

II. Project Description

1. Project Summary

The Project would involve the demolition of the existing warehouses and surface parking lot, and the construction of an up to 249,758-square-foot mixed-use building including up to 220 live/work units, 22,725 square feet of open space for residents, up to 46,548 square feet of commercial uses, and associated parking facilities, resulting in a 4.75:1 FAR. Eleven percent of the units (25 live/work units) would be deed-restricted for Very Low Income households. The proposed building would be up to 116' – 0" to the top of the parapet (eight above-ground levels), plus three levels of subterranean parking.

The Project also proposes the ability to implement an increased commercial option that would provide the Project the flexibility to replace a certain number of live-work units with an increased commercial square footage provided by the Project within the same building parameters (i.e., 249,758-square-foot, 116' – 0" to the top of the parapet with eight above-ground levels achieving a 4.75:1 FAR and three levels of subterranean parking),¹ in turn, reduce the overall amount of live/work units from 220 live/work units to 200 live/work units, with a commensurate reduction in deed-restricted Very Low Income units.

2. Environmental Setting

a) Project Location and Existing Site Conditions

The Project Site is located at 1100 E. 5th Street and 506-530 S. Seaton Street in the Central City North community of the City of Los Angeles (City) and consists of seven contiguous lots associated with Los Angeles County Assessor Parcel Numbers 5163-024-009 and 5163-024-014 (Project Site). The relatively flat Project Site is approximately 54,009 square feet (1.2 acres) and is bounded by industrial warehousing that has been converted to commercial, non-industrial uses to the north across 5th Street; a paved surface parking lot and Palmetto Street to the south; industrial warehousing, a surface parking lot, and Colyton Street to the east; and commercial uses and industrial warehousing to the west across Seaton Street. Seaton Street and 5th Street are both two-lane thoroughfares with two-way traffic. See **Figure II-1, Vicinity and Regional Map**.

The Project Site is currently developed with three vacant, single-story, industrial warehouses that occupy approximately 35,445 square feet of floor area, and an associated surface parking lot. The buildings are rectangular in plan and one story in height with flat roofs and concrete exteriors. The northernmost building located at the southeast corner of 5th Street and Seaton Street has a small building identification sign on its roof. Vehicular access to the Project Site is restricted by

¹ There would be no changes to the exterior façade. Only the interior parameters would be altered to accommodate the commercial uses as opposed to the dwelling units.

security gates at 5th Street and at Seaton Street. The southernmost building also contains a metal roll-up door facing Seaton Street. All warehouses fronting 5th Street and Seaton Street are built to the lot line. Nearly the entire Project Site is paved by concrete and asphalt, except for an approximately 450-square-foot planter consisting of five non-protected trees (four queen palm trees and an avocado tree) along a portion of the eastern façade of the warehouse fronting 5th Street. **Figures II-2 and II-3, Views of the Project Site**, show the existing built conditions of the Project Site. **Figures II-4 through Figure II-6** show the existing built conditions of the surrounding area.

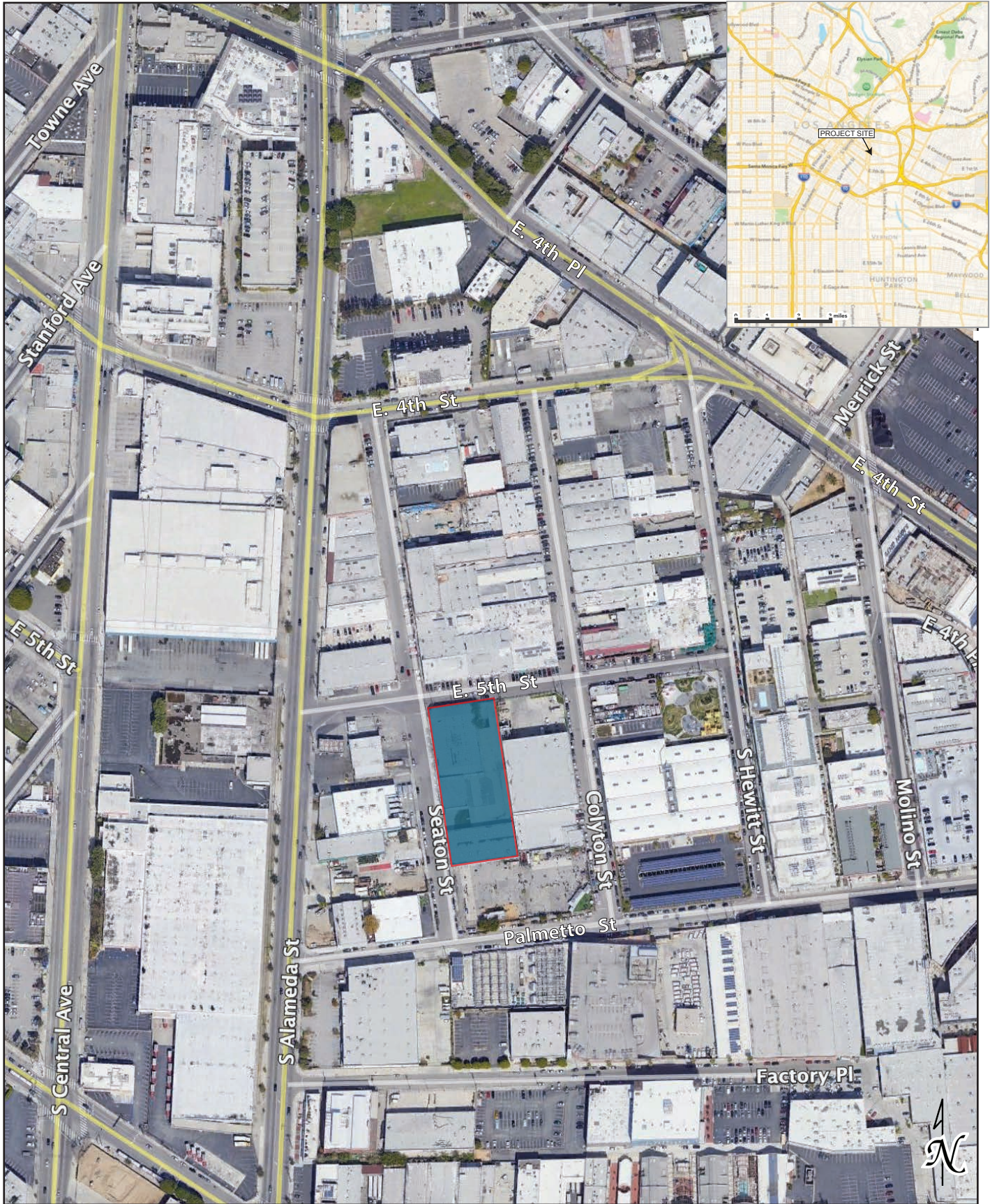
b) Existing Site Zoning/Land Use Designation

The Project Site has a General Plan land use designation of Heavy Industrial under the Central City North Community Plan. 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.

The Los Angeles Municipal Code (LAMC) establishes the zoning for the Project Site as M3-1-RIO (Heavy Industrial Zone – Height District No. 1 – River Improvement Overlay District). The M3 Zone permits a range of industrial, and manufacturing uses that are in operation in the area. The M3 Zone also permits commercial uses permitted under the C2 Zone, such as restaurants, bars, studios, offices, and adaptive reuse into live/work units, which can all be found within the immediate surrounding area of the Project Site. In regards to the River Improvement Overlay District (RIO), projects located within the RIO District, such as the Project, require an Administrative Clearance from the Department of City Planning prior to issuance of a building permit, to ensure that projects meet certain standards for screening, lighting, river access, and landscaping.

The Project Site is also located within the East Los Angeles State Enterprise Zone, Central Industrial Redevelopment Project area, a Transit Priority Area (TPA), and within a Methane Zone.² The East Los Angeles State Enterprise Zone permits general commercial uses to provide two parking spaces per 1,000 square feet of gross commercial floor area. The Central Industrial Redevelopment Project area was originally designated by the now-defunct Community Redevelopment Agency and is currently operated by the Department of City Planning, which assumed the land use authority of its successor agency, the CRA/LA, a Designated Local Authority, on November 11, 2019. Projects within the Central Industrial Redevelopment Project area are still required to be in conformance with the Redevelopment Plan for the Central Industrial Redevelopment Project. The Project is an “infill site” located within a TPA pursuant to Senate Bill 743 (SB 743), due to its proximity to a “major transit stop,” as defined in Public Resources Code Section 21064.3. A major transit stop is a site containing a rail transit station, a ferry terminal

² City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: August 19, 2022.



Project Site
 Source: GoogleEarth, March 2019.

0 638
 Scale (Feet)

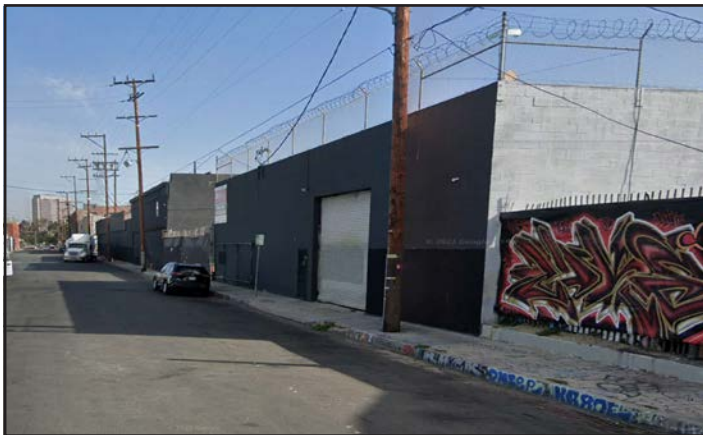
Figure II-1
Vicinity and Regional Map



View 1: View looking southeast from intersection of E. 5th Street and Seaton Street towards north-west corner of site.



View 2: View looking west from E. 5th Street towards northern boundary of site.



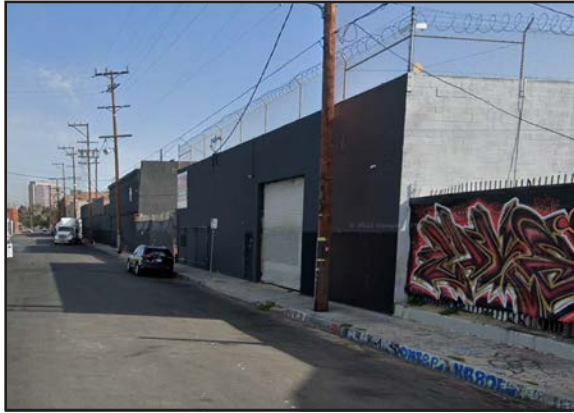
View 3: View looking north from Seaton Street along western boundary of site.



PROJECT SITE
PHOTO LOCATION MAP

Source: GoogleEarth and EcoTierra 2022.

Figure II-2
Views of the Project Site
Views 1, 2, and 3



View 4: View looking north from Seaton Street at southwestern corner of the site towards western boundary of site.



View 5: View looking south from center of site towards on-site structure in southern portion of site.



View 6: View looking northwest from southeastern portion of site towards on-site structures.



PROJECT SITE
PHOTO LOCATION MAP

Source: View 4: GoogleEarth and EcoTierra 2022 and Views 5 & 6: ESA 2019.



View 1: View looking east along E. 5th Street from Seaton Street with views of light industrial/arts production and live/work space north of the site.



View 2: View looking from intersection of Seaton Street and E. 5th Street toward light industrial/retail use to northwest of the site.



View 3: Looking west from intersection of Seaton Street and E. 5th Street toward gas station, truck wash, and weigh station to west of the site.



PROJECT SITE
PHOTO LOCATION MAP

Source: GoogleEarth and EcoTierra, 2022.

Figure II-4
Views of Surrounding Uses
Views 1, 2, and 3



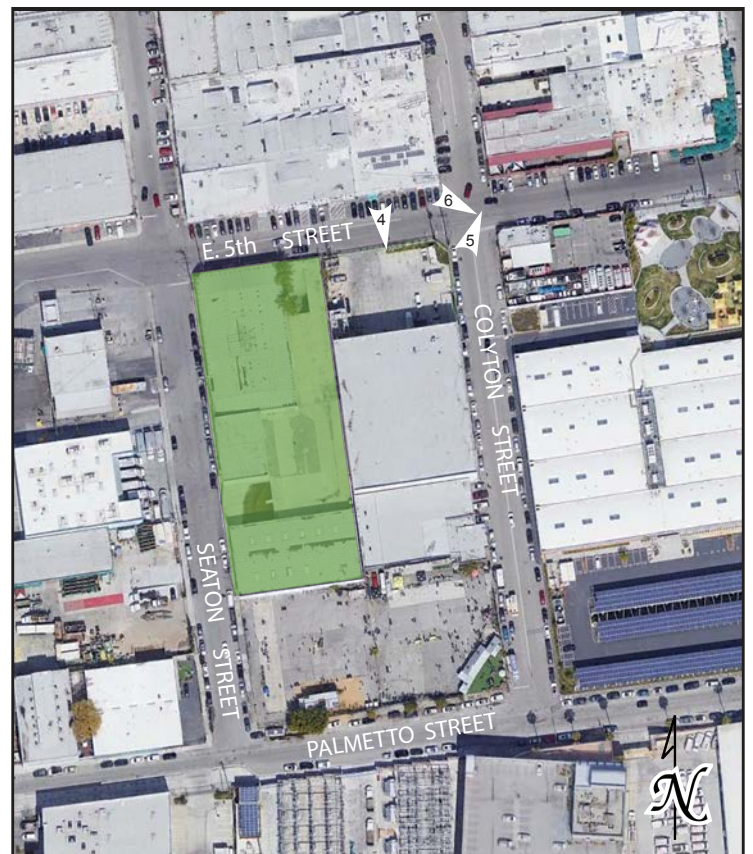
View 4: View looking south from E. 5th Street toward four-story Farmland Imports warehouse to east of the site.



