pedro Street on the east. The Downtown Design Guide contains standards and guidelines for sustainable design, sidewalks and setbacks, ground floor treatment, parking and access, massing and street wall, on-site open space, architectural detail, streetscape improvements and signage prepared at a finer grain specifically for the Downtown Neighborhood Districts. As conditioned, the project complies with the requirements of the Downtown Design Guide. Such conditions relative to sidewalks and setbacks; ground floor treatment; parking and access; massing and street wall; on-site open space; and architectural details encourage a livable downtown.

### Housing Element

The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element contains the following goals and objectives:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

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.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

The Housing Element encourages new construction of a range of different housing types that address the needs of the City's diverse households. The proposed development is a mixed-income project that will make housing available to a range of income levels, races, and ages. The project proposes to provide 452 residential dwelling units, including 11 percent of the total dwelling units set aside for Very Low Income households. The units include a mix of studio, one-, and two-bedroom units, as well as 19 joint live-work units. More than half of the units proposed are one-bedroom units catered toward young professionals, office workers, and couples without children wishing to reside in Downtown Los Angeles in close proximity to employment centers, entertainment, and cultural venues. Additionally, the project site is located near several Metro Rapid and Local Bus lines and within one-half mile of the Pershing Square Metro Rail transit station, which provides service through the Metro Red and Purple lines.

Goal 2: A City in which housing helps to create safe, livable and sustainable neighborhoods.

Objective 2.1: Promote safety and health within neighborhoods.

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

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

Objective 2.4: Promote livable neighborhoods with a mix of housing types, quality design and scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.2: Develop and implement design standards that promote quality residential development.

The project would increase safety in the area, consistent with the goal of the Housing Element to provide a safe, livable, and sustainable neighborhood. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment. The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that improve the appearance and functionality of the area. By locating high density residential uses near transit, the project has connections to employment and amenities not only within Downtown Los Angeles, but also the Greater Los Angeles region. As such, the project would promote and facilitate a jobs/housing balance.

### Mobility Element

The Mobility Element (Mobility Plan 2035) of the General Plan is not likely to be effected by the recommended action herein. 7<sup>th</sup> Street is a designated Avenue II in the Mobility Element of the General Plan, dedicated to a width of 80 feet, while Maple Avenue is a Collector Street dedicated to a variable width of 60, 75, and 90 feet. The project will be required to provide a three-foot dedication to complete a 43-foot half right-of-way along 7<sup>th</sup> Street with improvements for the construction of a new 15-foot wide concrete sidewalk with tree wells. As part of the Approval of Vesting Tentative Tract No. 74444, the Advisory Agency has permitted the merger of excess right-of-way

along Maple Avenue to be consistent with Mobility Plan 2035 standards and will be required to dedicate zero to three feet of land to complete a 33-foot half right-of-way with improvements for the construction of a new 13-foot wide concrete sidewalk and tree wells. The project is also required to comply with all requirements of the Bureau of Engineering, Department of Urban Forestry, and the Bureau of Street Lighting in matters concerning the public right-of-way.

Furthermore, the project meets the following goals and objectives of Mobility Plan 2035:

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

The project would encourage pedestrian activity as a result of the commercial space to be located on the ground floor. The design of the project would enhance the pedestrian experience with landscaping and other improvements, resulting in a safe and comfortable walking environment for area residents and visitors. Furthermore, the project is required to improve the 7<sup>th</sup> Street and Maple Avenue with full-width concrete sidewalks and tree wells.

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

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

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

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

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

The project's proximity to the Pershing Square Station and other transit connections will reduce vehicular trips to and from the project, vehicle miles traveled, and improve air pollution; and its ground floor treatment will encourage pedestrian activity within an active commercial district through pedestrian-friendly design.

In addition, the project will provide Code required bicycle parking supporting "first-mile, last-mile solutions", enabling residents, workers, visitors, and patrons improved access to the project.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of twenty percent of the parking provided is required to be pre-wired for the future installation of electric charging stations, and five percent will have charging stations.

As such, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and Central City Community Plan.

- 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 Community Plan Area and Fashion District neighborhood of Downtown Los Angeles, which is characterized by wholesale and warehousing uses, including produce, fish, and food processing, the Flower Market, a toy import-export industry, and a mixture of other commercial and residential uses. The immediate surrounding urban environment is characterized by commercial, residential, and industrial zones developed with residential, retail, restaurant, office, warehouse, and manufacturing uses.

