

# IV. Environmental Impact Analysis

---

## G. Land Use and Planning

### 1. Introduction

This section analyzes the Project's potential impacts with regard to land use and planning. The analysis in this section evaluates whether the Project would physically divide an established community and whether the Project would conflict with any land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Analyses of consistency and/or potential conflicts with plans that are more directly related to other environmental topics are addressed in other sections of this Draft EIR.

Analyses of consistency with plans that are more directly related to other environmental topics are addressed in other sections of this Draft EIR, including the following:

- The Project's consistency with the Southern California Association of Government's (SCAG's) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)* and smart growth principles that are embodied in SB 375, the *2016 Air Quality Management Plan*, and the *Air Quality Element of the General Plan* are analyzed in **Section IV.A, Air Quality**, of this Draft EIR;
- The Project's consistency with SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)*, and the *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan) are analyzed in **Section IV.D, Greenhouse Gas Emissions**, of this Draft EIR;
- The Project's consistency with the *City of Los Angeles General Plan Safety Element* and the *Los Angeles Municipal Code* (LAMC) are analyzed in **Section IV.E, Hazards and Hazardous Materials**, of this Draft EIR;
- The Project's consistency with the *City of Los Angeles General Plan Noise Element* and Chapter XI of the LAMC, which includes the City's comprehensive noise ordinance, are analyzed in **Section IV.H, Noise**, of this Draft EIR;
- The Project's consistency with the *2016-2040 RTP/SCS*, *SCAG's Regional Housing Needs Assessment*, the *City of Angeles General Plan Framework Land Use, Housing and Economic Chapters*, the *City of Los Angeles General Plan Housing Element*, and the *Sustainable City pLAN* are analyzed in **Section IV.I, Population and Housing**, of this Draft EIR;

- The Project’s consistency with the *City of Los Angeles Charter*, the *City of Angeles General Plan Framework Infrastructure and Public Services Chapter*, the *City of Los Angeles General Plan Safety Element and Open Space Element*, the LAMC, the *2018-2020 Strategic Plan*, the *Mutual Aid Operations Plan*, *Public Recreation Plan*, the *Los Angeles Public Library (LAPL) Branch Facilities Plan*, and the *LAPL Strategic Plan 2015-2020* are analyzed in **Section IV.J, Public Services**, of this Draft EIR; and
- The Project’s consistency with the *2016-2040 RTP/SCS*, *Congestion Management Plan*, *City of Los Angeles Mobility Plan 2035*, and the LAMC are analyzed in **Section IV.K, Transportation**, of this Draft EIR.

## 2. Environmental Setting

### a) Regulatory Framework

The following describes the primary regulatory requirements regarding land use and planning. Applicable plans and regulatory documents/requirements include the following:

- California Government Code Section 65302
- Senate Bill 375
- Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
- City of Los Angeles General Plan
- Central City North Community Plan
- Los Angeles Municipal Code
- Central Industrial Redevelopment Plan
- Citywide Design Guidelines
- River Improvement Overlay District
- Industrial Land Use Policy
- Transit Priority Area

#### (1) State

##### (a) *California Government Code Section 65302*

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community’s environmental, social, and economic goals. As stated in Section 65302 of the California Government Code, “The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals.” While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety.

*(b) Senate Bill 375*

On September 30, 2008, Senate Bill (SB) 375 was instituted to help achieve Assembly Bill (AB) 32 goals through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) achievement of greenhouse gas (GHG) emission reduction targets for the transportation sector set forth in AB 32. It establishes a process for the California Air Resource Board (CARB) to develop GHG emission reduction targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations (MPO) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential or mixed-use residential projects, which help achieve AB 32 goals to reduce GHG emissions.

*(2) Regional**(a) Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy*

On September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal. The 2020-2045 RTP/SCS presents a long-term transportation vision through the year 2045 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. SCAG's overarching strategy for achieving its goals is integrating land use and transportation. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system. Rooted in past RTP/SCS plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. The plans "Key Connections" augment the "Core Vision" to address challenges related to the intensification of core planning strategies and increasingly aggressive GHG reduction goals, and include but are not limited to, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include but are not limited to a five percent reduction in VMT per capita and vehicle hours traveled by nine percent, increase in work-related transit trips by two percent, create more than 264,500 new jobs, reduce greenfield development by 29 percent, and, building off of the 2016-

2040 RTP/SCS, increase the share of new regional household growth occurring in High Quality Transit Areas (HQTA's)<sup>1</sup> by six percent and the share of new job growth in QTAs by 15 percent.

### (3) Local

#### (a) *City of Los Angeles General Plan*

The City of Los Angeles General Plan (General Plan)<sup>2</sup>, originally adopted in 1974, sets forth goals, objectives, policies, and programs to provide an official guide to the future development of the City, while integrating a range of state-mandated elements,<sup>3</sup> including Land Use, Circulation (Mobility Plan 2035), Housing, Conservation, Open Space, Safety, Noise, and Air Quality. The City's General Plan also includes the Framework Element, the Health and Wellness Element (Plan for a Healthy Los Angeles), the Infrastructure Systems Element, and the Public Facilities & Services Element. Both the City's General Plan land use controls and the goals, objectives, and policies within individual elements of the General Plan include numerous provisions that are intended to avoid or reduce potential adverse effects on the environment. The elements that make up the City's General Plan are described in more detail below.

#### (i) *Framework Element*

The City of Los Angeles General Plan Framework Element (General Plan Framework), establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. General Plan Framework provides guidelines for future updates of the City's community plans and does not supersede the more detailed community and specific plans.

#### a. Land Use Chapter

The General Plan Framework Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-Use Boulevards) that include standards and policies that shape the scale and intensity of proposed uses with the purpose of supporting the vitality of the City's residential neighborhoods and commercial districts. The establishment of the designated arrangement of land uses and development densities addresses an array of environmental issues, including, but not limited to: reductions in VMT, reductions in noise impacts, improved efficiency in the use of energy, improved efficiency and thus greater service levels within the infrastructure systems, availability of open space,

<sup>1</sup> QTAs are corridor-focused areas within 0.5 mile of an existing or planned transit stop or a bus transit corridor with a 15-minutes or less service frequency during peak commuting hours.

<sup>2</sup> City of Los Angeles, Department of City Planning, City of Los Angeles General Plan, <https://planning.lacity.org/plans-policies/general-plan-overview>. Accessed August 19, 2022.

<sup>3</sup> The term "element" refers to the topics that California law requires to be covered in a general plan (Government Code Section 65302). In addition, State law permits the inclusion of optional elements which address needs, objectives or requirements particular to that city or county (Government Code Section 65303).

compatibility of land uses, support for alternative modes of transportation, and provision of an attractive pedestrian environment.

#### b. Housing Chapter

The overarching goal of the General Plan Framework Housing Chapter is to define the distribution of housing opportunities by type and cost for all residents of the City. The General Plan Framework Housing Chapter recognizes that the distribution of housing in proximity to transit can reduce vehicle trips and provide residents with the opportunity to walk between their home, job, and/or neighborhood services. The Housing Chapter provides the following policies to achieve this goal through a number of measures:

- Concentrating opportunities for new development in the City's Neighborhood Districts and in Community Centers, Regional Centers, and the Downtown Center, as well as along primary transit corridors/boulevards;
- Providing development opportunities along boulevards located near existing or planned major transit facilities and areas characterized by low-intensity or marginally viable commercial uses with structures that integrate commercial, housing, and/or public service uses; and
- Focusing mixed uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

#### c. Urban Form and Neighborhood Design Chapter

The General Plan Framework Urban Form and Neighborhood Design Chapter establishes the goal of creating a city that is attractive to future investment and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and Citywide scales. The purpose of the Urban Form and Neighborhood Design Chapter is two-fold: first, to support the population distribution principles of the General Plan Framework through proper massing and design of buildings and second, to enhance the physical character of neighborhoods and communities within the City.<sup>4</sup> The General Plan Framework does not directly address the design of individual neighborhoods or communities but embodies general neighborhood design and implementation programs that guide local planning efforts and lay a foundation for community plan updates. The Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service. The existing and planned transit system provides the opportunity to concentrate development and conserve the existing character of stable neighborhoods.

---

<sup>4</sup> City of Los Angeles General Plan Framework, page 5-1, et. seq.

#### d. Open Space and Conservation Chapter

The General Plan Framework Open Space and Conservation Chapter provides guidance for overall City provision of open space and sets forth policies for the protection of the City's natural environment resources. The Open Space and Conservation Chapter's objectives are oriented around the conservation of natural resources, provision of outdoor recreational opportunities, minimization of public risks from environmental hazards, and use of open space to enhance community and neighborhood character. Economic, social, and ecological imperative require the City to take full advantage of all existing open space elements. The ecological dimension is based on the improvement of water quality and supply, the reduction of flood hazards, improved air quality, and the provision of ecological corridors for birds and wildlife.