View 5: View looking northeast from intersection of Colyton Street and E. 5th Street toward light industrial/retail uses to northeast of the site.



View 6: View looking southeast from intersection of Colyton Street and E. 5th Street toward light industrial/retail uses to east of the site.



PROJECT SITE
PHOTO LOCATION MAP

Source: GoogleEarth and EcoTierra, 2022.

Figure II-5
Views of Surrounding Uses
Views 4, 5, and 6



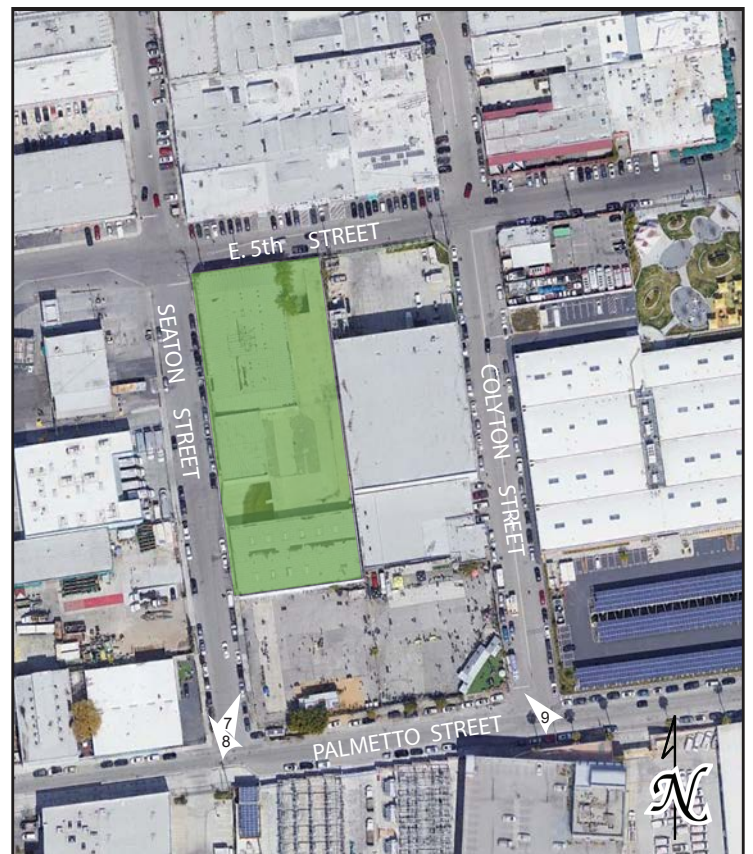
View 7: View looking east from Seaton Street toward Wisdome.LA Immersive Art Park to the south of the site.



View 8: View looking northwest from Seaton Street toward industrial uses to the west of the site.



View 9: View looking northwest from Palmetto Street toward Wisdome.LA Immersive Art Park to the south of the site.



PROJECT SITE
PHOTO LOCATION MAP

Source: GoogleEarth and EcoTierra, 2022.

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. The intersections of 6th Street and Alameda Street and 6th Street and Central Avenue are located approximately one quarter mile from the Project Site and are utilized by bus routes with 6 to 15 minute frequency in the AM peak period and 4 to 10 minute frequency in the PM peak period. SB 743 defines an infill site as 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. The Project Site meets both of these criteria.

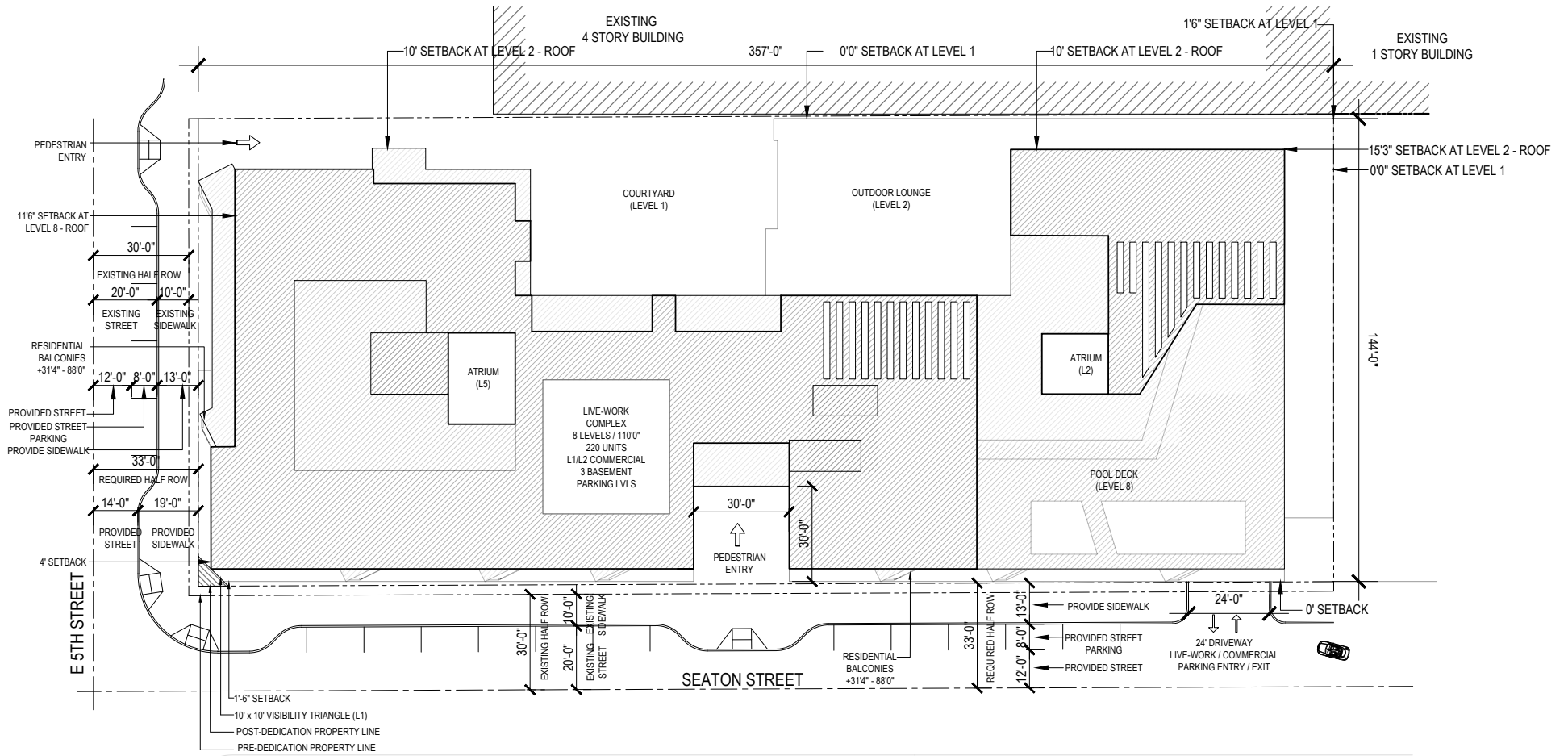
Furthermore, the Project's location within a designated Methane Zone indicates the potential for methane intrusions emanating from geologic formations and requires compliance with Citywide requirements set forth in the City's Methane Code for a project's construction and/or design as appropriate.

3. Project Characteristics

a) Project Overview

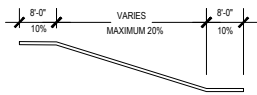
(1) Project

The Project would involve the demolition of the three existing vacant single-story industrial warehouses that occupy 35,445 square feet of floor area, and surface parking lot, and the construction of an up to 249,758-square-foot mixed-use building including up to 220 live/work units, 22,725 square feet of open space for residents, up to 46,548 square feet of commercial uses, and associated parking facilities. Eleven percent of the units (25 live/work units) would be deed-restricted for Very Low Income households. The proposed building would be up to 116' – 0" to the top of the parapet (eight above-ground levels), plus three levels of subterranean parking. The Project has been designed to incorporate specific design standards the City has developed to address the Arts District's unique urban form and architectural characteristics. A conceptual plot plan is shown on **Figure II-7, Conceptual Plot Plan**. **Figures II-8 through II-19** detail the floor plans for the three-level subterranean parking structure and the eight above-ground levels, and the building sections.



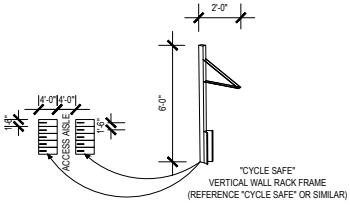
Source: Hansonla Architecture, January 2021.