The requested zone and height district changes would be consistent with the surrounding neighborhood, which continues to evolve with a greater mixture of commercial and residential uses. As proposed, the project would not only provide new housing for a mix of incomes, but would provide amenities that would improve the quality of life for existing and future residents. The redevelopment of the project site from an underutilized surface parking lot on industrial zoned and designated land into a 452-unit mixed-use development with 50 affordable units and 13,603 square feet of ground floor commercial uses will assist in the transformation of the area into a more walkable and vibrant neighborhood in close proximity to public transit.

The following project elements were designed in a manner that is compatible with both existing and future development of the surrounding area:

#### Height

The proposed residential building would extend up to a maximum height of up to 370 feet from grade (33 stories) on a site where the existing and proposed zoning both allow unlimited height. The project would develop a site that currently contains a surface parking lot and billboard with a new mixed-use building with ground-floor commercial space. The five-story building podium would front 7<sup>th</sup> Street and Maple Avenue, with ground-floor commercial and leasing office/lobby space along the street frontages. On top of the five-story podium would be a 28-story residential tower oriented toward the portion of the project site closest to the corner of 7<sup>th</sup> Street and Maple Avenue. This five-story podium would be similar in height to the four-, five-, six-, and 11-story buildings immediately surrounding the project site. The proposed five-story podium would create a similar massing and height at street level to these surrounding buildings, with the 28-story residential tower portion of the building being set back from the streets, concentrating the height of the building on the interior of the site. Buildings in Downtown Los Angeles range from one to 73 stories, up to approximately 1,100 feet tall. Although the height of the proposed building would be taller than the immediately surrounding one- to 14-story buildings, the building would fit

within the range of other building heights in Downtown. Two buildings, both 24-stories, are being constructed at 732 and 751/755 Spring Street, approximately two blocks west of the project site. A 33-story residential building is currently under construction at 801 South Olive Street, approximately 6 blocks west of the project site, and a 49-story building is under construction at 825 South Hill Street, approximately five blocks west of the project site. The proposed five-story podium creates a street-level height of five stories, consistent with immediately surrounding uses, while the tower portion of the building is located in the center of the property. Therefore, the proposed building's height would be consistent with other buildings Downtown, both in the immediately surrounding area and greater Downtown area.

### Massing

With respect to massing, the project will be replacing a surface parking lot with a 437,886 square-foot mixed-use building, thus increasing the building mass of the project site. The project would cover 74 percent of the lot and has setbacks generally ranging from one to 12 feet on 7<sup>th</sup> Street, three feet to 25 feet on Maple Avenue, 20 to 38 feet on the interior side yard, and 16 to 19 feet on the interior rear yard. Although buildings in the immediate area of the project site are lower in height than what is proposed by the project, the area surrounding the project site includes buildings which cover most of their lots. In contrast, the project has been designed to cover 74 percent of the lot and to provide a plaza at the corner of 7<sup>th</sup> Street and Maple Avenue, providing space and pedestrian flow at this corner. The project building includes a 5-story podium, which creates building mass and height along the street that is consistent with the surrounding four-, five-, six-, and 11-story buildings immediately surrounding the project site. The proposed five-story podium would create a similar massing along the street levels to these surrounding buildings, with the 28-story residential tower portion of the building being set back from the streets, reducing the massing of the overall building by concentrating the height of the building on the interior of the site. Thus, although the project's overall building height is greater than the buildings immediately surrounding it, the proposed building's street level massing would be similar to the buildings immediately surrounding it to the south and west, with increased setbacks particularly adjacent to the neighboring buildings to the west and south.

Furthermore, there are several new buildings, both 24- to 49-story buildings under construction on Spring Street, Olive Street, and Hill Street, west of the project site. The area is being redeveloped with new mixed-use and residential buildings of increased height. All of these new buildings under construction present greater massing than the project, with little or no setbacks from the streets. Specifically, 732 Spring Street includes no setbacks on the street and a five-story podium on Main Street with a 24-story building. At 801 South Olive Street, the 33-story building has no setback along Olive Street and a five-story podium on the alley. The project at 825 South Hill Street also includes a five-story podium on Olive Street and a 33-story tower behind. The project would not introduce building massing that would be out of character with the existing and under-construction development in the area. Considering the existing developed environment and new construction in the surrounding area, the proposed massing of the project would not result in a substantial change to the visual character or the quality of the site or its surroundings with respect to massing.