#### e. Economic Development Chapter

The General Plan Framework Economic Development Chapter includes goals, policies and objectives that address the appropriate land use locations for development. The chapter also establishes mutual development objectives for land use and economic development. This Chapter set forth policies for the development of an infrastructure investment strategy to support population and employment growth areas. The Chapter also includes goals, objectives, and policies focused on preserving commercial uses within walking distance to residential areas, and promoting opportunities in areas where growth can be accommodated without encroaching on residential neighborhoods. It also focuses on establishing a balance of land uses that provide for commercial and industrial development which meet the needs of local residents, sustaining economic growth, and assuring maximum feasible environmental quality.

#### f. Transportation Chapter

The General Plan Framework Transportation Chapter includes proposals for major improvements to enhance the movement of goods and to provide greater access to major intermodal facilities. While the focus of the Transportation Chapter is on guidance for transportation investments, the Transportation Chapter also includes goals, policies and objectives that overlap with policies included in other Framework chapters of the General Plan Framework regarding land use patterns and the relationship of the pedestrian system to arrangement of land uses. The Transportation Chapter of the General Plan Framework is implemented through the General Plan's Mobility Plan 2035 (Mobility Plan), which is a comprehensive update of the General Plan Transportation Element.

#### g. Infrastructure and Public Services Chapter

The General Plan Framework Infrastructure and Public Services Chapter addresses infrastructure and public service systems, including wastewater, stormwater, water supply, solid waste, police, fire, libraries, parks, power, schools, telecommunications, street lighting, and urban forests. For each of the public services and infrastructure systems, basic policies call for monitoring service demands and forecasting the future need for improvements, maintaining an adequate system/service to support the needs of population and employment growth, and implementing techniques that reduce demands on utility infrastructure or services. Generally, these techniques

encompass a variety of conservation programs (e.g., reduced use of natural resources, increased site permeability, watershed management, and others). Strategic public investment is advocated in the Infrastructure and Public Services Chapter as a method to stimulate economic development as well as maintain environmental quality. Attention is also placed on the establishment of procedures for the maintenance and/or restoration of service after emergencies, including earthquakes.

### *(ii) Transportation Element*

The Transportation Element (Mobility Plan), adopted on January 20, 2016, and readopted September 7, 2016, is a comprehensive update of the General Plan Transportation Element. The Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users, incorporates “complete streets” principles and lays the policy foundation for how future generations of Angelenos interact with their streets, in compliance with the Complete Streets Act (AB 1358).

The purpose of the Mobility Plan is to present a guide to the future development of a Citywide transportation system for the efficient movement of people and goods. While the Mobility Plan focuses on the City’s transportation network, it complements other components of the General Plan that pertain to the arrangement of land uses to reduce VMT and policies to support the provision and use of alternative transportation modalities. The Mobility Plan includes the following five main goals that define the City’s high-level mobility priorities:

- Safety First;
- World Class Infrastructure;
- Access for All Angelenos;
- Collaboration, Communication, and Informed Choices; and
- Clean Environments and Healthy Communities.

### *(iii) Conservation Element*

The City of Los Angeles General Plan includes a Conservation Element, which addresses the preservation, conservation, protection, and enhancement of the City’s natural resources. Section 5 of the Conservation Element recognizes the City’s responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue protecting historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities. The Conservation Element refers to the Open Space Element for a discussion of open space aspects of the City, including park sites.

*(iv) Housing Element*

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City. The goals of the Housing Element are as follows:

- A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs;
- A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels;
- A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos;
- A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present; and
- A City committed to ending and preventing homelessness.<sup>5</sup>

*(v) Health and Wellness Element (Plan for a Healthy Los Angeles)*

The Plan for a Healthy Los Angeles, the Health and Wellness Element of the City's General Plan, provides high-level policy vision, along with measurable objectives and implementation programs to elevate health as a priority for the City's future growth and development.<sup>6</sup> Through a new focus on public health from the perspective of the built environment and City services, the City seeks to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others. The plan includes *Chapter 5 An Environment Where Life Thrives*, which identifies the following environmental policies:

- Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.
- Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

<sup>5</sup> Los Angeles Housing Element 2021-2029, page 242.

<sup>6</sup> Plan for a Healthy Los Angeles, A Health and Wellness Element of the General Plan, March 2015, [https://planning.lacity.org/odocument/7f065983-ff10-4e76-81e5-e166c9b78a9e/Plan\\_for\\_a\\_Healthy\\_Los\\_Angeles.pdf](https://planning.lacity.org/odocument/7f065983-ff10-4e76-81e5-e166c9b78a9e/Plan_for_a_Healthy_Los_Angeles.pdf). Accessed August 19, 2022.



- Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.
- Explore opportunities to continue to remediate and redevelop brownfield sites.
- Increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change.
- Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution.

This General Plan Element includes policies pertaining to the arrangement of land uses within the City related to public health hazards, and which reinforce other State, regional, and local policies which call for improvements to air quality, reducing GHGs, protection from hazards and hazardous materials, and reductions in vehicle trips.

(vi) *Central City North Community Plan*

The City's 2000 Central City North Community Plan (Community Plan), which covers the Central City North area is the land use element of the General Plan applicable to Central City North. The Community Plan implements the General Plan Framework and includes land use designations, density limits, building heights and other provisions to implement the development that supports the City's policies and development vision for the future. The Central City North Community Plan guides land uses on the Project Site and in the surrounding areas. The current plan (adopted December 15, 2000) sets forth planning goals and objectives to maintain the community's distinctive character.

The Central City North Community Plan area is divided into seven subareas:

- Figueroa Terrace
- Alpine Hill
- Chinatown
- North Industrial
- Government Support
- Artists-in-Residence District
- South Industrial

The Project Site is located within the Artists-in-Residence District subarea and the South Industrial subarea, which is bounded by the City of Vernon to the south, the Los Angeles River to the east, 3<sup>rd</sup> Street to the north, and Alameda Street to the west, is primarily made up of industrial uses with large warehouses, and truck and railroad yards. The Alameda Corridor terminates in this area of the Community Plan. Numerous warehouses, in both subareas, have been recently converted

to commercial uses and artists' lofts and studios. The Central City North Community Plan encourages the continued use and expanded development of a thriving artist-in-residence community.<sup>7</sup>

Currently, there is a joint update proposal, called Downtown Community Plan (DTLA) 2040, of the Central City Community Plan and Central City North Community Plan, the two community plans that comprise Downtown Los Angeles. The updated plans are intended to shape the future of Downtown Los Angeles by reinforcing its job orientation and supporting transit and pedestrian environment.<sup>8</sup> In its current draft stage, the DTLA 2040 proposes a land use designation for the Project Site as Hybrid Industrial, which allows for hybrid industrial mixed uses, creative office, live/work, and production activity uses. The maximum FAR for the proposed land use designation would range between 3:1 and 6:1.<sup>9</sup>

As shown in **Figure IV.G-1, Central City North Community Plan Land Use Designations**, the Community Plan designates the Project Site, which is located within the Artists-in-Residence District subarea and the South Industrial subarea, for Heavy Industrial land uses. The Heavy Industrial land use designation permits a range of corresponding industrial zones that allow for a variety of industrial, commercial, and adaptive live/work uses and intensities.