Figure II-7
Conceptual Site Plan



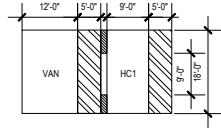
6 TYPICAL RAMP DIAGRAM

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



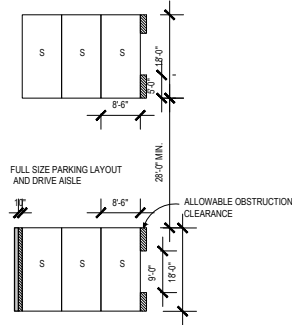
5 VERTICAL BICYCLE PARKING DIAGRAM

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



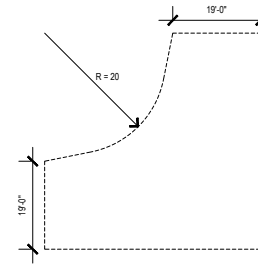
4 ADA PARKING DIAGRAM

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



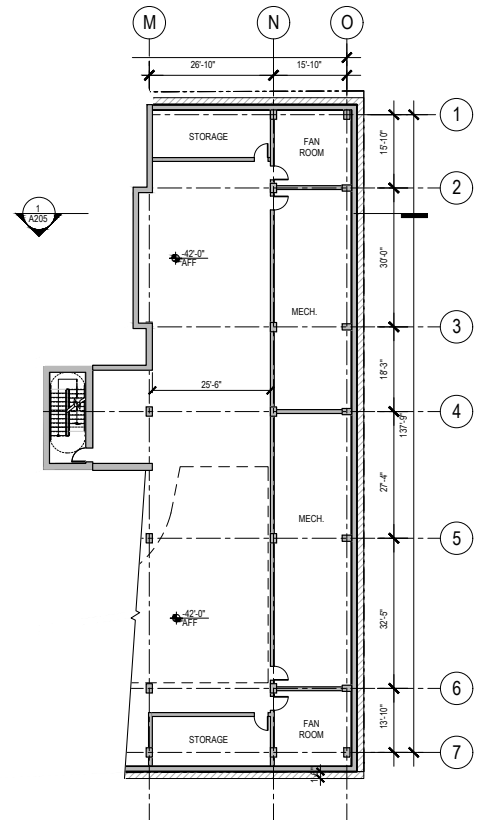
3 TYPICAL PARKING DIAGRAM

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



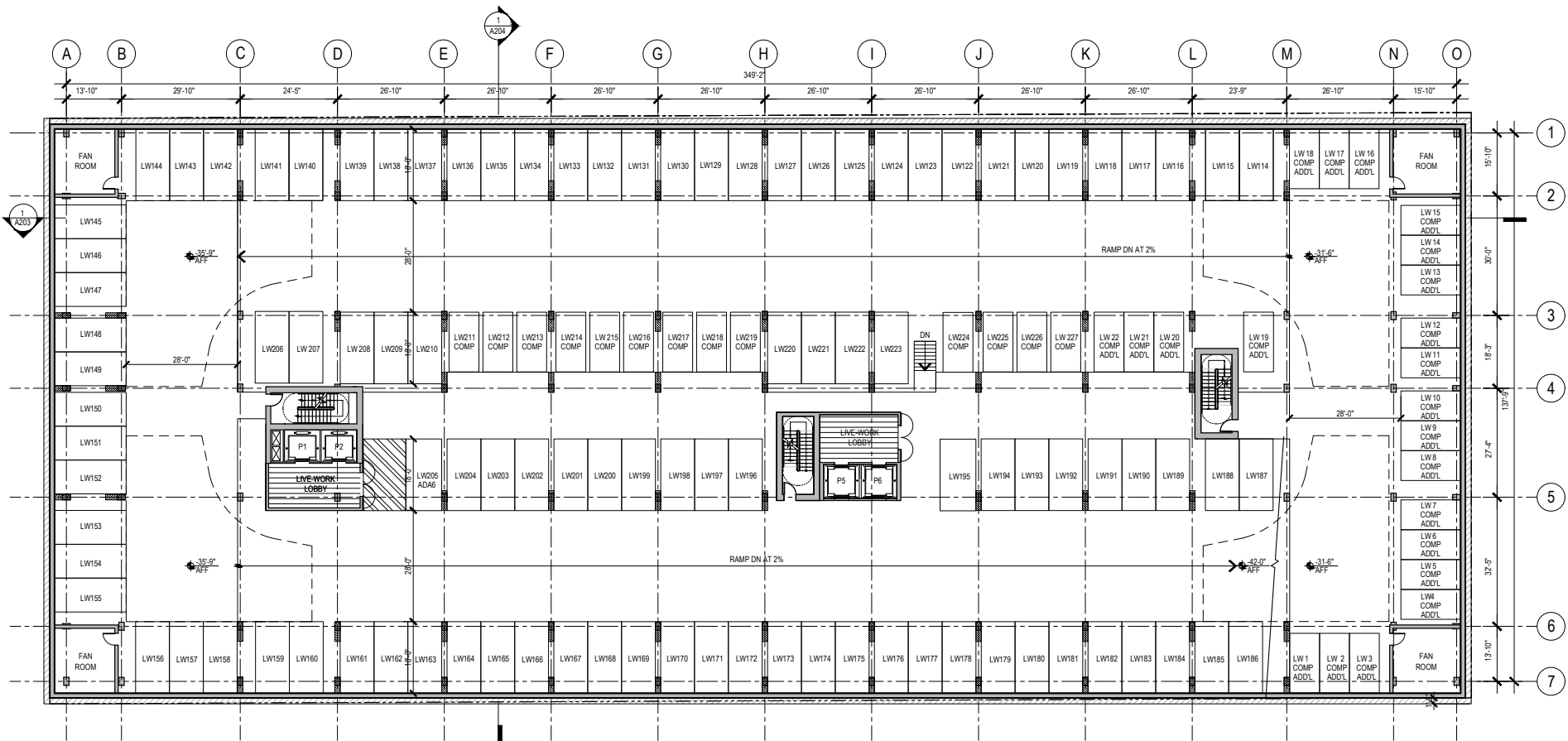
2 TYPICAL TURNING RADIUS DIAGRAM

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



Source: Hansonla Architecture, January 2021.

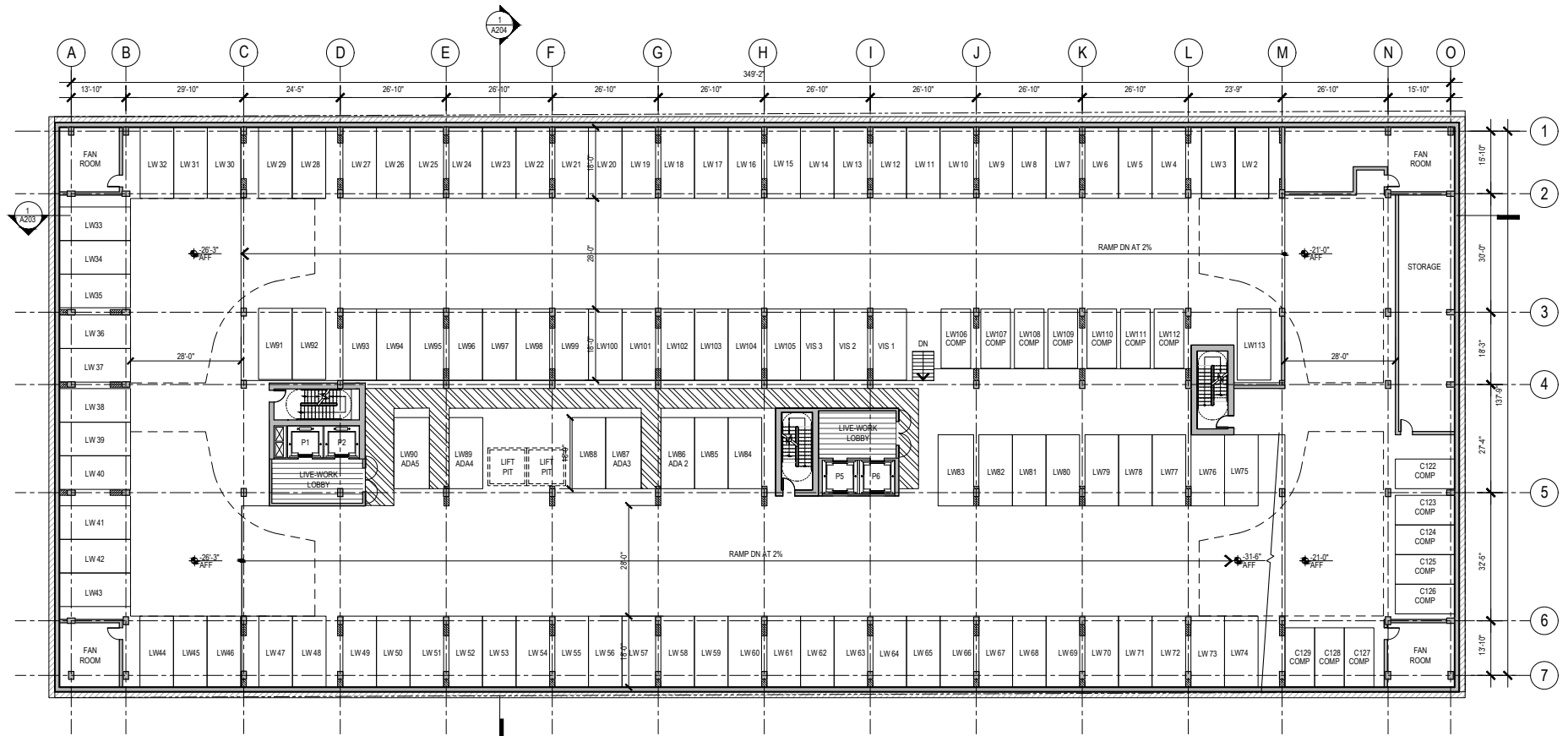
Figure II-8
Subterranean Parking Lower Level 3



Source: Hansonla Architecture, January 2021.



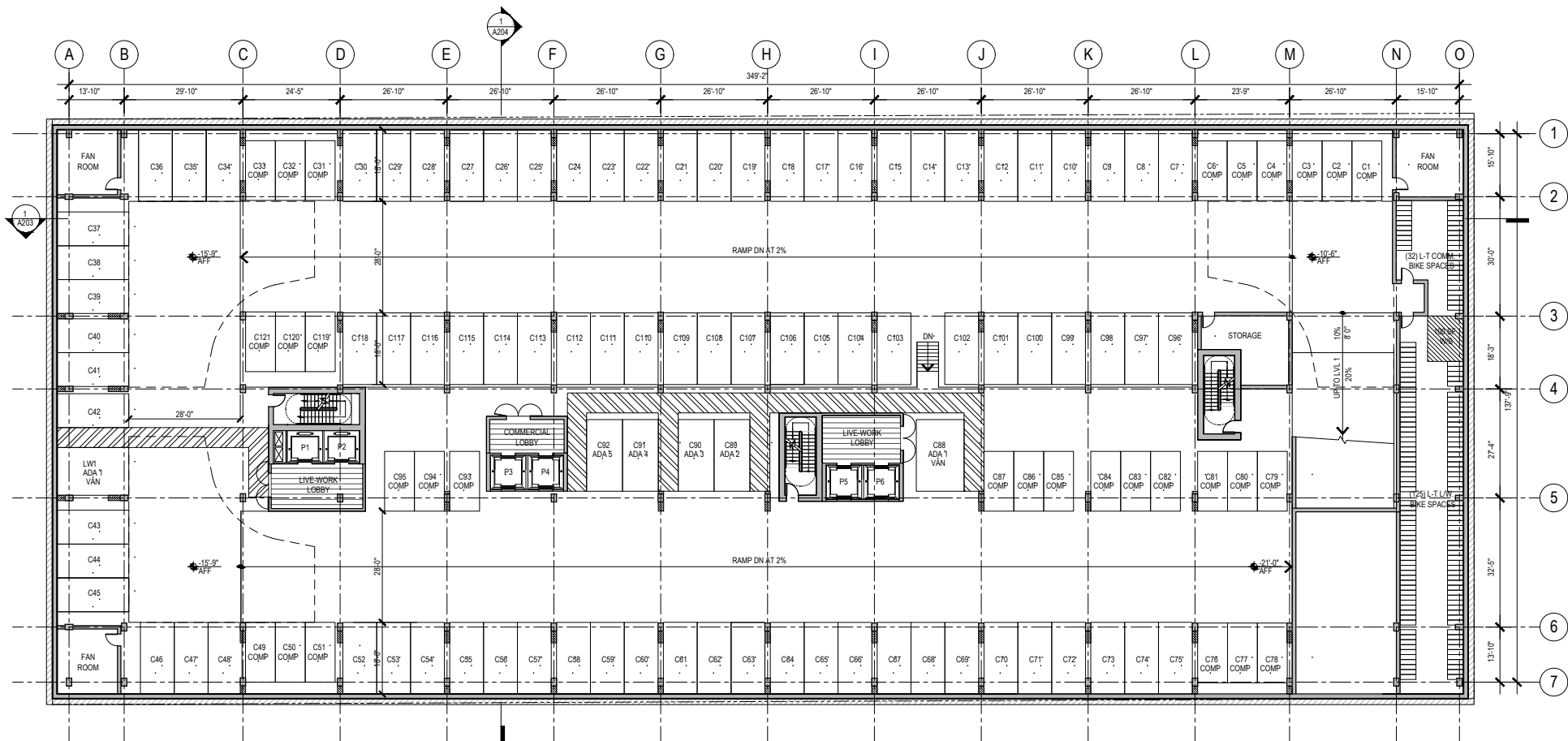
Figure II-9
Subterranean Parking Level 3



Source: Hansonla Architecture, January 2021.



Figure II-10
Subterranean Parking Level 2



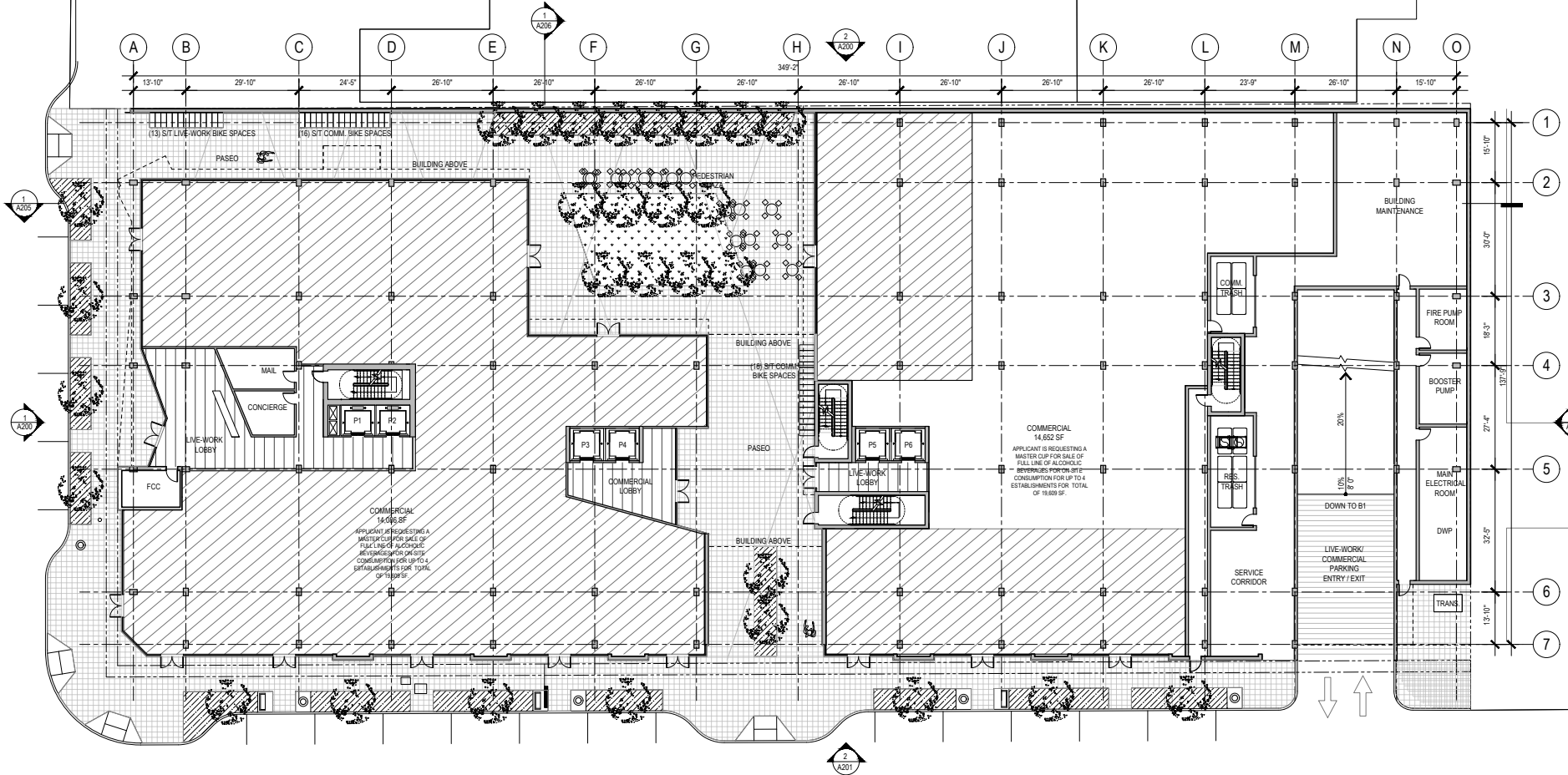
Source: Hansonla Architecture, January 2021.