### Setbacks

The project has setbacks generally ranging from one to 12 feet on 7<sup>th</sup> Street, three feet to 25 feet on Maple Avenue, 20 to 38 feet on the interior side yard, and 16 to 19 feet

on the interior rear yard. Because of the off-set angle at which 7<sup>th</sup> Street intersects with Maple Avenue, the project would provide a setback larger than the zero to three feet recommended by the Downtown Design Guide. The wider setback necessitated by the angle of the street allows for a widened sidewalk and landscaped area to accommodate pedestrians. The project would also create a corner plaza at the intersection of 7<sup>th</sup> Street and Maple Avenue, thereby creating even greater activation of the pedestrian experience. The sidewalks around the project have been designed to provide a minimum six-foot continuous path of travel, as recommended by the Downtown Design Guide. Adhering to the maximum three-foot setback of the building wall from the sidewalk would reduce the project's sidewalk to the extent that it would impede pedestrian activity and impair the walkability of 7<sup>th</sup> Street. Therefore, a wider setback is proposed along 7<sup>th</sup> Street (between one and 12 feet wide). The project proposes a three-foot setback along Maple Avenue, consistent with the Downtown Design Guide.

#### Parking & Loading Areas

A total of 534 automobile parking spaces and 528 bicycle parking spaces are proposed. Vehicular access to the project site will be provided via two, two-way driveways on Maple Avenue. The project will include four above-grade parking levels, one of which will be lined with joint live-work units on the second level. All podium parking will be screened with a combination of aluminum and perforated metal panels. The parking screen has been revised to include vertical divisions and alternating materials meant to coordinate with the façade of the tower, and break up the overall screen into smaller segments to create additional visual interest. The project does not include a loading area. Pursuant to LAMC Section 12.21-C,6, a loading area is not required because the project site does not abut an alley.

#### Lighting & Building Signage

Lighting will be provided per LAMC requirements. The project would add new residential dwelling units and commercial uses that would include similar lighting effects as provided from the existing adjacent residential and commercial land uses. Night lighting for the project would be provided to illuminate building vehicular and pedestrian entrances, the pedestrian paseo on the west side of the project, signs, and security. Lighting would be low-level and ground- and/or building-mounted fixtures. Additionally, the project is required to install pedestrian and street lights to the satisfaction of the Bureau of Street Lighting as part of its right-of-way improvements. The above-grade parking levels would have the potential for headlights to shine toward the adjacent residential uses to the immediate west of the Project. Additionally, because the project is located adjacent to residential uses, the project has been designed and conditioned to further protect adjacent uses from lighting related impacts, including requirements for 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. Above-grade parking levels are designed with exterior screening and paneling to minimize potential glare of headlights and light spillover.

Signage for mixed-use developments typically includes building address identification, commercial retail, wayfinding, and security markings. All signage proposed for the project has been designed in compliance with the LAMC and no deviations from the code are requested. No off-site signage is proposed and the applicant intends to remove the existing billboard, subject to an existing lease that may impact its more immediate removal.

### 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 add approximately 75,071 square feet of open space when currently the site provides none, including 69,221 square feet of common open space and 5,850 square feet of private open space in the form of balconies and terraces for 116 of the proposed dwelling units. Approximately 16,367 square feet of landscaping would be provided in the proposed common open space areas and approximately 114 trees are proposed to be planted. Level 6, the podium level, will host approximately 40,963 square feet of open space comprised of both indoor and outdoor amenities for residents with landscaping throughout, including a roof terrace with a pool, spa, barbecue and fire pit areas, and a dog park. A roof deck above the 33<sup>rd</sup> Floor will provide 7,744 square feet of additional open space amenities for residents, including seating areas and landscaping. In addition to the open space and landscaping provided on the podium and roof levels, the ground floor will feature a corner plaza and landscaped pedestrian paseo between the proposed building and existing adjacent buildings to the south and west, totaling 20,914 square feet of open space.

### Trash Collection

All trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within two separate trash rooms for residential and commercial uses located within the ground floor. The trash rooms are not visible from the public right-of-way.

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 will redevelop the site with 452 residential dwelling units that will consist of studios to three-bedroom/penthouse dwelling units. Pursuant to LAMC Section 12.21-G, the project is required to provide 49,500 square feet of usable open space. The project will add approximately 75,071 square feet of open space when currently the site provides none, including 69,221 square feet of common open space and 5,850 square feet of private open space in the form of balconies and terraces for 116 of the proposed dwelling units. The project includes 16,367 square feet of landscaped area and the planting of 114 new trees at a ratio of one tree for every four residential units.