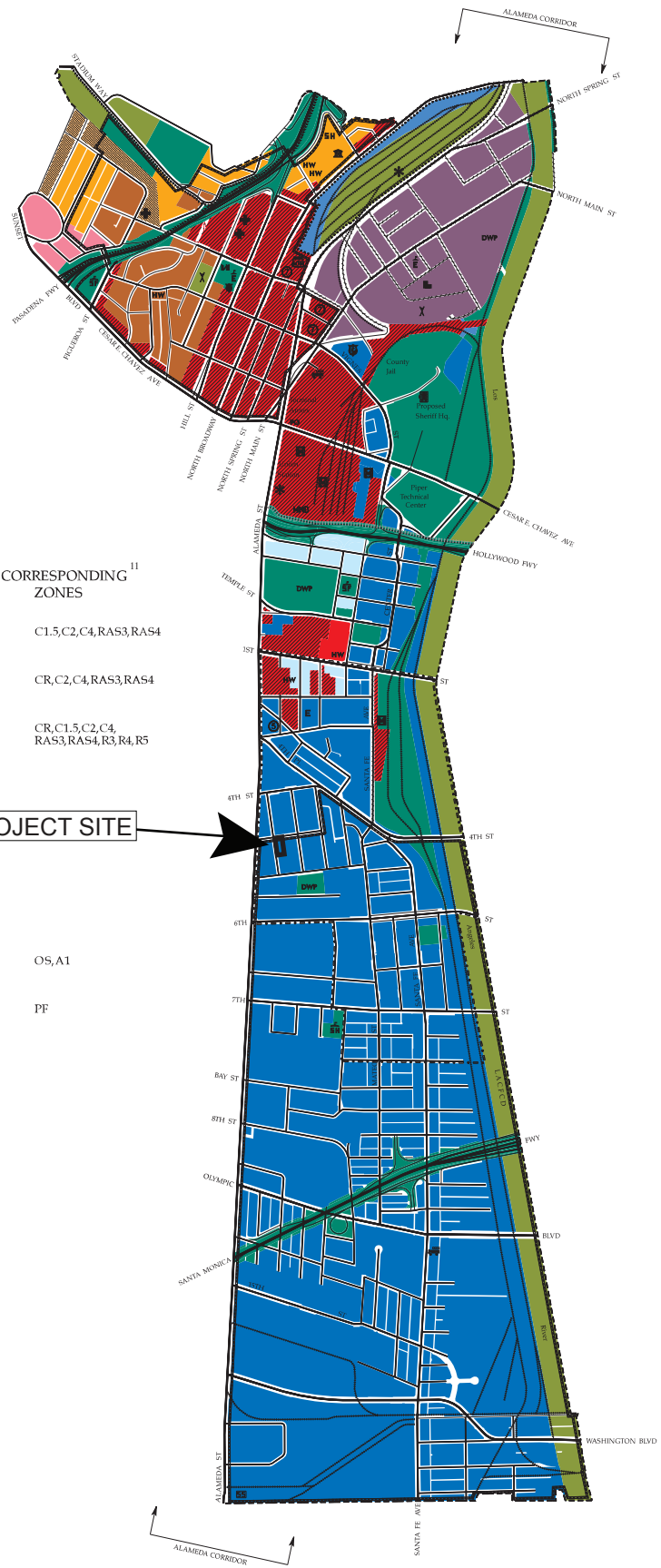
*(b) Los Angeles Municipal Code*

All development activity on the Project site is subject to the City of Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning, also known as the City of Los Angeles Planning and Zoning Code. The LAMC defines the range of zoning classifications throughout the City, provides the specific permitted uses applicable to each zoning designation, and applies development regulations to each zoning designation. As shown in **Figure IV.G-2, City Zoning Designations**, the Project Site currently has a zoning designation of M3-1-RIO (Heavy Industrial Zone – Height District No. 1 – River Improvement Overlay District).

<sup>7</sup> City of Los Angeles, Central City North Community Plan, December 15, 2000, [https://planning.lacity.org/odocument/e06434a6-341a-48ed-97dc-8f6a85780951/Central\\_City\\_North\\_Community\\_Plan.pdf](https://planning.lacity.org/odocument/e06434a6-341a-48ed-97dc-8f6a85780951/Central_City_North_Community_Plan.pdf), accessed August 19, 2022.

<sup>8</sup> City of Los Angeles Department of Planning, DTLA 2040, <https://planning.lacity.org/plans-policies/community-plan-update/downtown-los-angeles-community-plan-update#draft-plan>, accessed August 19, 2022.

<sup>9</sup> City of Los Angeles Department of Planning, DTLA 2040, <https://planning.lacity.org/plans-policies/community-plan-update/downtown-los-angeles-community-plan-update#draft-plan>, accessed August 19, 2022.



**LAND USE**

**RESIDENTIAL <sup>1</sup>**

**MULTIPLE FAMILY**

- LOW MEDIUM II
- MEDIUM
- HIGH MEDIUM

**CORRESPONDING ZONES <sup>11</sup>**

- RD1.5, RD2, RW2, RZ2.5
- R3
- R4

**COMMERCIAL**

- GENERAL <sup>4</sup>
- COMMUNITY <sup>2</sup>
- REGIONAL

**CORRESPONDING ZONES <sup>11</sup>**

- C1.5, C2, C4, RAS3, RA54
- CR, C2, C4, RAS3, RA54
- CR, C1.5, C2, C4, RAS3, RA54, R3, R4, R5

**INDUSTRIAL <sup>1</sup>**

- COMMERCIAL INDUSTRIAL <sup>6</sup>
- LIGHT <sup>6</sup>
- HEAVY <sup>6</sup>
- HYBRID INDUSTRIAL

- CM, P
- MR2, M2
- M3
- HI, CM, P

**OPEN SPACE, PUBLIC FACILITIES**

- OPEN SPACE <sup>9</sup>
- PUBLIC FACILITIES <sup>8</sup>

- OS, A1
- PF

**PROJECT SITE**

Project Site

Source: Central City North Community Plan, General Plan Land Use Map, February 25, 2014.



Figure IV.G-1  
Central City North Community Plan Land Use Designations



■ Project Site

Source: City of Los Angeles Planning Zimas Maps, March 2019.

Figure IV.G-2  
City Zoning Designations

*(i) Permitted Land Uses*

Land uses allowed in the currently zoned M3 zone include most uses allowed in the M1, M2, and MR2 zones, which include most uses allowed in the C1, C1.5, and C2 zones. As described in the LAMC, there are exceptions to allowable uses within each permitted zone. Generally, allowable uses include restaurants, business and professional offices, medical clinics and laboratories, grocery stores, retail and service stores, pharmacies, drugstores, manufacturing and industrial activities, research and development, storage, and parking.<sup>10</sup> Dwelling units and/or guest rooms are prohibited in the M3 zone.<sup>11</sup>

*(ii) Setback Requirements*

Pursuant to LAMC Section 12.20, within the M3 zone, front, side or rear yard setbacks are not required.

*(iii) Height District and Floor Area*

The Project Site is located within Height District 1. The 1 indicates the Project Site is in an area that has no height limit and a permitted floor area ratio (FAR) of 1.5:1, or 1.5 times the lot area. The Redevelopment Plan also states that the FAR is limited for the Project Site to no more than 3:1. Notwithstanding, LAMC Section 14.5.7 permits a transfer of floor area (TFAR) not to exceed a maximum floor area of 13 times the buildable area.

*(iv) East Los Angeles State Enterprise Zone*

Enterprise zones are specific geographic areas designated by City Council, and have received approval from the California Department of Commerce under either the Enterprise Zone Act Program or Employment And Economic Incentive Act Program to receive economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. Pursuant to LAMC Section 12.21 A.3, projects located within the East Los Angeles State Enterprise Zone are allowed to utilize a lower parking ratio for general commercial office, business, retail, restaurant, to provide two parking spaces per 1,000 square feet of gross commercial floor area.

*(c) Central Industrial Redevelopment Area*

Redevelopment Plans outline a community vision and revitalization opportunities within specific neighborhoods across the City. Each Redevelopment Project area has a unique set of land use restrictions designed specifically to enhance the quality of life for the community. The Project Site is located within the *Redevelopment Plan for the City Industrial Redevelopment Project* (Redevelopment Plan) area, as adopted on May 15, 2002, by the former Community

<sup>10</sup> LAMC Section 12.20 A, [https://codelibrary.amlegal.com/codes/los\\_angeles/latest/lamc/0-0-0-111886](https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-111886), accessed August 19, 2022.

<sup>11</sup> LAMC Section 12.20 A, [https://codelibrary.amlegal.com/codes/los\\_angeles/latest/lamc/0-0-0-111886](https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-111886), accessed August 19, 2022.

Redevelopment Agency of Los Angeles (CRA/LA), which establishes a 30-year plan to eliminate and prevent the spread of blight.<sup>12</sup> The Redevelopment Plan provides supplemental guidance for development. In 2011, Assembly Bill x1 26 dissolved all California redevelopment agencies, including the CRA/LA. The dissolution of the agencies became effective February 1, 2012. Assembly Bill x1 26, however, did not dissolve adopted redevelopment plans. Therefore, the Redevelopment Plan and its requirements for development within the Redevelopment Project Area are still in effect. As the City declined to be the successor agency to the CRA/LA, a Designated Local Authority (DLA) was formed. The DLA is currently tasked with implementing and enforcing the requirements of the Redevelopment Plan, but active coordination continues between the City and the DLA regarding transferring those rights and responsibilities to the City of Los Angeles Department of City Planning. Accordingly, this Draft EIR assumes the continued applicability of the Redevelopment Plan and addresses the Project's consistency with the Redevelopment Plan. For purposes of this Draft EIR, any references to the CRA/LA are intended to reference the DLA and/or the Department of City Planning pursuant to these recent changes.