Figure II-11
Subterranean Parking Level 1

E 5TH STREET

SEATON STREET



Source: Hansonla Architecture, January 2021.

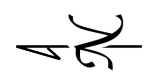
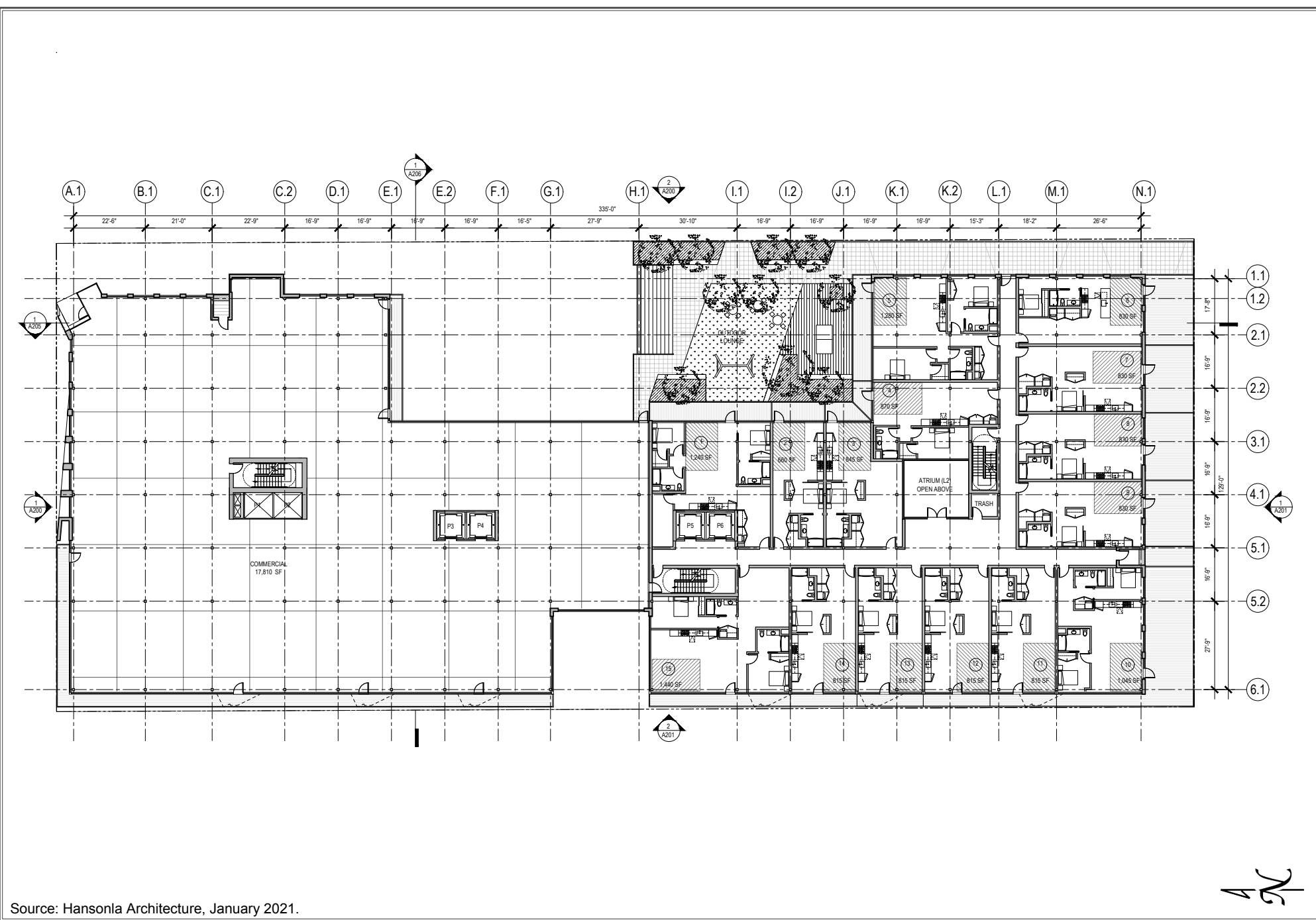


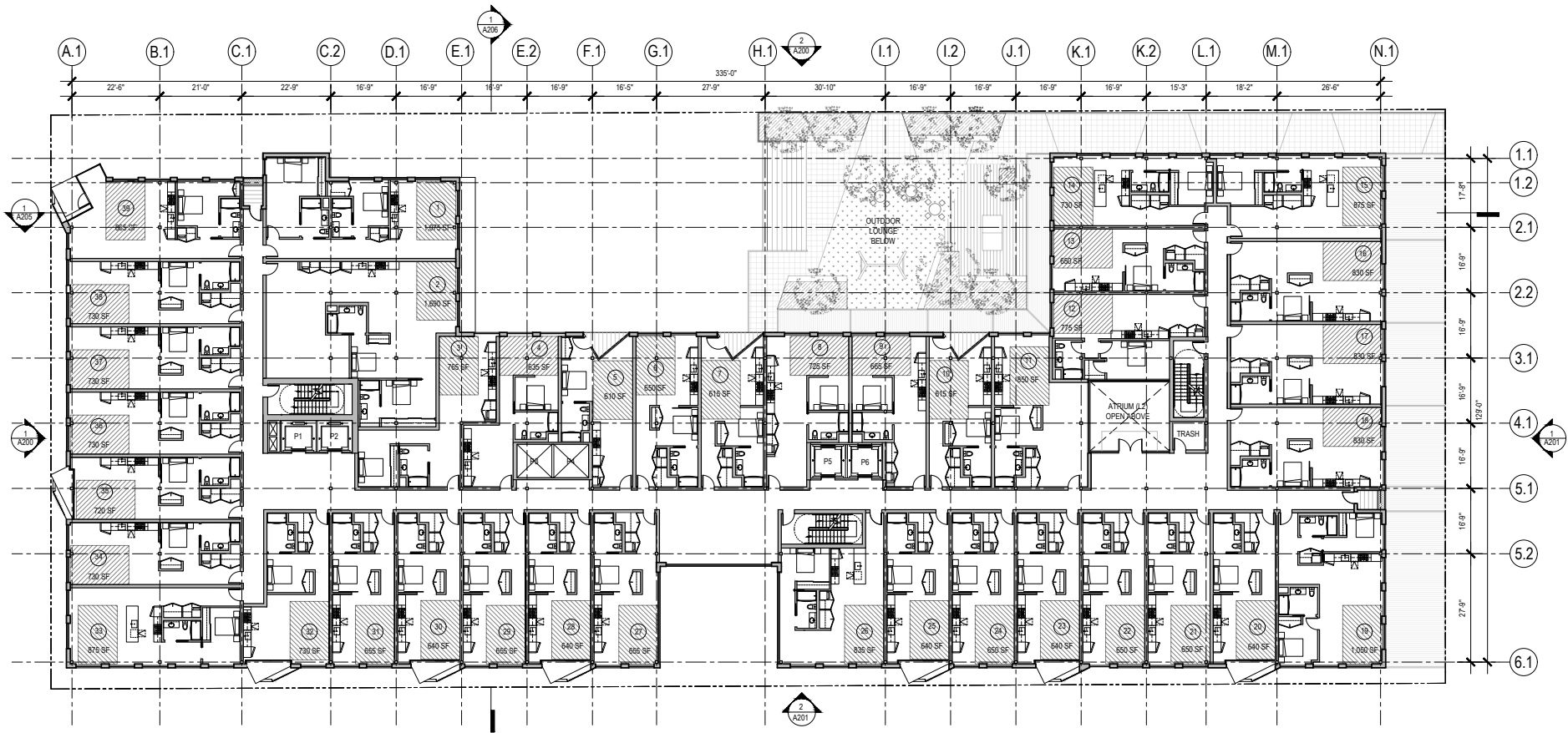
Figure II-12
Level 1 Plan



Source: Hansonla Architecture, January 2021.



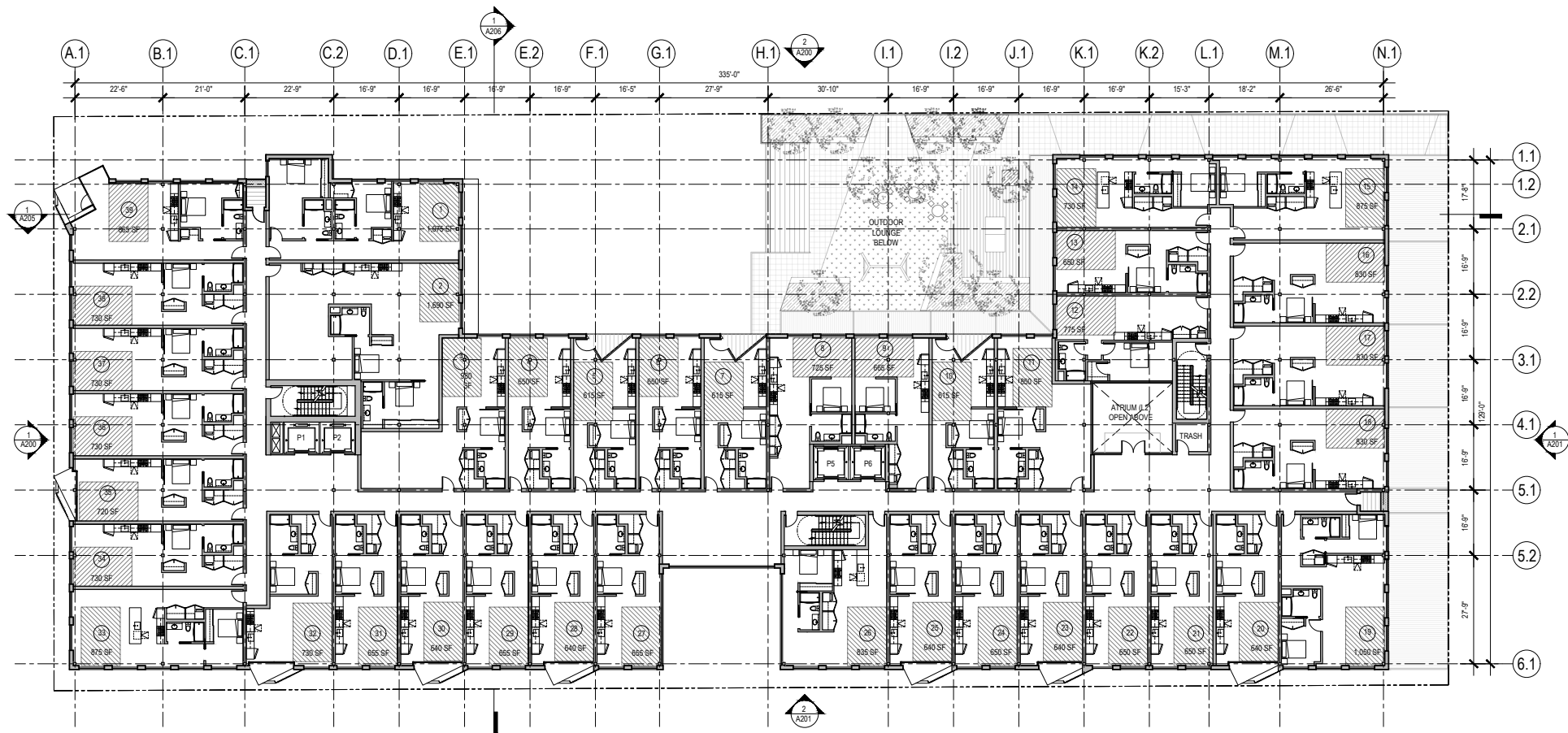
Figure II-13
Level 2 Plan



Source: Hansonla Architecture, January 2021.