Level 6, the podium level, will host approximately 40,963 square feet of open space comprised of both indoor and outdoor amenities for residents, including a roof terrace with a pool, spa, barbecue and fire pit areas, and a dog park. A roof deck above the 33<sup>rd</sup> Floor will provide 7,744 square feet of additional open space amenities for residents, including seating areas and landscaping. In addition to the open space and landscaping provided on the podium and roof levels, the ground floor will feature a corner plaza and landscaped pedestrian paseo between the proposed building and

existing adjacent buildings to the south and west, totaling 20,914 square feet of open space.

As proposed, the project will be providing open space in excess of what is required by the zoning code and has programmed the open space to take into consideration the varying recreational needs of the future residents. As such, the project has provided recreational and service amenities to improve the habitability for its residents and minimize impacts on neighboring properties.

### **Environmental Findings**

**12. Environmental Finding.** A Mitigated Negative Declaration (MND), along with mitigation measures and a Mitigation Monitoring Program (ENV-2016-3685-MND), were prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA). The Department found that potential negative impacts related to cultural resources; geology and soils; noise; and transportation and traffic; could occur from the project's implementation, however, these impacts would be reduced to less than significant levels with mitigation. The MND was circulated for public review on June 29, 2017 through July 19, 2017. During the review period, the Department of City Planning received 75 comment letters, including 65 letters in support of the proposed development and ten letters in opposition to it. The comments directed toward the MND are summarized and responded to below:

**a. *Approval of the project is premature while the Community Plan is updated.***

CEQA Guidelines Appendix G Question X(b) requires analysis of whether a project would "conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect." First, the DTLA 2040 Community Plan is in draft form and has not been adopted. It is uncertain as to changes that may be adopted. Second, there is no basis to conclude that the draft DTLA 2040 document has been drafted for the purposes of avoiding or mitigating an environmental effect. As such, there is no legal basis for delaying consideration of the Project until after the potential approval and adoption of the draft DTLA 2040 document. Nevertheless, the MND analyzed the draft DTLA 2040 document that was publicly available at the time environmental review of the Project occurred.

As discussed in the MND (Pages IV-80 through IV-84), the Project would be consistent with the proposed Traditional Core and associated guidelines in the Draft DTLA 2040 Community Plan. As stated in the MND, the Central City Community Plan, along with the Central City North Community Plan, are currently being updated into one plan, called DTLA 2040. As part of this update, the Project Site would be located in the area proposed to be designated as the "Traditional Core." The draft DTLA 2040 document proposes mixed-use community, multi-family residential, and entertainment emphasis for uses in the Traditional Core, with a maximum FAR of 8:1 to 13:1.

The Project's consistency with the existing Central City Community Plan was also evaluated and discussed on pages IV-80 through IV-84 of the MND. The area around and including the Project Site is evolving with more development of commercial and residential uses where previously warehouse and light industrial uses were located. The General Plan Amendment to change the land use designation in the Central City Community Plan from Light Industrial to Community Commercial would be consistent with the existing pattern of development in the surrounding area, which consists of

many commercial and residential uses and limited light industrial uses. Specifically, the requested change from Light Industrial to Community Commercial would be consistent with the Central City Community Plan objectives and policies as presented in Table IV-11 of the MND (starting on MND page IV-82). The MND is sufficient in addressing potential impacts regarding land use, particularly related to the Community Plan. No modification of the MND is required.

**b. *The project fails to consider the impacts on the Skid Row community.***

The CEQA Guidelines provide two thresholds regarding displacement under the Population and Housing issue area:

- b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Social and economic issues are not issues required to be addressed by CEQA pursuant to CEQA Guidelines Section 15131. Rather, CEQA analysis is focused on the environmental impacts of a project. In this case, the environmental impacts are less than significant because, among other reasons, no housing or people would be displaced as a result of the Project.

As stated in the MND, the Project Site is currently improved with a surface parking lot and one billboard. There is no existing housing on the Project Site; therefore, development of the Project would not displace any existing housing and would not require construction of replacement housing. Furthermore, although there are at times itinerant homeless encampments on the sidewalks surrounding the Project Site, these encampments are not located on the Project Site and as such the Project would not displace any people. Rather, to the extent that any people camp on the surrounding sidewalks in the public right-of-way, they are not served by public services or sanitation. The sidewalks are potentially subject to clearing in order to protect public health, safety and welfare.

The Project would add 452 residential units where currently there are no residential dwelling units. The potential impacts of the Project have been evaluated in the MND. The Project would serve to help meet the demand for housing in the area, without displacing any existing housing units.