Community Plan land use and zoning designate land uses allowed within the Redevelopment Plan area. The Project Site, zoned M3-1-RIO, is designated for heavy industrial land uses. Land uses permitted in the M3-1-RIO zone include, but are not limited to, industrial and manufacturing uses and commercial uses permitted under the C2 Zone, such as restaurants, bars, studios, offices, and adaptive reuse into live/work units. The maximum FAR for the Redevelopment Plan area is 3:1, as set forth in Section 512 of the Redevelopment Plan. However, Section 512 of the Redevelopment Plan allows for higher maximum FARs through transfer of floor area.

#### *(d) Citywide Design Guidelines*

The Citywide Design Guidelines serve to implement the General Plan Framework Element's urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. By offering more direction for proceeding with the design of a project, the Citywide Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. The Citywide Design Guidelines, which were initially adopted by the City Planning Commission in July 2013 and updated in October 2019, are intended as performance goals and not zoning regulations or development standards and, therefore, do not supersede regulations in the LAMC. The guidelines "carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions" and are organized in relation to Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design. The Citywide Design Guidelines incorporate the goals of the previous Walkability Checklist and interact with other guidelines such as those found in Community Design Overlays.

---

<sup>12</sup> City of Los Angeles Community Redevelopment Agency, Redevelopment Plan for the City Industrial Redevelopment Project, November 15, 2002, <https://planning.lacity.org/odocument/7f612505-47ea-488b-bcea-b6ef41162a56/centralindustrial-4.pdf>, accessed August 19, 2022.

*(e) River Improvement Overlay District*

Effectuated by Ordinance No. 183,145 in August 2014, the River Improvement Overlay (RIO) District enables the City of Los Angeles to better coordinate land use development along the 32-mile corridor of the Los Angeles River that flows within the City's boundaries. The RIO District is a Supplemental Use District that requires new development projects to follow and implement applicable development regulations and design guidelines. The purposes of the RIO District are to support the goals of the Los Angeles River Revitalization Master Plan (LARRMP);<sup>13</sup> contribute to the environmental and ecological health of the City's watersheds; provide native habitat and support local species; establish a positive interface between the Los Angeles River and adjacent properties; promote pedestrian, bicycle and other multi-modal connections between the river and surrounding neighborhoods; provide an aesthetically pleasing environment; provide safe, convenient access to and along the river; promote river identity; and support the City's stormwater ordinances and programs.

*(f) Industrial Land Use Policy Project*

In January 2008, the Department of City Planning (DCP) and the Community Redevelopment Agency of Los Angeles (CRA/LA) presented the findings of the Industrial Land Use Policy (ILUP) Project to the City Planning Commission. The ILUP Project was a two-year study that gathered and analyzed information regarding the viability of the City's industrial districts, particularly those areas experiencing pressure to be converted to residential uses. The result of the two-year effort underscored the appropriateness of the current policy adopted by the City Council and Mayor and contained in the General Plan Framework and elsewhere in adopted documents and made no change to any policy. The ILUP Project does not establish new land use plans or policies and was never formally presented to the City Council for consideration or adoption. Since the ILUP was never formally adopted by the City Council, the City considers zone changes and General Amendments from industrial designations on a case-by-case basis, as it has historically done.

*(g) Transit Priority Area*

The Project is located within a Transit Priority Area (TPA) pursuant to Senate Bill 743, due to its proximity to a "major transit stop" as defined in Public Resources Code Section 21064.3. The PRC defines a TPA as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the AM and PM peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. Metro runs multiple bus lines, including local and rapid lines, along 6<sup>th</sup> Street, Central Avenue, and 7<sup>th</sup>

<sup>13</sup> County of Los Angeles, Los Angeles River Revitalization Master Plan, June 2022, <https://pw.lacounty.gov/uploads/swp/LARiverMasterPlan-FINAL-DIGITAL-COMPRESSED.pdf>, accessed August 19, 2022.



Street in the area. The Project Site is located approximately 0.6 miles south of the Little Tokyo/Arts District Metro “L” Line Rail Station.<sup>14</sup>

## b) Existing Conditions

### (1) Project Site

#### (a) Existing On-Site Land Uses

The Project Site is located at 100 E. 5<sup>th</sup> Street and 506-530 S. Seaton Street in the Arts District, on the eastern edge of downtown Los Angeles and consists of seven contiguous lots associated with Assessor Parcel Numbers 5163-024-009 and 5163-024-014. The Project Site is currently developed with three vacant single-story industrial warehouses that occupy approximately 35,000 square feet of floor area, and an associated surface parking lot. Nearly the entire site is paved by concrete and asphalt except for an approximately 450-square-foot planter consisting of four queen palm trees and an avocado tree along a portion of the eastern façade of the warehouse fronting 5<sup>th</sup> Street. Warehouses fronting 5<sup>th</sup> Street and Seaton Street are built to the lot line, and vehicular access to the Project Site is restricted by security gates at 5<sup>th</sup> Street and Seaton Street. The relatively flat Project Site is approximately 1.2 acres and is bounded by 5<sup>th</sup> Street to the north, Seaton Street to the west, an Art Park to the south, and one- and four-story warehouse buildings and surface parking lot to the east. Photos of the existing land uses on the Project Site are presented in **Figure II-2-3, Views of Project Site**, in **Section II, Project Description**.

#### (b) Surrounding Land Uses

The Project Site is located within the Artists-in-Residence District subarea and the South Industrial subarea, as designated in the Central City North Community Plan. The Artists-In-Residence subarea, which is bounded by 1<sup>st</sup> Street, the Los Angeles River, 6<sup>th</sup> Street, and Alameda Street, is primarily made up of old warehouses now converted to artists lofts and studios. The South Industrial subarea, which is bounded by the City of Vernon to the south, the Los Angeles River to the east, 3<sup>rd</sup> Street to the north, and Alameda Street to the west, is primarily made up of large warehouses, truck and railroad yards. Numerous warehouses, in the South Industrial subarea, have been recently converted into artist lofts and studios. Both subareas generally make up what is also commonly referred to as the Arts District of downtown Los Angeles. The Arts District is located to the east of the Little Tokyo District and Central City East/Toy District, west of the Los Angeles River, south of the US-101, and north of the I-10. The Arts District encompasses an area that has been transitioning from predominantly industrial warehouses to also include creative spaces, including live/work units, commercial uses (e.g., retail shops, restaurants, and studios), multi-family residential, etc.<sup>15</sup> The Project Site has frontage along 5<sup>th</sup> Street and Seaton Street, which are lined with industrial, commercial, and live/work uses. The land uses within the

<sup>14</sup> The existing light rail station is currently at-grade located along Alameda Street midblock between Temple Street and E. 1<sup>st</sup> Street; however, this station will be moved underground and across the street to the southeast corner of E. 1<sup>st</sup> Street and Central Avenue as part of Metro’s under-construction Regional Connector Transit Project. Metro’s project is forecasted to be completed in 2022.

<sup>15</sup> Arts District Los Angeles website, <https://artsdistrictla.org/>, accessed August 19, 2022.



Property's general vicinity are characterized by a mix of low- to and medium-intensity industrial, commercial, and live/work uses, which vary widely in building style and period of construction. The surrounding properties include industrial, commercial retail, studio, bar, café, restaurant, low- and mid-rise adaptive reuse buildings with live/work components and surface parking lots. The Project Site is bounded by 5<sup>th</sup> Street to the north with a converted industrial building across the 5<sup>th</sup> Street; Seaton Street to the west with a gas station with truck wash and industrial uses across Seaton Street; a paved surface lot to the south; and one- and four-story warehouse buildings and surface parking lot to the east. Additionally, the Arts District Park and a 5-story multi-family residential use are located approximately 365 and 590 feet to the east, respectively, at the corner of E. 5<sup>th</sup> Street and S. Hewitt Street. While the majority of properties in the surrounding area are designated and zoned heavy industrial and manufacturing, the implementation of the City's Adaptive Reuse Ordinance has allowed for residential uses within the live/work components, with neighborhood commercial uses to complement the residential population.