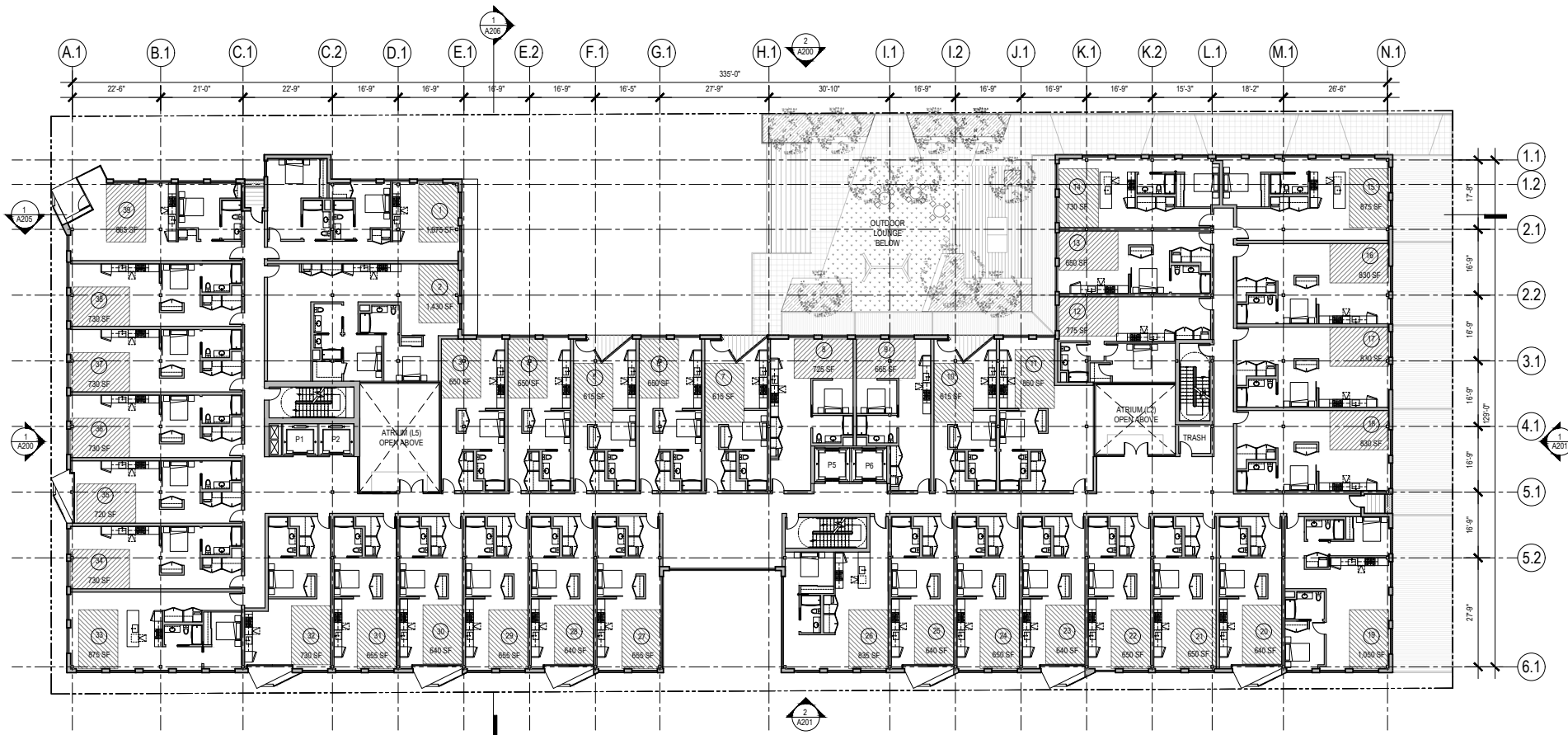
Figure II-14
Level 3 Plan



Source: Hansonla Architecture, January 2021.



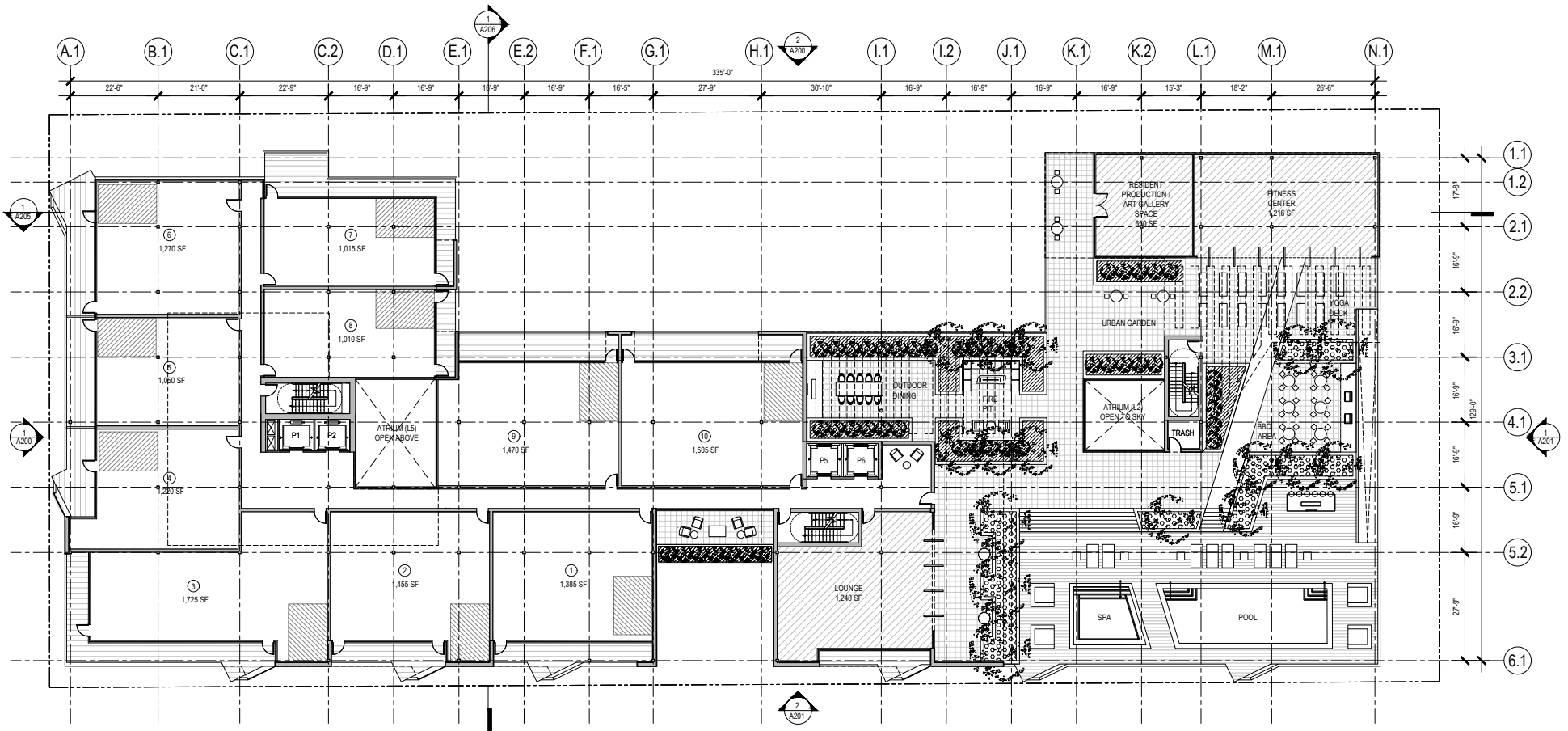
Figure II-15
Level 4 Plan



Source: Hansonla Architecture, January 2021.



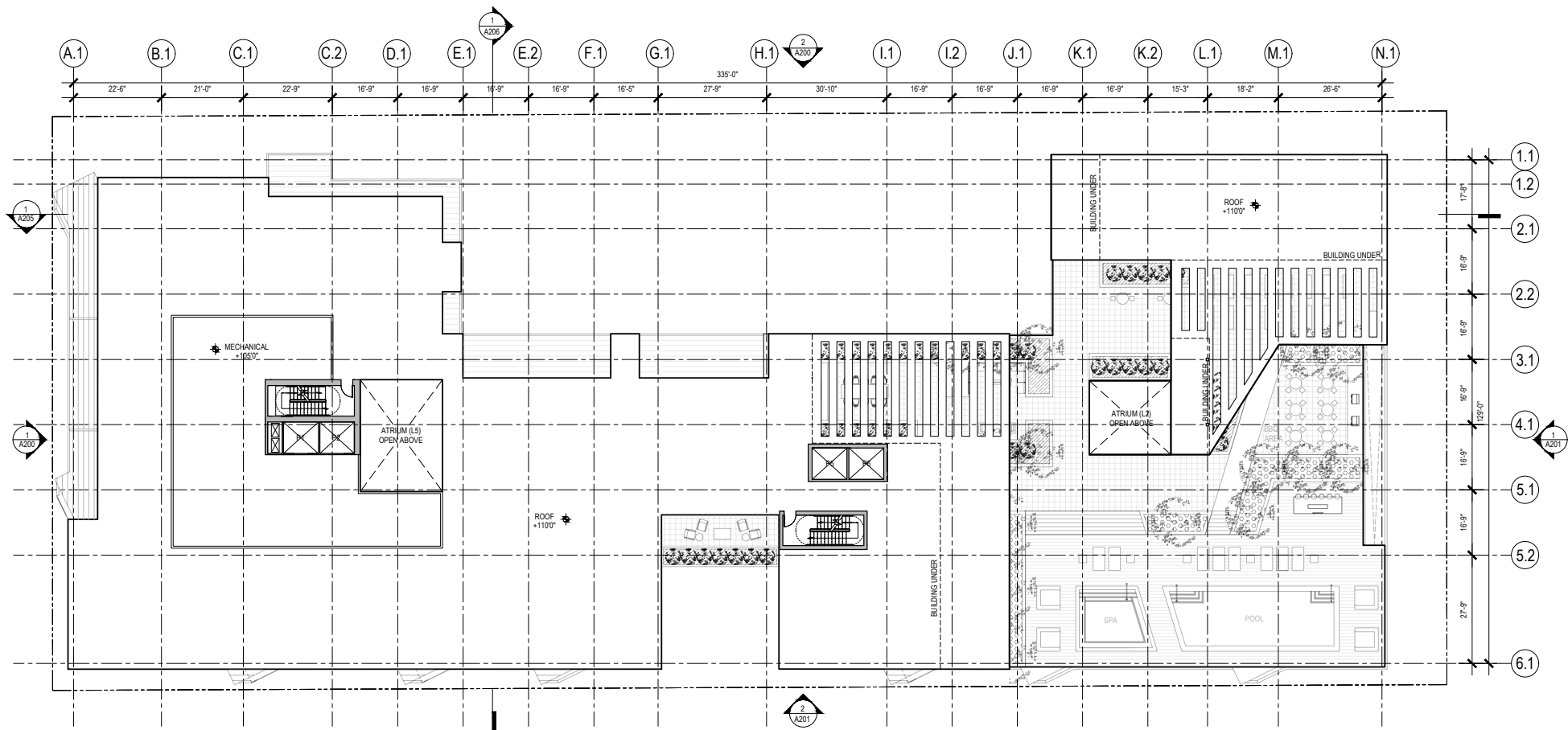
Figure II-16
Levels 5-7 Plan



Source: Hansonla Architecture, January 2021.