With respect to the proximity of Skid Row to the Project Site, MND Fig. II-1 (Regional Vicinity and Project Location) depicts the location of the Project Site. MND Figure II-2 (Aerial Photograph of Site and Surrounding Land Uses) also depicts the location of the Project Site. Skid Row is not part of the Project, nor the Project Site. The Project would have no impact on the services related to homeless and low-income residents of the area. Evaluation of impacts in the MND is based on the characteristics of the Project as proposed and described in the IS/MND. Providing an analysis of locations, places, and events that are not proposed for the Project would be speculative and are beyond the required scope of study for the proposed Project in the IS/MND.

The MND is sufficient in addressing potential impacts regarding land use, and population and housing and no modification of the MND is required.

c. ***An Environmental Impact Report is necessary.***

An Initial Study is a preliminary analysis of a project's potential environmental effects. Based on the findings, the lead agency decides if an EIR is necessary. Many initial studies use the questions from Appendix G of the State CEQA Guidelines as thresholds to frame the analysis. If there are no potentially significant impacts and no mitigation is required, the Initial Study provides the support for a Negative Declaration (ND). If mitigation is required to reduce all potentially significant impacts to a less-than-significant level, the Initial Study provides the support for a Mitigated Negative Declaration (MND). Otherwise, the Initial Study focuses the scope of the EIR if effects cannot be reduced to less than significant.

Accordingly, an Initial Study for the Project was prepared by the City of Los Angeles as the lead agency to determine whether an EIR, ND, or a MND must be prepared for the Project. The environmental impact analysis contained in Section IV of the Initial Study contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist (Section III of the Initial Study). The thresholds of significance are based on the practice of the City of Los Angeles, the L.A. CEQA Thresholds Guide, and State CEQA Guidelines.

As shown in the environmental impact analysis contained in the Initial Study, no substantial evidence indicates a fair argument that the Project would have significant environmental impacts which cannot be mitigated to a less-than-significant level. Consequently, the Initial Study for the Project concludes a MND is the appropriate level of documentation for the Project under CEQA.

The items raised relate to the potential effects of displacement of homeless people from the project area. As discussed, there is no existing housing on the Project Site, formal or otherwise; therefore, development of the Project would not displace any existing housing. Although there are homeless encampments on the sidewalks surrounding the Project Site, these encampments are not located on the Project Site and as such the Project would not displace any people. The itinerant homeless people camping at times on the surrounding sidewalks are not served by public services or sanitation; the City has the power to clear the sidewalks in order to protect public health, safety and welfare. A commenter raised the issues of "anthropogenic waste, water quality, wildlife, and other sanitation issues affecting human health." However, the Project Site does not currently provide any bathrooms, waste disposal, or other services that would require relocation and therefore would not relocate any such impacts to a different location. The Project would have less than significant impacts related to water quality, as discussed in Section IV of the MND. With respect to wildlife, the Project Site is a completely paved, impervious parking lot with no wildlife, which is also addressed in the MND.

The commenter claims that there is a possibility that the Project could trigger urban blight in the area, but provides no evidence as to how the Project, which involves the conversion of a surface parking lot into market rate and affordable housing, as well as ground floor commercial uses, would cause potential blight. CEQA Guidelines Section 15064(f)(5) states that argument, speculation, and unsubstantiated opinion does not constitute substantial evidence.

Furthermore, excavation of the Project to provide subterranean parking has been evaluated in the MND as part of the Project. With mitigation, all impacts relating to construction are less than significant, as indicated in the MND.

Though aesthetic impacts pursuant to SB743 would be less than significant, the MND analyzes height, mass, shade and shadow and other aesthetic impacts. Height and massing of the Project has been evaluated in the MND in Section IV, specifically pages IV-4 and IV-5 as height and massing relate to potential aesthetic impacts. Potential shade and shadow impacts are evaluated on pages IV-9 through IV-13 including 3 figures illustrating the Project's shadows on surrounding land uses.

With regard to industrial land use, the MND states that the Project would enhance the character of an existing area by providing additional residential and commercial land uses along 7th Street in a downtown transitioning from traditional warehouse and manufacturing uses to more dense mixed-use and active commercial and residential uses. The Project Site is adjacent to stable mixed-use and residential developments to the west and southwest, but is experiencing underutilization of the warehouse and industrial land uses to the immediate north, south, and east. The Project would enhance the existing area by adding new residential and commercial opportunities where currently only surface parking is developed.

Furthermore, the Project is fully described in Section II, Project Description, of the MND. Impacts related to water quality, aesthetics, shadow, and land uses were all evaluated and determined to be less than significant in the MND and no modification of the MND is required.