### 3. Project Impacts

#### a) Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Project would have a significant impact in regard to land use and planning if it would:

**Threshold (a):** *Physically divide an established community; or*

**Threshold (b):** *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.*

The *L.A. CEQA Thresholds Guide* identifies the following criteria to evaluate land use and planning impacts:

#### (1) Land Use Consistency

- *Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; and*
- *Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.*

#### (2) Land Use Compatibility

- *If the extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area; or*
- *The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and*

- *The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Project.*

## **b) Methodology**

The *State CEQA Guidelines* Section 15125 (d) requires that an EIR include a discussion of any inconsistencies with applicable plans. Additionally, a conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a “significant environmental effect” as defined by *State CEQA Guidelines* Section 15382. An excerpt from the legal practice guide, Continuing Education of the Bar, Practice Under the California Environmental Quality Act, Section 12.34 illustrates the point:

...if a project affects a river corridor, one standard for determining whether the impact is *significant* might be whether the project violates plan policies protecting the corridor; the environmental *impact*, however, is the physical impact on the river corridor.

Analysis of conflicts and consistency with applicable plans is included in this impact section. Under State Planning and Zoning law (Government Code Section 65000, et seq.) strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. Office of Planning and Research (OPR), State of California General Plan Guidelines (2017). Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan’s overall goals and objectives but need not be in perfect conformity with every plan policy.

In addition, to the extent that the projects’ potential conflict with a plan, program or policy is analyzed in another section of the EIR (e.g., Air Quality Management Plan in the Air Quality section and the Mobility 2035 Plan in the Transportation section) that plan is not further discussed in the Land Use Section.

In assessing impacts related to land use and planning in this section, the City will use Appendix G as the thresholds of significance. The criteria identified above from the Thresholds Guide will be used where applicable and relevant to assist in analyzing the Appendix G thresholds.

## **c) Project Design Features**

Construction and operation of the Project would be implemented in accordance with applicable regulatory and code requirements related to land use. No specific Project Design Features are proposed with regards to land use and planning.

## d) Analysis of Project Impacts

As compared to the Project, the Flexibility Option would change the use of the second floor from residential to commercial, and would not otherwise change the Project's land uses or size. The overall commercial square footage provided would be increased by 17,765 square feet to 64,313 square feet and, in turn, there would be a reduction in the number of live/work units from 220 to 200 units and a decrease in the number of bicycle spaces from 180 to 179. The overall building parameters would remain unchanged and the design, configuration, and operation of the Flexibility Option would be comparable to the Project. In the analysis of Project impacts presented below, where similarity in land uses, operational characteristics and project design features between the Project and the Flexibility Option would be essentially the same, the conclusions regarding the impact analysis and impact significance determination presented below for the Project would be the same under the Flexibility Option. For those thresholds where numerical differences exist because of the differences in project parameters between the Project and Flexibility Option, the analysis is presented separately. Further, for certain thresholds, the impacts of the Project were addressed in the Initial Study (see **Appendix A.2** of this Draft EIR) and were determined to be less than significant, with no further analysis required. However, since the Flexibility Option was not specifically addressed in the Initial Study, the analysis of the Flexibility Option is presented in this section for those thresholds.

### ***Threshold (a): Would the project physically divide an established community?***

#### (1) Impact Analysis

##### *(a) Project*

As discussed in the Initial Study (**Appendix A.2**), the Project would not physically divide an established community. **Therefore, the Project would have no impact with respect to Threshold a), and no mitigation measures are necessary.**

##### *(b) Flexibility Option*

Similar to the Project, the Flexibility Option would not physically divide an established community because there is no existing residential use on the Project Site, or a residential use that would be physically separated or otherwise disrupted, as non-residential development currently exists within the boundaries of the Project Site, and development of the Flexibility Option would remain within the boundaries of the existing Project Site. **Therefore, the Flexibility Option would have no impact with respect to Threshold a), and no mitigation measures are necessary.**

#### (2) Mitigation Measures

The Project and the Flexibility Option would have no impacts with regard to dividing an established community; no mitigation measures are required.

### (3) Level of Significance After Mitigation

The Project and the Flexibility Option would have no impacts with regard to dividing an established community.

**Threshold (b):** *Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Due to the similarity in land uses, operational characteristics and project design features between the Project and the Flexibility Option, the consistency of the Project or the Flexibility Option to applicable City plans, programs, ordinances or policies related to land use would be essentially the same. Therefore, the conclusions regarding the impact analysis and impact significance determination presented below for the Project would be the same under the Flexibility Option.

#### (1) Impact Analysis

As previously discussed, the development of the Project would be subject to numerous City land use plans, policies, and regulations, including the development regulations in the LAMC. An analysis of the Project's conflicts and consistency with the policies and goals of applicable land use plans and policy documents are discussed below. As discussed previously in the Introduction, consistency with plans that are more directly related to other environmental topics are addressed in other sections of this Draft EIR.

##### (a) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*

The consistency of the Project with the 2020-2045 RTP/SCS is addressed in **Table IV.G-1, Consistency with Applicable Goals of 2020-2045 RTP/SCS**, found in **Appendix H** of this Draft EIR.

Based on the analysis presented in **Table IV.G-1**, found in **Appendix H** of this Draft EIR, the Project would not conflict with and would be consistent with applicable 2020-2045 RTP/SCS goals. The Project would be located in an area well-served by public transit provided by Metro, as well as is in proximity to several transit investment projects in planning and construction phases, including the Regional Connector and Little Tokyo/Arts District Metro Station relocation, expansion of the West Santa Ana line into the Arts District, and recently added DASH stops by LADOT to improve service in the Arts District.<sup>16</sup> The Project would include short-term and long-term bicycle facilities and create a pedestrian-friendly environment by providing commercial uses along E. 5<sup>th</sup> Street and Seaton Street. Furthermore, the Project is comprised of a mix of uses, including commercial uses and 220 live/work units, including eleven percent set aside for (25 live/work units) deed restricted Very Low Income households. The Flexibility Option is comprised of 200 live/work units, including eleven percent set aside for (22 live/work units) deed restricted

<sup>16</sup> Metro, West Santa Ana Branch Transit Corridor-Overview, <https://www.metro.net/projects/west-santa-ana/>, accessed August 19, 2022.

Very Low Income households. Both the Project and the Flexibility Option would create a pedestrian-friendly environment through an active and transparent ground-floor design and by providing two landscaped paseos provide connectivity between the building's frontages. Overall, the integration of land uses on the Project Site would produce substantial reductions in auto mode share to and from the Project Site that would help the region accommodate growth and promote public transit ridership that minimizes GHG emission increases and reduces per capita emissions, and would therefore not conflict with the goals of the 2020-2045 RTP/SCS.

As shown in **Table IV.G-1**, found in **Appendix H** of this Draft EIR, the Project would not conflict with the 2020-2045 goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency and facilitate the use of alternative modes of transportation.

**Therefore, the Project and the Flexibility Option would result in a less than significant impact as neither would conflict with the 2020-2045 RTP/SCS. No mitigation measures would be required.**

*(b) City of Los Angeles General Plan Framework Element*

The consistency of the Project with applicable objectives and policies in the Framework Element is presented in **Table IV.G-2, Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element**, found in **Appendix H** of this Draft EIR.

The Project would be consistent with the policies and objectives of the Land Use Chapter by support the needs of the City's existing and future residents, businesses, and visitors by providing live/work units and commercial uses, including general commercial, restaurant, retail, office, and art production-related uses. In addition, development of the Project in an area with convenient access to public transit and opportunities for walking and biking would promote an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution while supporting the City's objective to encourage commercial uses along primary transit corridors/boulevards and in designated Community Centers areas.

The Project would be consistent with the policies and objectives of the Housing Chapter by providing new housing units near existing transit. The scale and character of the Project would be consistent with the surrounding urbanized area.

The Project would be consistent with the goals, objectives and policies of the Urban Form and Neighborhood Design Chapter by providing new residential, office, commercial uses and open space available to the public and streetscape improvements that would enhance pedestrian activity.

The Project would be consistent with the Open Space and Conservation Chapter by providing minimum of approximately 22,725 square feet of on-site open space. The Project's various amenities would include a swimming pool and deck, outdoor areas for lounging, indoor amenities, such as fitness and recreational rooms, a resident art gallery, and plaza and pedestrian paseo areas. In addition, a number of live/work units would include private balconies. The Project would

provide two landscaped pedestrian paseos. The paseo from Seaton Street would be located mid-Project and provide a 30-foot by 30-foot pedestrian entry into the internal courtyard. The paseo from 5<sup>th</sup> Street would provide a 22-foot wide breezeway for approximately 100 feet that also meets at the internal courtyard.

The Project would be consistent with the Economic Development Chapter by bringing new economic investment to Arts District in an area well served by existing transit. Furthermore, the Project would contribute to the establishment of a 24-hour community that would benefit existing businesses of the area.