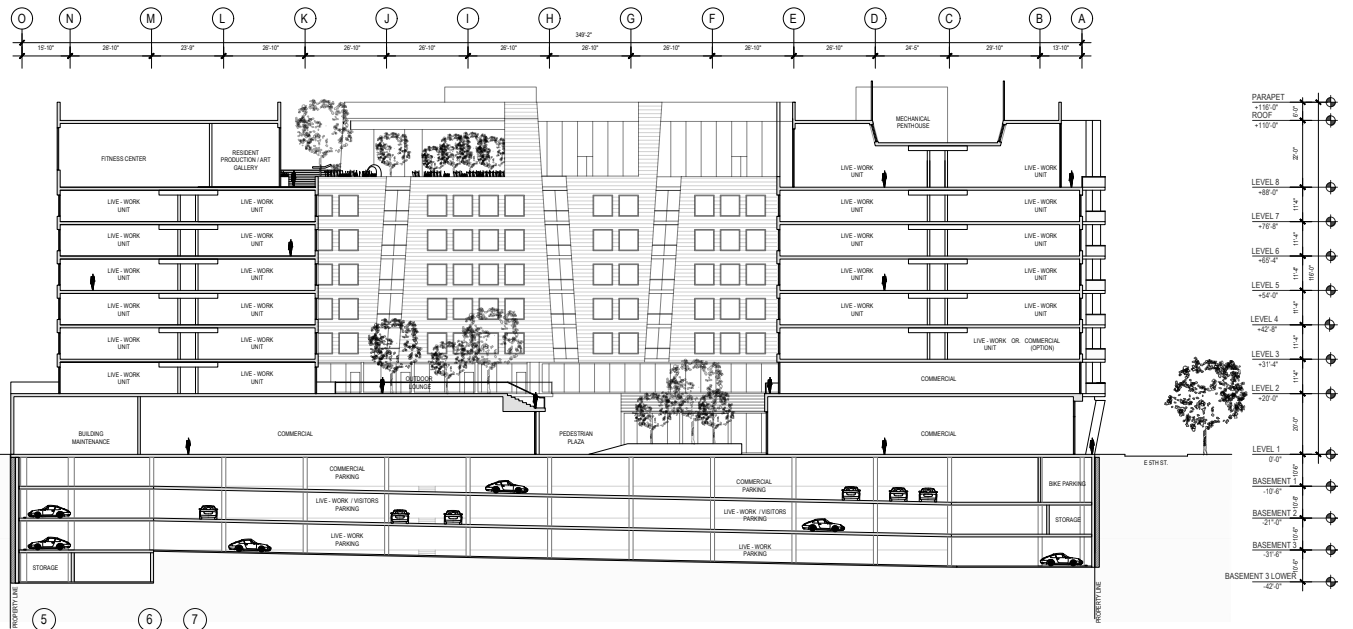
Figure II-17
Level 8 Plan



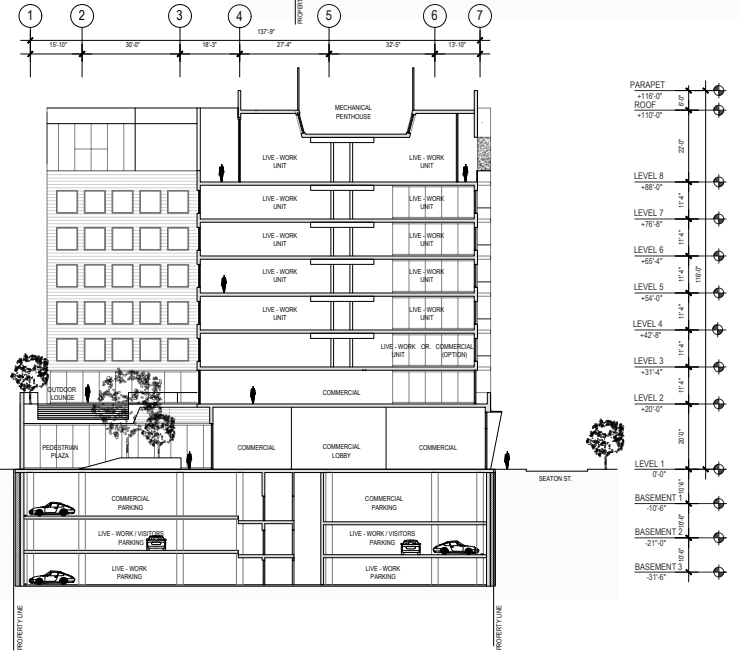
Source: Hansonla Architecture, January 2021.



Figure II-18
Roof Plan



1 NORTH-SOUTH SECTION
SCALE: 1/8" = 1'-0"



2 EAST-WEST SECTION
SCALE: 1/8" = 1'-0"

Source: Hansonla Architecture, January 2021.

Figure II-19
Building Sections

Table II-1, Project Demolition Summary, summarizes the land use that would be demolished by the Project, and **Table II-2, Project Development Summary**, summarizes the proposed land uses.

**Table II-1
Project Demolition Summary**

Land Use	Amount
3 Warehouses	35,445 sf
Paved Parking and Concrete Surface	18,564 sf
<i>sf = square feet</i>	
<i>Source: EcoTierra Consulting, 2022.</i>	

**Table II-2
Project Development Summary**

Land Use	Amount
Live/Work Units	
Studios – 1 bedroom (< 3 habitable rooms)	191 du
3 bedrooms (3 habitable rooms)	29 du
Total Live/Work Units	220 du
Open Space	
Private Open Space	950 sf
Outdoor Common Open Space	18,669 sf
Indoor Common Open Space	3,106 sf
Total Open Space	22,725 sf
Commercial Uses	
Commercial and Art Production Space	46,548 sf
<i>du = dwelling units; sf = square feet</i>	
<i>Source: HansonLA Architecture, 2022.</i>	

The Project's commercial uses would be located on the ground level and approximately one-half of the second level, fronting 5th Street and Seaton Street. The commercial uses would include general commercial, restaurant, retail, office, and art production-related uses (within the live/work units). The commercial spaces on the second level would be accessible from the internal courtyard via elevators and stairs. The Project proposes the sale and on-site consumption of alcoholic beverages at up to four establishments for a total of up to 19,609 square feet of floor area. The live/work component would be located on the remaining half of the second level and on the third through eighth levels. The average live/work unit size would be approximately 790 square feet. The Project proposes a floor-to-area ratio (FAR) of 4.75:1.

The Project Applicant is requesting a General Plan Amendment, Vesting Zone Change, and Height District Change to construct and operate the Project. The General Plan Amendment would change the current land use designation from Heavy Industrial to Regional Center Commercial, which would permit the mix of commercial and live/work uses being proposed. The Vesting Zone Change would change the current zone from M3 to C2, which would allow for the proposed range of commercial, art production-related, and live/work uses. The Height District Change from Height District No. 1 to Height District No. 2 would permit an increased FAR, from 1.5:1 to 6:1 (the Project building would result in a 4.75:1 FAR). See the Discretionary Actions and Approvals discussion below for more information regarding the discretionary requests that are part of the Project.

(2) Flexibility Option

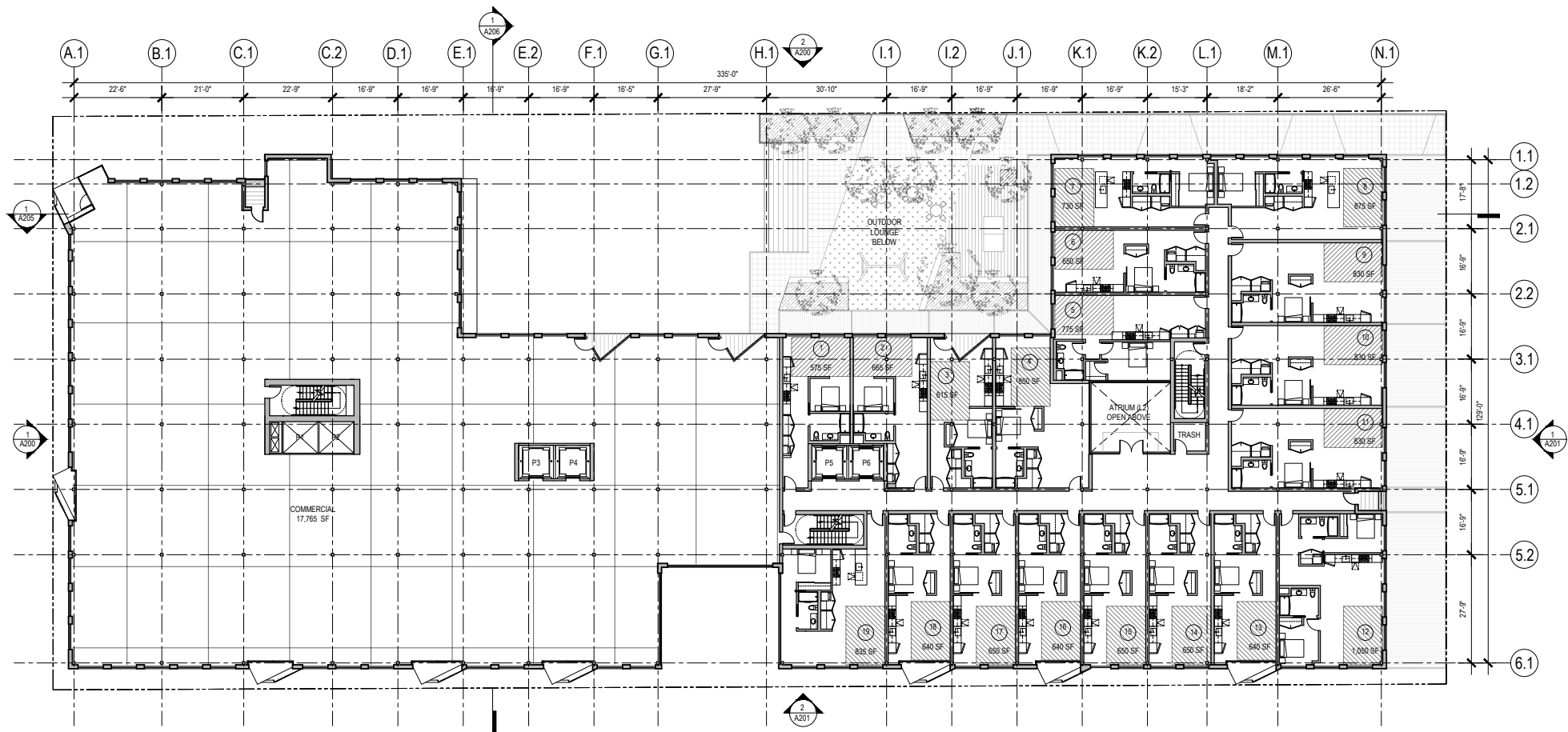
The Project also proposes the ability to implement an increased commercial option that would provide the Project the flexibility to replace a certain number of live-work units with an increased commercial square footage provided by the Project within the same building parameters (i.e., 249,758-square-foot, 116' – 0" to the top of the parapet, with eight above-ground levels achieving a 4.75:1 FAR and a three-level subterranean parking structure) and, in turn, reduce the overall amount of live/work units from 220 live/work units to 200 live/work units (Flexibility Option [Flexibility Option]). Under this option, 20 units located on approximately one-half of the third level would be replaced with 17,765 square feet of commercial space to provide a total of 64,313 square feet of commercial space, while 19 live-work units would remain on the third level. The increased commercial space would consist of office and art production-related uses. The average live/work unit size would be approximately 792 square feet. The amount of open space provided under the Flexibility Option would remain the same as the Project without the Flexibility Option.

Table II-3, Development Summary with Flexibility Option, summarizes the land uses proposed under the Flexibility Option. The floorplan for level three under the Flexibility Option is shown on **Figure II-20, Level 3 Plan with Flexibility Option**.

**Table II-3
Development Summary with Flexibility Option**

Land Use	Project	Project under Flex Option	Difference from Project
Live/Work Units			
Studios – 1 bedrooms (< 3 habitable rooms)	191 du	173 du	-18 du
3 bedrooms (3 habitable rooms)	29 du	27 du	-2 du
Total Live/Work Units	220 du	200 du	-20 du
Commercial Uses	46,548 sf	64,313	+17,765
Open Space			
Private Open Space	950 sf	950 sf	0 sf
Outdoor Common Open Space	18,669 sf	18,669 sf	0 sf
Indoor Common Open Space	3,160 sf	3,160 sf	0 sf
Total Open Space	22,725 sf	22,725 sf	0 sf
<i>du = dwelling units; sf = square feet</i>			
<i>Source: EcoTierra Consulting, 2022.</i>			

Implementation of this option would not affect the design or building envelope of the proposed building (e.g., location, type, building height, massing, and architectural features would remain identical) under the Flexibility Option. In addition, the three-level subterranean parking structure proposed for the Project would be able to facilitate the LAMC-required amounts of parking for the Flexibility Option as discussed below under the Access, Circulation, and Parking subheading. Furthermore, 11 percent of the live/work units under this option (22 live/work units) would be deed-restricted for Very Low Income Households.



Source: Hansonla Architecture, January 2021.



Figure II-20
Level 3 Plan with Increased Commercial Flexibility Option

b) Affordable Housing

California Government Code Section 65915 and LAMC Section 12.22-A,25 permit development incentives, including but not limited to a density bonus and reduction in parking requirements, for projects that provide affordable housing. As noted above, the Project proposes a General Plan Amendment to change the land use designation from Heavy Industrial to Regional Center Commercial, and a Vesting Zone Change to change the current zoning from M3 to C2, which would allow for the proposed range of commercial, art production-related, and live/work uses. This change in designation and zoning would permit a residential density of one dwelling unit per 200 square feet. Thus, at the approximately 54,009-square-foot Project Site, up to 270 live/work units could be developed prior to a density bonus for the provision of affordable housing. The Project proposes 220 live/work units, including deed-restricting 11 percent (25 live/work units) for Very Low Income Households; or 200 live/work units, including deed-restricting 11 percent (22 live/work units) for Very Low Income Households under the Flexibility Option. Thus, the Project qualifies for a 35 percent density bonus and two on-menu development incentives/concessions as set forth in the State Density Bonus law (California Government Code Section 65915) and the City's Density Bonus Ordinance (LAMC Section 12.22-A,25).