The cumulative impact related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, and utilities were analyzed in the Initial Study/MND and found to be less than significant.

d. ***The project lacks the community benefits required by the City's Industrial Land Use Policy.***

In January 2008, the Director of Planning and the Chief Executive Officer of the former Community Redevelopment Agency, which has since been dissolved, issued a memorandum culminating a 24-month long Industrial Land Use Policy ("ILUP") project that provided direction to staff of both agencies regarding industrial land use, and potential conversion to residential and other uses. The Memorandum cited the City's adopted policy to retain industrial land for job-producing uses, and acknowledged that industrially zoned lands in the City of Los Angeles are occupied by active and productive businesses that provide employment and services to City residents that are essential to the City's diversified economic base. The ILUP evaluated the viability of the City's industrial districts, particularly those areas experiencing pressure to convert to other uses. The ILUP contained guidance to staff of the Department of City Planning in processing individual applications for land use changes, and for development of future Community Plan updates, and implementation guidelines that included identification of "areas where industrial uses and zoning should be retained pursuant to existing Plans, along with industrial areas that, for a variety of reasons, may no longer be viable or appropriate industrial/employment use and should be considered for conversion to other uses."

The ILUP studied industrial districts citywide, which included the Central City Community Plan Area. The studied lands were categorized into four types: Employment Protection Districts; Industrial Mixed Use Districts; Transition Districts; and Correction Areas. These categories were defined as follows:

- Employment Protection District (EMP): Areas where industrial zoning should be maintained, i.e., where adopted General Plan, Community Plan and Redevelopment Plan industrial land use designations should continue to be implemented. Residential uses in these Districts are not appropriate.
- Industrial Mixed Use District (IMU): Areas that should remain as predominantly industrial/employment districts, but which may support a limited amount of residential uses.
- Transition District (TD): Areas where the viability of industrial use has been compromised by significant conversions and where this transition to other uses should be continued. Transition Districts have been identified in areas where “Alternate Policies” (AP) such as specific plans, Transit Oriented Districts (TOD) and other planning efforts are anticipated or in process. Unlike “Industrial Mixed Use Districts,” stand-alone housing or mixed use developments containing housing and commercial uses may be appropriate in “Transition Districts.”
- Correction Area (CA): Areas where earlier land use decisions resulted in inappropriate land use conflicts. A change in zoning and land use designations to correct existing land use conflicts is deemed appropriate and should be encouraged.

The Project Site is currently developed as a paved parking lot with one billboard sign. The ILUP identified the Project Site’s use as residential. The 2008 Memorandum direction to City staff was to establish appropriate zoning and land use designations through a Transit Oriented District Plan to allow commercial, residential, mixed use and live/work uses. The draft DTLA 2040 Community Plan identifies the Project Site in the area proposed to be designated as the “Traditional Core.” The draft DTLA 2040 Community Plan proposes mixed-use community, multi-family residential, and entertainment emphasis for uses in the Traditional Core, with a maximum FAR of 8:1 to 13:1. Although not yet adopted, and subject to additional changes, the Project would also be consistent with the proposed Traditional Core and associated guidelines in the Draft DTLA 2040 Community Plan.

Therefore, the Project would be consistent with the intent of the ILUP to allow transition of the area from industrial zoning to other uses. Though the Project Site is zoned M2 (Light Industrial), the Project Site has been used as a parking lot since approximately 2000, before which a Chevron gas station was located on the site starting in approximately 1971 (see MND page IV-58 for a list of historic uses). The Project would not be directly removing industrial use from the City’s economic base. By developing the site with residential uses and employment-generating commercial uses, it would include characteristics of the Employment Protection and Industrial Mixed Use Districts on part of the Project Site, in addition to accommodating the projected transition of the area under the Transition District designated in the ILUP. Overall, implementation of the Project would be consistent with the staff guidance provided in the ILUP related to preservation of industrial lands in the City.

Transition of the site to a mixed-use development would not result in a loss of industrial jobs, as no industrial uses are currently located on the Project Site. Therefore, transition of the Project Site from industrial land use designation to a mixed use development would not have a significant impact on the City’s industrial job base. The Project would be consistent with the guidance to City staff set forth in the ILUP.