The Project would be consistent with the Transportation Chapter by supporting an area targeted for high-density and a focal point of region commerce identity and activity through the provision of additional housing, office and commercial uses and employment opportunities for the Arts District area. The Project would augment the streetscape with retail and dining uses along with streetscape improvements that would enhance pedestrian circulation.

The Project would be consistent with the Infrastructure and Public Services Chapter by reducing the amount of hazardous substances and the total amount of flow entering the wastewater system through implementation of Stormwater Pollution Plan and Best Management Practices. The Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site and its water demands will be met by the City of Los Angeles Department of Water and Power (LADWP).

In summary, with approval of the requested General Plan Amendment to amend the adopted Central City North Community Plan land use designation for the Project Site from Heavy Industrial to Regional Center Commercial the Project would be consistent with the applicable goals, objectives, and policies in the Framework Element. **Therefore, the Project or the Flexibility Option would result in a less than significant impact with regard to consistency with the General Plan Framework Element. No mitigation measures would be required.**

(c) *Transportation Element (Mobility Plan 2035)*

The consistency of the Project with applicable goals in the Mobility Plan 2035 is presented in **Table IV.G-3, Project Consistency with Applicable Policies of the Mobility Plan 2035**, found in **Appendix H** of this Draft EIR.

The Project would be consistent with the relevant polices that support the goals and objectives of Mobility Plan 2035, as detailed in **Table IV.G-3**, found in **Appendix H** of this Draft EIR. Specifically, the Project would support the City's policy to provide for safe passage of all modes of travel during construction by preparing a construction management plan that would identify the location of any temporary lane and sidewalk closures and provide for measures to maintain both directions of travel. Also, by contributing a wider range of land uses and providing much needed housing to a burgeoning mixed-use area, most errands could be accomplished without the need of a single-passenger vehicle, thus reducing VMT. The Project Site's location in downtown Los Angeles is in close proximity to several bus routes, all of which would provide residents, employees, and guests with various public transportation opportunities that would reduce vehicle

miles. In addition, 30 percent of the Project's required parking spaces would be electric-vehicle ready, and ten percent of its required parking spaces would provide chargers for electric vehicles within the parking structure on the Project Site, thereby further reducing consumption of petroleum-based fuels. The Project would provide enhancements to ensure a quality pedestrian environment along 5<sup>th</sup> Street and Seaton Street with new and additional street trees and landscaping and sidewalk paving elements. In addition, the Project would contribute to the City's policy to provide safe and convenient bicycle facilities by providing on-site short-term and long-term bicycle spaces. Additionally, given the location of the Project Site along and in close proximity to public transit, the Project would provide residents, visitors, patrons, and employees convenient access to transit services. **Therefore, the Project or the Flexibility Option would not conflict with the applicable policies that support the goals and objectives set forth in the Mobility Plan 2035 and impacts would be less than significant. No mitigation measures would be required.**

(d) *City of Los Angeles General Plan Housing Element*

The Project's consistency with applicable objectives and policies of the Housing Element is presented in **Table IV.G-4, Project Consistency with Applicable Policies of the Housing Element**, found in **Appendix H** of this Draft EIR.

Based on the analysis presented in **Table IV.G-4**, found in **Appendix H** of this Draft EIR, the Project would be consistent with the applicable objectives and policies in the Housing Element. The Project would provide 220 new live/work units that would add to the citywide housing supply. The Project would be a mixed-use development that would include new jobs associated with office, retail and restaurant uses that is accessible to Metro, LADOT, and MBL transit lines. The Project is located near the intersections of Alameda Street and 4<sup>th</sup> Street and Alameda Street and 6<sup>th</sup> Street. 4<sup>th</sup> and 6<sup>th</sup> Streets are major transportation corridors that are served by multiple Metro, LADOT, and MBL bus lines. Local and rapid Metro bus lines also run in the Project vicinity on Central Avenue, Alameda Street, and Palmetto Street. LADOT provides a DASH Downtown A line, the nearest stop of which is located at 4<sup>th</sup> Place and Hewitt Street, approximately 1,100 feet to the north of the Project Site. Additionally, the Little Tokyo/Arts District Metro Station is located approximately 0.6 mile to the north of the Project Site. In addition, the Project would promote and facilitate reduction of water consumption through the use of water saving and energy saving devices such as low-flow toilets and urinals. Finally, the Project would be an infill, urban-scale development that would be compatible with the expected visual character of the area as it develops in accordance with adopted land use plans, including the Central City North Community Plan and the Redevelopment Plan.

As previously discussed, the overall design, configuration, and operation of the Flexibility Option would be comparable to the Project. Although there would be an increase in commercial square footage and a reduction in total live/work units the building parameters would remain unchanged. The Flexibility Option would provide 200 new live/work units to the citywide housing supply. **Therefore, the Project or the Flexibility Option would result in a less than significant impact with regard to consistency with the Los Angeles General Plan Housing Element. No mitigation measures would be required.**

(e) *Health and Wellness Element (Plan For A Healthy Los Angeles)*

The Plan for a Healthy Los Angeles is the new Health and Wellness Element of the General Plan. The Plan for a Healthy Los Angeles identifies seven primary goals and associated objectives and policies and possible programs that serve as the implementation blueprint for creating healthier, vibrant communities. As shown in **Table IV.G-5, Consistency with Applicable Policies of the Healthy LA Plan**, found in **Appendix H** of this Draft EIR, the Project would implement a number of the Healthy LA Plan policies.

As shown in **Table IV.G-5**, found in **Appendix H** of this Draft EIR, the Project promotes healthy building design by providing an enhanced pedestrian-oriented design with ground floor retail uses, outdoor dining facilities, open space and recreation facilities for tenants, guests and the public. The Project promotes active transportation with the provision of long term and short-term bicycle stalls. In addition, the Project repurposes an underutilized space by converting warehouses and a surface parking lot into a mixed-use project with live/work, office, and commercial amenities, which enhances the built environment in the surrounding Project vicinity. Open Space includes a swimming pool and deck, outdoor areas for lounging, indoor amenities, such as fitness and recreational rooms, and a resident art gallery. The Project would concentrate new development and jobs within an infill site that is walking distance to several Metro bus lines, including local and rapid lines, along 4<sup>th</sup> Street, 6<sup>th</sup> Street, Central Avenue, 7<sup>th</sup> Street, Alameda Street, and Palmetto Street, which helps reduce vehicle use and thereby reduce emissions from mobile sources. Finally, the Project is located within proximity to existing employment centers with public transportation options. **Therefore, the Project or the Flexibility Option would not conflict with the applicable policies in Healthy LA Plan and impacts would be less than significant. No mitigation measures would be required.**

(f) *Central City North Community Plan*

The consistency of the Project with applicable policies and objectives in the Central City North Community Plan is presented in **Table IV.G-6, Project Consistency with Applicable Objectives and Policies of the Central City North Community Plan**, found in **Appendix H** of this Draft EIR.

The Community Plan designates the Project Site for Heavy Industrial land uses. However, the Project Applicant is requesting a General Plan Amendment to amend the Central City North Community Plan's land use designation from the current Heavy Industrial land use designation to Regional Commercial land use designation. The Regional Commercial land use designation permits a range of corresponding commercial zones that allow for a variety of commercial and adaptive live/work uses and intensities. In addition, the Project would provide a mix of uses on the eastern edge of Downtown Los Angeles. However, the Project would introduce a taller building than what currently exists in the surrounding uses. It should be noted that projects of generally similar height are being proposed or have been entitled in the general vicinity, such as the 1525 Industrial Street project, a 7-story building to be located approximately a third of a mile south of the Project Site. Furthermore, the Project would be consistent with the proposed 2040 DTLA Community Plan land use designation of Hybrid Industrial, which places an emphasis on



new construction that prioritizes space for employment, including light industrial, new industry, commercial, and vertically-integrated businesses, with a careful introduction of live-work uses. **Therefore, with the approval of the General Plan Amendment the Project or the Flexibility Option would not conflict with the applicable policies in Central City North Community Plan. No mitigation measures would be required.**

As shown in **Table IV.G-7, Consistency with Applicable Design Policies of the Central City North Community Plan**, found in **Appendix H** of this Draft EIR, the Project would implement a number of applicable commercial, residential, and design and landscaping policies and, accordingly, would be consistent with the applicable design policies in Central City North Community Plan. The Project would not implement Industrial Policies 3-1.1 and 3-3.1 as the land use designation for the Project Site is proposed to be amended from the current Heavy Industrial land use designation to Regional Commercial land use designation. However, the Project would be consistent with the remainder of the policies referenced in **Table IV.G-7, Consistency with Applicable Design Policies of the Central City North Community Plan**, found in **Appendix H** of this Draft EIR. **Therefore, even though the Project or the Flexibility Option would not implement Industrial Policies 3-1.1 and 3-3.1 as the land use designation for the Project Site is proposed to be amended from the current Heavy Industrial land use designation to Regional Commercial land use designation, the Project or the Flexibility Option would result in a less than significant impact with regard to consistency with the applicable design policies of the Central City North Community Plan. No mitigation measures would be required.**

*(g) Los Angeles Municipal Code*

*(i) Permitted Uses*

As discussed previously, the Project Site is located in the M3 (Heavy Industrial) zone. Uses that are allowed in an M3 zone include all of the uses allowed in the M1, M2, and MR2 zones and, as such, generally include those uses allowed in the C1, C1.5, and C2 zones.<sup>17</sup> Permitted uses include, among others: restaurants, business and professional offices, medical clinics and laboratories, grocery stores, retail and service stores, pharmacies, drugstores, manufacturing and industrial activities, research and development, storage, and parking. Buildings containing dwelling units or guest rooms are prohibited in the M3 zone.