The Project does not propose to utilize the density bonus for purposes of increasing density. However, the Project is requesting relief from the open space requirement (none required for the Flex Option), and relief from side and rear yard setback requirements (for Project and Flex Option). The Project would utilize two on-menu incentives and a waiver of development standard, as follows:

- On-Menu Incentive
 - Up to a six percent reduction in the open space requirement from 24,175 square feet to 22,725 square feet for the Project;
 - A nine percent decrease in the required setback width from 11 feet to 10 feet for the live/work units on the upper floors along the side yard; and
- Waiver of Development Standard
 - 24 percent decrease in the required setback width from 20 feet to 15 feet 3 inches for the live/work units on the upper floors along the rear yard.

Furthermore, consistent with the City's Density Bonus Ordinance, the Project is entitled to a reduction in residential parking requirements. As discussed below under the Access, Circulation, and Parking subheading, the Project would incorporate Parking Option 1. However, as noted below, the Project is located within one-half mile of a Major Transit Stop and pursuant to AB 2097 is therefore not required to provide a minimum number of automobile parking spaces. The same concessions for side and rear yard setback reductions and use of Parking Option 1 that is required by the Project, would also be applicable under the Flexibility Option.

c) Design and Architecture

The Project's design is a contemporary architectural style. The proposed building has been designed to blend within the distinct urban fabric of the Arts District community, which includes industrial, arts production, residential, and general commercial uses. 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. Elevations of the proposed building can be seen on **Figures II-21 and II-22, Elevations**, and conceptual renderings of the Project from the vantage points of 5th Street, Seaton Street, and a proposed on-site courtyard can be seen on **Figures II-23 through II-25, Conceptual Rendering**.

The Project has been designed to create a pedestrian-oriented streetscape, including new street trees, landscaping, and sidewalk paving elements. The Project's building frontage would provide 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 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 5th Street would provide a 22-foot wide breezeway for approximately 100 feet that also meets at the internal courtyard. The paseos would also provide access to the commercial uses.

d) Open Space and Landscaping

The Project's required amount of open space was calculated pursuant to LAMC Section 12.21 G.2, based on the total number of units and bedrooms. Based on these calculations, the Project would be required to provide 24,125 square feet of open space,³ and the Flexibility Option would be required to provide 22,025 square feet of open space.⁴ An on-menu incentive for the Project is being requested to reduce the open space requirement by approximately six percent, to 22,725 square feet. Both the Project and the Flexibility Option would provide 22,725 square feet of open space. The Project open space would comply with the 6% open space requirement reduction requested for the Project and the Flexibility Option open space would comply with the requirement without a need for an adjustment. The Project's open space and residential amenities would be located in several distinct areas, generally located on the ground, second, and eighth levels. The

³ 191 (live/work unit, 0-1 BD, <1,000 sf) multiplied by the 100-square-foot requirement equals 19,100 square feet of required open space. 29 (live/work unit, 3 BD, >1,000 sf) multiplied by the 175-square-foot requirement equals 5,075 square feet of required open space. 19,100 plus 5,075 equals 24,125 square feet of required open space.

⁴ 173 (live/work unit, 0-1 BD, <1,000 sf) multiplied by the 100-square-foot requirement equals 17,300 square feet of required open space. 27 (live/work unit, 3 BD, >1,000 sf) multiplied by the 175-square-foot requirement equals 4,725 square feet of required open space. 17,300 plus 4,725 equals 22,025 square feet of required open space.



Source: Hansonla Architecture, January 2021.

Figure II-21
Elevations – East and North



Source: Hansonla Architecture, January 2021.

Figure II-22
Elevations – West and South



Source: Hansonla Architecture, January 2021.

Figure II-23
Conceptual Rendering – View from E. 5th Street



Source: Hansonla Architecture, January 2021.

Figure II-24
Conceptual Rendering – View from Seaton Street



Source: Hansonla Architecture, January 2021.

Figure II-25
Conceptual Rendering-View of the Courtyard

Project's various outdoor amenities would include a swimming pool and spa deck, outdoor areas for lounging, urban garden, yoga deck, fire pit, BBQ area, and outdoor dining. Indoor amenities would include fitness and recreational rooms, a resident art gallery, plaza and pedestrian paseo areas, and atriums. In addition, many units would include private balconies.

The Project's landscape plan would include a variety of trees, shrubs, and ground cover. The Project is required by LAMC Section 12.21 G.2 to provide 55 residential trees (one 24-inch box tree for every four residential units), and 50 residential trees under the Flexibility Option.⁵ The Project would provide 57 trees with at least a 24-inch box size, under both the Project and Flexibility Option, including Desert Willow, Western Redbud, Desert Museum Palo Verde, Catalina Cherry, Mesa Oak, and Elderberry, all of which are native tree species. Approximately 15 trees would be planted in the courtyard and paseo; 10 trees would be planted on the second level in the outdoor lounge, and 16 trees would be planted on the eighth level in the common open space area. Moreover, while the Project would remove the five existing on-site trees, comprised of four of the queen palm trees (*Syagrus romanzoffiana*) and one avocado tree (*Persea americana*), none of which are protected under the City's tree protection ordinance. Therefore, these trees would not need to be replaced. There are no existing street trees that abut the Project Site along the public right-of-way. Approximately 16 street trees (four street trees along 5th Street and 12 street trees along Seaton Street) would be planted. The proposed street trees would be Mesa Oak and Catalina Cherry, which are on the City's street species list.

The Project would result in an increase of 16 street trees and a net increase of 36 on-site trees. **Figures II-26 through II-28, Landscape Plans**, show the landscape plan proposed for the first, second, and eighth levels of the Project.

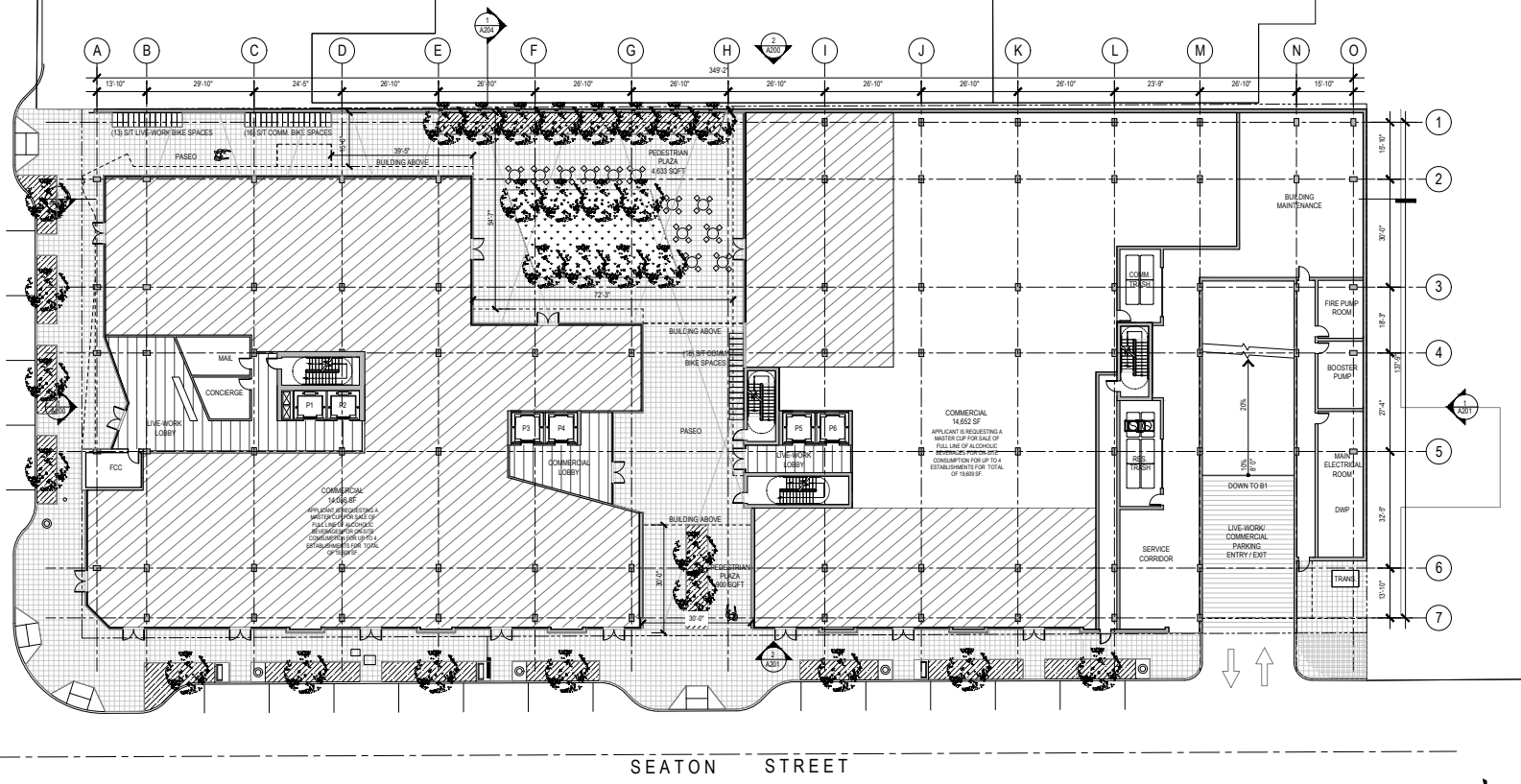
e) Access, Circulation, and Parking

The City's Mobility Plan 2035 provides the policy foundations for achieving a transportation system that balances the needs of all road users, and is an update to the City's Transportation Element of the General Plan. The Mobility Plan 2035 incorporates "Complete Streets" principles that are intended to provide safe and efficient transportation for bicycles, transit riders, and car and truck drivers. Adjacent to the Project Site, 5th Street and Seaton Street are classified as Industrial Collector Streets.

Pedestrian access to the Project's various components would be provided from 5th Street and Seaton Street via paseos into the Project and building entrances oriented along these streets. The ground-floor commercial uses would consist of several establishments, each with its own entrance directly from the street, pedestrian plaza, or paseo. Pedestrian access to the commercial spaces on the second level (and the third level with the Flexibility Option) would be accessible via stairs and elevators in the Project's commercial lobby in the paseo at Seaton Street. Pedestrian access to the live/work component would also be accessible from 5th Street and Seaton Street, with 5th Street providing access to the primary live/work lobby.

⁵ Project: $220 / 4 = 55$; Flexibility Option: $200 / 4 = 50$.

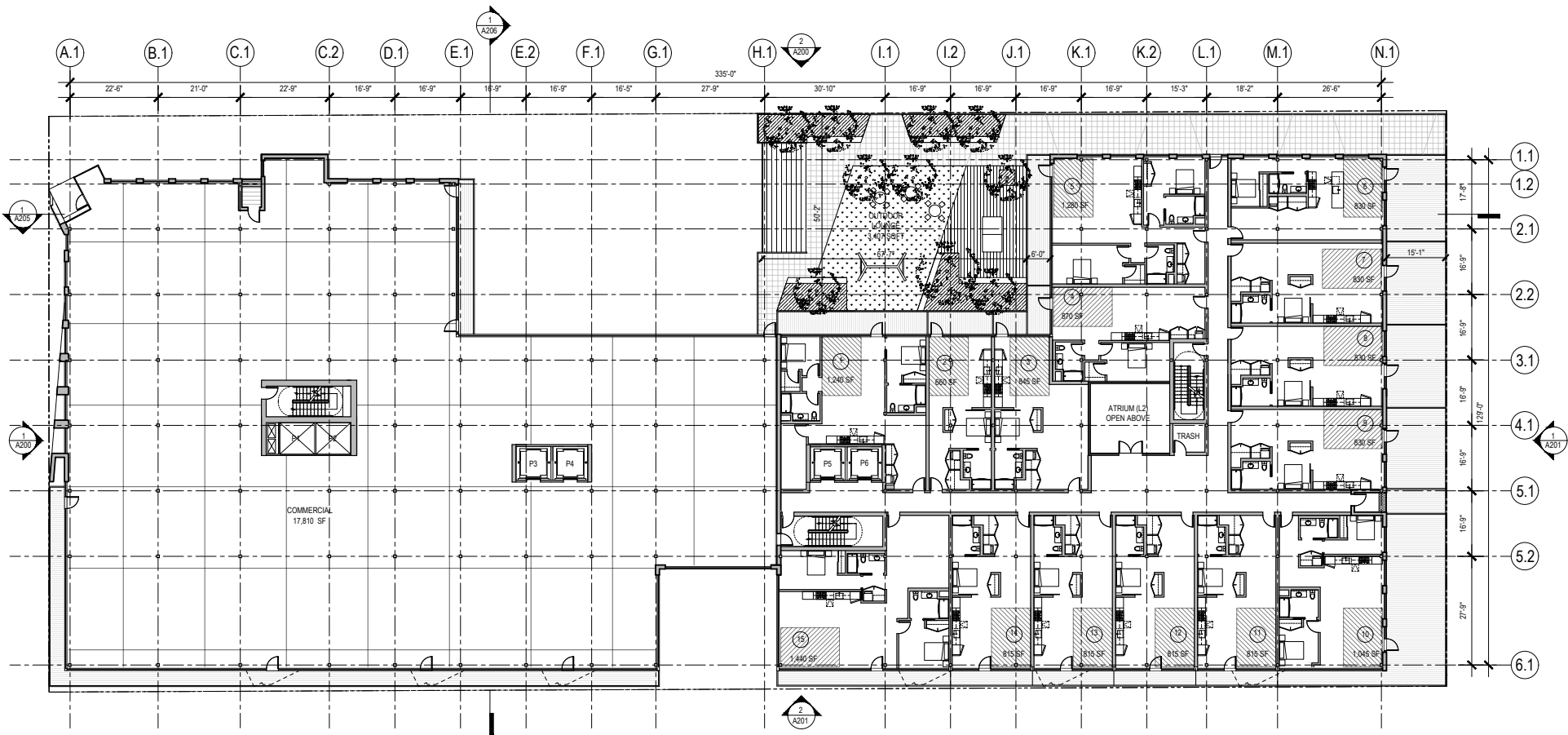
E 5TH STREET



Source: Hansonla Architecture, September 2022.