With respect to Community Benefits, Page 5 of the ILUP recommends approvals of changes of use provided Community Benefits are incorporated into a project. The Project includes all applicable Community Benefits listed on Pages 8-9 of the ILUP. First, no relocation for displaced businesses is necessary since there are no displaced industrial businesses. Second, no job training assistance fund is necessary since there is no industrial job displacement. Third, the Project includes more than the minimum job-producing space by devoting the first floor for commercial uses in addition to 19 joint live-work units on the second floor. Fourth, the Project exceeds the 10 percent recommended number of Very Low Income affordable housing units by providing 11 percent Very Low Income affordable housing units. Fifth, the Project would pay Quimby fees and also would provide privately created and maintained publicly accessible open space. Sixth, the Project would be in compliance with the Downtown Design Guide and Street Standards, as well as all applicable City infrastructure requirements. Taken together, the Project would satisfy and/or exceed every applicable Community Benefit recommendation of the ILUP. As this comment is not related to the analysis of the MND, no further response is required regarding community benefits.

- e. ***The project does not meet the affordable housing set-aside requirements for the floor area bonus under LAMC Section 12.22-A,29 and should not be granted a zone change.***

The project is not seeking any exceptions through LAMC Section 12.22-A,29. None of the requested entitlements, including the General Plan Amendment, Vesting Zone Change, Height District Change, and Site Plan Review under Case No. CPC-2016-3683-GPA-VZC-HD-SPR and Vesting Tentative Tract Map under Case No. VTT-74444, require affordable housing to be set aside as part of the proposed development. Nonetheless, the project is reserving 11 percent of the total units for Very Low Income Households.

- f. ***The development will add traffic.***

The Project's potential traffic impacts were evaluated in the IS/MND and it was determined that traffic impacts would require mitigation measures, which would result in less than significant impacts after implementation of mitigation. In a letter dated May 17, 2017, the Department of Transportation determined the impact of the trips generated from the project would be less than significant on 11 of the 14 studied intersections. With mitigation, the potential impacts on the three remaining intersections would be reduced to less than significant levels. The Project includes 13,603 square feet of commercial space which will likely hold community-serving retail and/or restaurant uses which would also serve the residents of the Project. The Project also includes 50 very low income dwelling units.

- g. ***The proposed project would remove an affordable and convenient parking lot.***

An Initial Study (IS) for the Fashion District Residences Project was prepared by and for the City of Los Angeles for the Project and was circulated for public comment from June 29, 2017, to July 19, 2017. SB 743 removed parking from impacts to be considered for in-fill projects near transit, such as the Project. Therefore, consistent with SB 743 and Public Resources Code Sec. 21099(d)(1) parking shall not be considered a significant impact on the environment.

- h. ***Construction of the proposed project would make it unlivable for many of the residents that live in the Santee Village community.***

The Project's potential construction impacts were evaluated in the IS/MND and with mitigation, all impacts relating to construction would be less than significant, as indicated in the MND.

- i. ***The project would result in environmental impacts relating to the size of the parking podium.***

Per the City of Los Angeles Zoning Code Section 12.21A4(p) for properties within the Central City Area, the Project is required to provide one parking space for every studio or one-bedroom residential unit, and 1.25 parking spaces for every two-bedroom and three-bedroom/penthouse residential unit, and one parking space per 1,000 square feet of retail area. The Project is required to provide 483 residential parking spaces and 13 commercial parking spaces, for a total of 496 spaces. The Project is proposing to provide up to 520 parking spaces to serve residential uses and up to approximately 14 parking spaces to serve commercial uses for a total of 534 parking spaces. In addition, of the 534 total number of parking spaces, 5 percent would be wired as and reserved for electrical vehicles; 20 percent of all parking spaces would be wired for electrical vehicles, in anticipation of additional electrical vehicle spaces being in demand in the future.

Bicycle parking also would be provided for the Project, as required by the LAMC. The Project is required to provide 52 short-term and 459 long-term bicycle parking spaces for the Project. The Project would provide a total of 528 bicycle parking spaces, in excess of the required 511 total bicycle parking spaces.

The Project includes a five-story podium, which would include parking on four levels, ground floor commercial uses, and joint live-work units wrapped along the street frontage and a portion of the paseo on level 2. The five-story podium would be similar in height to the four-, five-, six-, and 11-story buildings immediately surrounding the Project Site. The proposed five-story podium would create a similar massing and height at street level to these surrounding buildings, with the 28-story residential tower portion of the building being set back from the streets, concentrating the height of the building on the interior of the site. The top of the podium would host residential amenities including a roof terrace with a pool, spa, barbeque and fire pit areas, and a dog park. The proposed ground floor commercial and second floor residential uses would serve to create street-level vibrancy and activity 24 hours a day, preventing dead zones along the street frontage. Additionally, the retail ground floor and one level of live-work units would be sheathed primarily in glass, with the upper less translucent than the lower. Above the retail, the parking structure would be screened with a custom-cut perforated metal that abstracts the texture of traditional fabrics, preventing the look of a parking wall. The parking garage would be in compliance with the Downtown Design Guide.