The Project would include live/work units and general commercial, restaurant, retail, office and art production-related land uses that would be inconsistent with the existing M3 zoning for the Project Site. Therefore, the Project is seeking a General Plan Amendment from Heavy Industrial land use designation to Regional Commercial Center and a Vesting Zone Change from M3-1-RIO to C2-2-RIO, which would allow for the Project's proposed mix of uses. Pursuant to LAMC Section 12.14, the following commercial uses are expressly permitted in the C2 zone: art or antique shop; bird store or taxidermist; carpenter, plumbing, or sheet metal shop; catering shop; feed and fuel store; interior decorating or upholstering shop; sign painting shop; tire shop; and restaurant, tea

<sup>17</sup> LAMC Section 12.20 A.1, [https://codelibrary.amlegal.com/codes/los\\_angeles/latest/lamc/0-0-0-111886](https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-111886), accessed August 19, 2022.

room, or café. In addition, the C2 zone permits uses permissible in the CR, C1, and C1.5 zones, which generally includes banks, offices, hotels, retail stores, live/work units, and nursing care facilities. Residential uses and density in the R5 zone, such as apartment houses, duplexes, and single-family dwellings, are also permitted. Through regulatory compliance, the Project would also be required to meet all other regulations of the zone, including height, density, setback, parking, open space, and other standards and provisions. **With approval of the Vesting Zone Change, the Project or the Flexibility Option would not conflict with the zoning for the Project Site, and impacts would be less than significant. No mitigation measures would be required.**

*(ii) East Los Angeles Enterprise Zone*

As previously identified, the Project Site is located within the East Los Angeles Enterprise Zone. Through the Enterprise Zone program, the federal, state and city governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. The City's Enterprise Zone (ZI No. 2374) provides special provisions applicable to plan check with include increased height (LAMC Section 12.21.4) and reduced parking requirements (LAMC Section 12.21-A.4(i)). Increased height is only available for Height Districts with an "EZ" suffix, which is not applied to the Project Site. As such, the Enterprise Zone height incentive does not apply to the Project Site. However, the Project is eligible and will be complying with the Los Angeles Enterprise Zone provisions for reduced parking requirements in the form of 2 parking spaces for every 1,000 square feet of commercial/retail space. **Therefore, impacts related to the Project or the Flexibility Option's consistency with the East Los Angeles River Enterprise Zone would be less than significant. No mitigation measures would be required.**

*(h) Central Industrial Redevelopment Area*

The consistency of the Project with applicable goals in the Redevelopment Plan is presented in **Table IV.G-8, Project with Applicable Goals of the Central Industrial Redevelopment Plan**, found in **Appendix H** of this Draft EIR.

The Project includes new residential housing providing 220 live/work units within the Arts District. The Flexibility Option includes new residential housing providing 200 live/work units within the Arts District. Both would provide neighborhood-serving retail, restaurant, and office and art production-related uses accessible to Project tenants, guests, and the public. Therefore, as shown in **Table IV.G-8**, found in **Appendix H** of this Draft EIR, the Project promotes economic, social, and physical well-being through the revitalization of an underutilized, infill site with a mixed-use development with new housing and employment opportunities in walking distance to Metro transportation facilities. **Therefore, the Project or the Flexibility Option would not conflict with the applicable goals of the Central Industrial Redevelopment Project and impacts would be less than significant. No mitigation measures would be required.**

*(i) Citywide Design Guidelines*

As previously stated, the Citywide Design Guidelines have been created to carry out the common design objectives that maintain neighborhood form and character while promoting design

excellence and creative infill development solutions. The Citywide Design Guidelines are a statement of the City's vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance the built environment in Los Angeles. They are intended to embrace the variety of urban forms that exist within Los Angeles, from the most urban, concentrated centers to the suburban neighborhoods.

The purpose of the guidelines are to:

- Foster design innovation and creativity;
- Promote design excellence;
- Communicate the City's design expectations;
- Facilitate fair and consistent application of design objectives;
- Protect investment throughout the City by encouraging consistently high-quality development;
- Encourage development of projects appropriate to the context of the City's climate and urban environment;
- Facilitate safe, functional, and attractive development; and
- Foster a sense of community and encourage pride and stewardship.

The Project's consistency with applicable objectives in the Citywide Design Guidelines is presented in **Table IV.G-9, Consistency with Applicable Objectives of the Citywide Design Guidelines**, found in **Appendix H** of this Draft EIR. The Project Site is occupied with three vacant single-story industrial warehouses and a surface parking lot. The new development would be a mixed-use live/work development that provides opportunities for artists to live in close proximity to work and potentially within the same space. The Project's proposed design is a contemporary architectural style and would feature additional opportunities for wall art on the east and south walls. The north- and west-facing street façades would incorporate scaled windows and partially enclosed balconies at select locations. The design of the balconies would provide a texture to the façade. The Project would utilize gray and black metal panels, perforated metal panels, and clear glass with painted aluminum mullions. The design alternates different textures, colors, materials, and distinctive architectural treatments. The Project has been designed to create a pedestrian-oriented streetscape by providing a variety of commercial uses along 5th Street and Seaton Street. In addition, two publicly accessible pedestrian paseos would provide connectivity between the building's frontages. The Project would include approximately 22,725 square feet of useable open space, of which approximately 18,669 square feet would be outdoor common space, including the pedestrian paseo. Soft lighting will wash the interior walls to create a warm and inviting ambiance and all light fixtures would be shielded to avoid light or glare spillover. New Project signage would be used for building identification, wayfinding, and security. Exterior lights would be wall- or ground-mounted and shielded away from adjacent land uses.

Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties. **Therefore, the Project or the Flexibility Option would not conflict with the Citywide Design Guidelines and impacts would be less than significant. No mitigation measures would be required.**

*(j) River Improvement Overlay District*

The Project Site falls within the Los Angeles River Improvement Overlay District, which requires new construction to meet development regulations addressing landscaping, screening and fencing, and lighting, and orientation in association with the Los Angeles River. As shown on **Figures II-26 through II-28 in Section II, Project Description**, of this Draft EIR, the landscape plan shows design elements included as part of the Project specifically to meet the Los Angeles River Improvement Overlay District regulations, including landscaping with native trees, plants and shrubs; recreational amenities, such as a swimming pool and deck, outdoor areas for lounging, indoor amenities, such as fitness and recreational rooms, a resident art gallery, and plaza and pedestrian paseo areas. Prior to issuance of a building permit, the Project Applicant would be required to consult with the Department of City Planning to obtain an Administrative Clearance for compliance with all of the applicable regulations of the Los Angeles River Improvement Overlay District. As such, the Project would be required to comply with the Los Angeles River Improvement Overlay District. **Therefore, the Project or the Flexibility Option would not conflict with the Los Angeles River Improvement Overlay District would be less than significant. No mitigation measures would be required.**

*(k) Industrial Land Use Policies*

While the guidance provided by the ILUP is not mandatory and is not a part of the LAMC, incorporating the recommendations to the maximum extent feasible would create a higher quality of urban form for the Project. The Project would be comprised of a live/work development consisting of up to 220 live/work units with approximately 46,548 square feet of commercial uses, including general commercial, restaurant, retail, office and art production-related uses. Additionally, the Project would require rezoning of the existing industrial M3 zoning to a C2 commercial zoning, thus conflicting with the ILUP Memo's general staff direction to preserve industrially zoned land. However, the Project would include some of the community benefits, most notably the open space amenities, recommended in the ILUP Memo for approving the conversion of industrially zoned land in designated IMU Districts. In addition, the Project would incorporate ILUP guidelines for providing community benefits through jobs-producing space and affordable and artist-oriented housing (live/work space), including 25 live/work units deed-restricted for Very Low Income households.<sup>18</sup>

The Community Plan describes the Arts District as "primarily made up of old warehouses now converted to artists' lofts and studios" and that the Community Plan "encourages the continued

<sup>18</sup> City of Los Angeles Department of Planning and Community Redevelopment Agency, Memorandum for Staff Direction Regarding Industrial Land Use and Potential Conversion to Residential or Other Uses, January 3, 2008, <https://planning.lacity.org/odocument/60b134a0-97c0-4c25-aad8-b158a6476e28/staffdirections.pdf>, accessed August 19, 2022.

and expanded development of a thriving artists-in-residence community in the plan and proposed redevelopment areas.”<sup>19</sup> In December 2007, the City of Los Angeles Department of City Planning and the Community Redevelopment Agency prepared the report *Los Angeles’ Industrial Land: Sustaining a Dynamic City Economy*, which clarifies the Artists-In-Residence District is the only district that the City encourages residential development in the industrial area. Furthermore, it is important to note that although the Project Site is currently zoned industrial, as described above, the existing uses of the Site are not prime industrial uses that generate a significant number of quality industrial jobs. Specifically, while the ILUP Memo categorized the Project Site as currently containing “light industry” uses, existing uses are a combination of industrial and office, which are currently vacant. The Project would include approximately 46,548 square feet of commercial uses (general commercial, restaurant, retail, office and art production-related uses), which would generate 120 new jobs, including management positions, in addition to the creative production work opportunities provided by the live/work units. As such, the Project would be consistent with the purpose of the ILUP to implement Goals 7A and 7B of the Framework Element for industrial growth that provides job opportunities for the City’s residents and maintain the City’s fiscal viability, including the City’s intent to: protect industrial zoned land; retain and expand existing businesses (by bringing new customers to existing businesses); attract new uses that provide job opportunities for the City’s residents; and maintain a healthy jobs/household ratio that supports the General Fund and its capacity to pay for essential services and programs for the City’s existing and future population. Therefore, without considering the up to 220 live/work units proposed within the Project, the Project would be estimated to result in 120 jobs (see **Table IV.I-3** in **Section IV.I, Population and Housing**, of this Draft EIR).

The Project, which is located in the Artists-in-Residence District subarea of the Community Plan, would include a mix of live/work units with general commercial, restaurant, retail, office and art production-related uses. There would be commercial/arts production uses on ground floor and the live/work units would have a minimum 150 square feet of work area in each unit to help retain the arts and production type jobs in the area. The Project would contribute to ongoing efforts to bring investment and neighborhood amenities to the Arts District area and has been designed to be pedestrian oriented with ground floor commercial uses fronting both street frontages. Furthermore, residents and visitors would have access to the various uses in the immediate area within convenient walking distance and/or accessible by bicycle. The Project would have the potential to improve the quality of life for all those who live, work, and visit the immediate and surrounding area by reducing the necessity for automobiles and improving the environment through better pedestrian orientation, bicycle and vehicular accessibility, as well as enhancement of desirable neighborhood character.

The proposed General Plan Amendment from Heavy Manufacturing to the Regional Commercial land use designation, and corresponding Zone Change/Height District Change from M3-1-RIO to C2-2-RIO, would re-designate the subject property for a live/work mixed-use development, allowing it to be used for the purpose of providing approximately 220 units of live/work and

---

<sup>19</sup> City of Los Angeles Central City North Community Plan, December 2000, [https://planning.lacity.org/odocument/e06434a6-341a-48ed-97dc-8f6a85780951/Central\\_City\\_North\\_Community\\_Plan.pdf](https://planning.lacity.org/odocument/e06434a6-341a-48ed-97dc-8f6a85780951/Central_City_North_Community_Plan.pdf), accessed August 19, 2022.

commercial uses while still contributing to the industrial and artistic character of the area. With approval, the Project would contribute to the available housing stock within the City.

The Project is also beneficial in terms of convenience in that it would provide opportunities for people to live, work, and visit this area of downtown Los Angeles, with live/work units, general commercial, restaurant, retail, office and art production-related uses, and open space at a site adjacent to several Metro, LADOT and other regional transit bus lines, thus providing opportunities for residents, employees, visitors, and nearby local residents to use transit and reduced vehicle trips and VMTs. In addition, locating live/work development close to transit and incorporating office and commercial shopping areas with retail services and restaurants encourages pedestrian activity, and provides an incentive for residents not to use their cars for commuting errands, dining out, etc., thereby reducing vehicle trips. Furthermore, the Project has been designed to create a pedestrian-oriented streetscape, including a publicly accessible pedestrian paseos that would provide connectivity between the building's frontages. The paseos would be accessible to the public providing access to ground-floor commercial uses and an open space terrace on the second level. The paseos would provide a landscaped connection through the property from E. 5<sup>th</sup> Street to Seaton Street. Overall, the Project would incorporate ILUP guidelines by placing affordable housing within an area accessible to several modes of transportation and improving walkability in the immediate vicinity of the Project Site by replacing a warehouse use and surface parking lot with a mixed-use that activates the street by introducing commercial (restaurant and retail) options.

As discussed previously, the ILUP Clarification Memo states that the ILUP Memo was not intended to predetermine land use decisions or presuppose any future land use changes, nor are the community benefits requirements that can be imposed by the Planning Department. **As the AIR District is the only district that the City encourages residential development in the industrial area the Project or the Flexibility Option would have a less than significant impact with respect to the City's ILUP policies regarding the use and preservation of industrial land use. No mitigation measures would be required.**

## (2) Mitigation Measures

The Project and the Flexibility Option's impact with regard to conflicts with applicable land use plans would be less than significant; no mitigation measures are required.

## (3) Level of Significance After Mitigation

Project-level impacts for the Project and the Flexibility Option, with regard to conflicts with applicable land use plans would be less than significant without mitigation.

# 4. Cumulative Impacts

Due to the similarity in land uses, operational characteristics and project design features between the Project and the Flexibility Option, the impacts of the Project and the Flexibility Option related to contributions to cumulative impacts would be essentially the same. Therefore, the conclusions

regarding the impact analysis and impact significance determination presented below for the Project would be the same under the Flexibility Option.

## a) Impact Analysis

As indicated in **Section III, Environmental Setting**, of this Draft EIR, there are 17 Related Projects that are planned, have been recently completed, or are under construction in the Draft EIR study area. The Related Projects generally consist of infill development and redevelopment of existing uses and the cumulative project uses include residential, commercial and office uses. Of the 17 cumulative projects, there are 4 projects (Cumulative Project Nos. 2, 4, 5, and 17) within close proximity (within a quarter of a mile (0.25-mile) radius) of the Project Site. These Related Projects consist of hotel, and mixed uses comprised of residential, retail, office and restaurant uses. As with the Project, the Related Projects would be required to comply with relevant land use policies and regulations. In addition, as discussed in **Section V, Other CEQA Considerations (Effects Found Not to be Significant)**, and in the Initial Study (**Appendix A.2**), the Project would not physically divide an established community, and the Project would generally be consistent with applicable land use plans and zoning standards with approval of the requested approvals, the Project would not incrementally contribute to cumulative impacts with respect to inconsistencies with land use plans and zoning standards. Further, the Project would be functionally compatible to land uses currently in the Project vicinity. The Project would be compatible with the proposed nearby Related Projects. Given the location of the Project and the Related Projects, such developments are not expected to fundamentally alter the existing land use relationships in the immediate area, but rather would concentrate development on particular sites. This concentration of a mix of land uses in the downtown urban core and in proximity to walkable spaces and transit, within areas of existing infrastructure and services, would further the goals of several land use plans for smart growth, resulting in a land use pattern that would not conflict with policies for reducing air pollution, greenhouse gas emissions, and vehicle miles travelled. In addition, as discussed above, as the Project would not conflict with either the General Plan or Community Plan, or the whole of relevant environmental policies in other applicable plans, the Project would not incrementally contribute to cumulative impacts with respect to inconsistency with land use plans and relevant environmental policies. **Therefore, cumulative impacts of the Project and Flexibility Option with regard to land use consistency would be less than significant and would not be cumulatively considerable.**

## b) Mitigation Measures

Cumulative impacts related to land use and planning for both the Project and the Flexibility Option would be less than significant; no mitigation measures would be required.

## c) Level of Significance After Mitigation

Cumulative impacts related to land use from the Project and Flexibility Option would be less than significant without mitigation.