- j. ***The City should be promoting transit, biking, and walking in Downtown rather than providing more parking.***

The Project would concentrate new development within an urban area in close proximity to regional and local transit systems. It would also be located within walking distance of major entertainment, commercial, and office centers of Downtown Los Angeles, and would provide substantial parking for bicycles. As previously discussed, the Project is required to provide 483 residential parking spaces and 13 retail parking

spaces pursuant to the City of Los Angeles Zoning Code Section 12.21-A,4(p). The Project is proposing to provide up to 520 parking spaces to serve residential uses and up to approximately 14 parking spaces to serve commercial uses for a total of 534 parking spaces. In addition, of the 534 total number of parking spaces, 5 percent would be wired as and reserved for electrical vehicles and 20 percent of all parking spaces would be wired for electrical vehicles, in anticipation of additional electrical vehicle spaces being in demand in the future.

Bicycle parking also would be provided for the Project, as required by the LAMC. The Project is required to provide 52 short-term and 459 long-term bicycle parking spaces for the Project. The Project would provide a total of 528 bicycle parking spaces, in excess of the required 511 total bicycle parking spaces.

The Project also includes a Transportation Demand Management Plan as part of the traffic mitigation measures required in the MND. The TDM Plan would outline strategies to reduce vehicular trips to and from the project site through a variety of methods, including encouraging transit and bicycle use.

Market research and other economic issues are not issues required to be addressed by CEQA. See CEQA Guidelines Section 15131. Rather, CEQA analysis is focused on the environmental impacts of a project. In this case, the environmental impacts related to parking are less than significant because, among other reasons, SB 743 states that parking impacts for projects within a Transit Priority Area are less than significant and the Project is in compliance with the code requirements for parking.

- k. ***The proposed development would not fit the context of the neighborhood, as the surrounding area has no other high-rise or luxury buildings.***

Though aesthetic impacts pursuant to SB743 would be less than significant, the MND analyzes height, mass, shade and shadow and other aesthetic impacts. Height and massing of the Project has been evaluated in the MND in Section IV, specifically pages IV-4 and IV-5 as height and massing relate to potential aesthetic impacts. Buildings in downtown Los Angeles range from one to 73 stories, up to approximately 1,100 feet tall. Although the height of the proposed building would be taller than the immediately surrounding one- to 14-story buildings, it would not constitute a substantial degradation of the visual character and quality of the Project Site, as the building would fit within the range of other building heights in downtown. Two buildings, both 24-stories, are being constructed at 732 and 751/755 Spring Street, approximately two blocks west of the Project Site. A 33-story residential building is currently under construction at 801 South Olive Street, approximately 6 blocks west of the Project Site, and a 49-story building is under construction at 825 South Hill Street, approximately five blocks west of the Project Site. The Project has not been defined as a "luxury" development; it is proposed to provide 402 market-rate dwelling units and 50 units set aside for Very Low Income households.

- l. ***The amenities offered through the proposed development would not benefit the low income and unhoused residents in the surrounding area.***

The Project includes 13,603 square feet of commercial space which will likely hold community-serving retail and/or restaurant uses intended serve the residents, visitors, and employees of the project and surrounding neighborhood. Where currently there are no residential dwelling units, the Project would add 452 residential units, of which 11 percent would be reserved for Very Low Income households, equating to 50 affordable units.

m. ***There has been a lack of public noticing and outreach for the proposed project.***

The Project's Initial Study/MND was circulated for public comment from June 29, 2017 to July 19, 2017 and was available for viewing on the City's website and in the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street, during that time. In accordance with public noticing requirements of the Los Angeles Municipal Code, a Notice of Public Hearing was posted and circulated to the public for a joint public hearing of the Advisory Agency and Hearing Officer to consider Vesting Tentative Tract No. 74444 and Case No. CPC-2016-3683-GPA-VZC-HD-SPR. The public hearing was held on July 19, 2017, during which members of the public had the opportunity to provide public testimony.

The MND, mitigation measures, and Mitigation Monitoring Program were adopted by the City's Advisory Agency on August 10, 2017 in conjunction with the City's action in Case No. VTT-74444. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds in its independent judgment and analysis that this project was environmentally assessed in Case No. ENV-2016-3685-MND, adopted by the City's Advisory Agency on August 10, 2017; and pursuant to CEQA Guidelines, Section 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project. The records upon which this decision is based are in the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

13. **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 X, areas determined to be outside 500-year flood plain. Currently, there are no flood zone compliance requirements for construction in these zones.