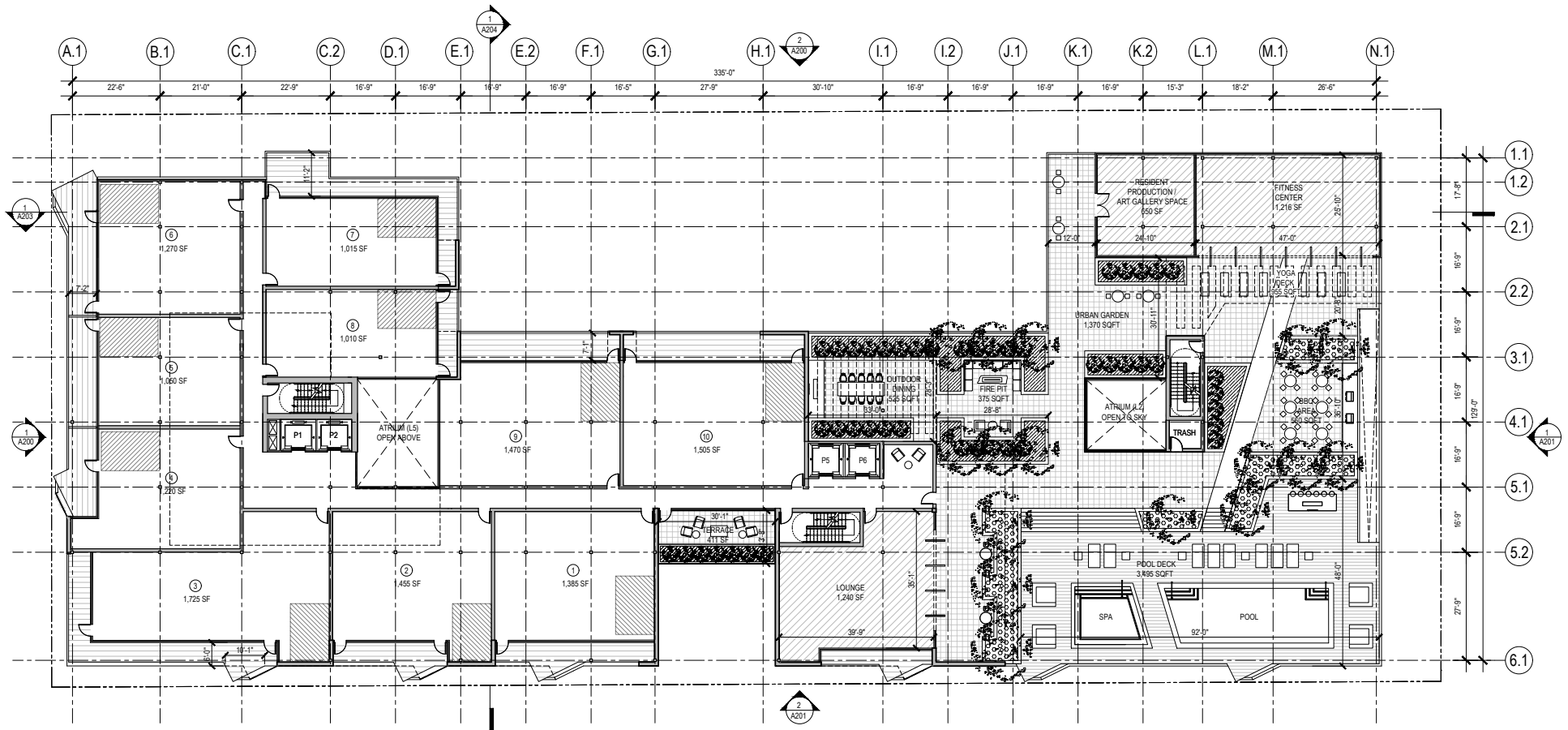
Figure II-26
Level 1 Landscape Plan



Source: Hansonla Architecture, September 2022.



Figure II-27
Level 2 Landscape Plan



Source: Hansonla Architecture, September 2022.



Figure II-28
Level 8 Landscape Plan

Vehicle access into the shared parking garage for the commercial and live/work uses would be available from Seaton Street to the three subterranean levels of the parking garage. The commercial parking would be located on subterranean level 1 (refer to Figure II-11) and the live/work parking would be located on subterranean levels 2 and 3 (refer to Figures II-9 and II-10). The Project and Flexibility Option would provide 381 vehicle parking spaces. As the Project complies with the City’s Density Bonus Ordinance through the provision of affordable housing, the Project is entitled to reduced residential parking requirements (Parking Option 1), which requires one on-site parking space for each proposed studio and one-bedroom unit and two on-site parking spaces for each proposed two- and three-bedroom units. Moreover, as the Project Site is located within the East Los Angeles State Enterprise Zone, the Project would utilize the commercial parking ratio of two parking spaces per 1,000 square feet as permitted within the enterprise zone. In addition, the Project would provide 30 percent of its provided parking spaces to be electric-vehicle ready, and ten percent of its provided parking spaces would be provided chargers for electric vehicles within the parking structure on the Project Site. **Table II-4, Vehicle Parking**, provides the parking calculations for the Project without the Flexibility Option, and **Table II-5, Vehicle Parking with Flexibility Option**, includes the Flexibility Option.

Further, on September 22, 2022, the Governor signed Assembly Bill (AB) 2097, which added Government Code Section (§) 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with minor exceptions. A development project, for purposes of this bill, includes any project requiring a discretionary entitlement or building permit to allow the construction, reconstruction, alteration, addition, or change of use of a structure or land. It should be noted that the Project is located within one-half mile of a Major Transit Stop and pursuant to AB 2097 the Project is not required to provide a minimum number of automobile parking spaces. As described above, the Project is electing to provide 381 vehicle parking spaces.

**Table II-4
Vehicle Parking – Required and Provided for Project**

Use Type	Amount	Parking Ratio ^a	Number of Spaces
Live/Work			
Studio and 1-Bedroom Units	191 du	1 space/du	191
3 bedrooms	29 du	2 spaces/du	58
<i>Subtotal of Required Parking</i>			249
Project Provided			249
Commercial			
Commercial/Art Production	46,548 sf	2 spaces/1,000 sf	93
<i>Subtotal of Required Parking</i>			93
Project Provided			93
Total Required Parking			342
Additional Project Provided Visitor Parking			3
Additional Project Provided Commercial Parking			36
Total Project Provided			381
du = dwelling units; sf = square feet ^a Live/Work parking ratio per Density Bonus Parking Option 1; commercial parking ratio per East Los Angeles State Enterprise Zone.			

**Table II-5
Vehicle Parking – Required and Provided for Flexibility Option**

Use Type	Amount	Parking Ratio^a	Number of Spaces
Live/Work			
Studio and 1-Bedroom Units	173 du	1 space/du	173
3 bedrooms	27 du	2 spaces/du	54
<i>Subtotal of Required Parking</i>			<i>227</i>
Project Provided			227
Commercial			
Commercial/Art Production	64,313 sf	2 spaces/1,000 sf	129
<i>Subtotal of Required Parking</i>			<i>129</i>
Project Provided			129
Total Required Parking			356
Additional Project Provided Visitor Parking			3
Additional Project Provided Live/Work Parking			22
Total Project Provided			381
<i>du = dwelling units; sf = square feet</i>			
<i>^a Live/Work parking ratio per Density Bonus Parking Option 1; commercial parking ratio per East Los Angeles State Enterprise Zone.</i>			

In addition, the Project would provide 180 bicycle parking spaces, comprised of 36 bicycle spaces for commercial uses (including 17 short-term spaces and 19 long-term spaces) and 144 spaces for the live/work uses (including 14 short-term and 130 long-term), which complies with LAMC requirements set forth in Section 12.21 A.4. Under the Flexibility Option, there would be 179 bicycle parking spaces provided, comprised of 41 bicycle spaces for commercial uses (including 19 short-term spaces and 22 long-term spaces) and 138 spaces for the live/work uses (including 13 short-term and 125 long-term), which also complies with LAMC requirements set forth in Section 12.21 A.4.

The short-term bicycle parking spaces for the commercial uses and the short-term spaces for the live/work uses would be located near the eastern perimeter on the ground floor within the paseo off 5th Street. The long-term bicycle parking spaces for the commercial uses and the long-term bicycle parking spaces for live/work uses would be located within the first subterranean level of the parking garage. **Table II-6, Bicycle Parking**, provides the calculations for the Project without the Flexibility Option, and **Table II-7, Bicycle Parking with Flexibility Option**, includes the Flexibility Option.

**Table II-6
Bicycle Parking without Flexibility Option**

Use Type	Parking Ratio ^a		Required	Project Provided		
	Short-term	Long-term		Short-term	Long-term	Provided
Live/Work	1 space/10 du (units 1 – 25)	1 space/du (units 1 – 25)	28	3	25	28
	1 space/15 du (units 26 – 100)	1 space/1.5 du (units 26 – 100)	55	5	50	55
	1 space/20 du (units 101 – 200)	1 space/2 du (units 101 – 200)	55	5	50	55
	1 space/40 du (units 201 – 220)	1 space/4 du (units 201 – 220)	6	1	5	6
	Total Live/Work (Rounded)		144	14	130	144
Retail	1 space/2,000 sf	1 space/2,000 sf	10	5	5	10
Restaurant	1 space/2,000 sf	1 space/2,000 sf	20	10	10	20
Office	1 space/10,000 sf	1 space/5,000 sf	6	2	4	6
Total Commercial (Rounded)			36	17	19	36
Total Project Bicycle Parking			180	31	149	180

**Table II-7
Bicycle Parking with Flexibility Option**

Use Type	Parking Ratio ^a		Required	Parking Provided		
	Short-term	Long-term		Short-term	Long-term	Provided
Live/Work	1 space/10 du (units 1 – 25)	1 space/du (units 1 – 25)	28	3	25	28
	1 space/15 du (units 26 – 100)	1 space/1.5 du (units 26 – 100)	55	5	50	55
	1 space/20 du (units 101 – 200)	1 space/2 du (units 101 – 200)	55	5	50	55
	Total Live/Work (Rounded)		138	13	125	138
Retail	1 space/2,000 sf	1 space/2,000 sf	10	5	5	10
Restaurant	1 space/2,000 sf	1 space/2,000 sf	20	10	10	20
Office	1 space/10,000 sf	1 space/5,000 sf	11	4	7	11
Total Commercial (Rounded)			41	19	22	41
Total Project Bicycle Parking (Rounded)			179	32	147	179

du = dwelling units; sf = square feet

^a LAMC Section 12.21 A.4

As previously mentioned, the three-level subterranean parking structure proposed for the Project would be able to facilitate the LAMC-required vehicle and bicycle parking for both the Project with or without the Flexibility Option.

According to the City's 2010 Bicycle Master Plan,⁶ in the area of the Project Site, 6th Street and Central Avenue are each designated for Bicycle Lane, and Mateo Street as Bicycle Friendly Street.⁷ Additionally, Mateo Street is classified by the City's Mobility Plan 2035⁸ as part of the Neighborhood Network (i.e., a network of local streets comfortable for bicycling) and future Tier 2 Bicycle Lanes.

Furthermore, the Project is proposing to implement a modified street classification, the Living Streets initiative. The Living Street initiative is Green LA's effort to create safe streets for all uses through increased sidewalk widths, adding sidewalk bump-outs, landscaping, and street furniture, and narrowed travel lanes to slow vehicles. To establish this designation the Project would include sidewalk bump-outs, preserve on-street parking in certain locations, include streetscape landscaping, and modify travel lane widths.

f) Lighting and Signage

New Project signage would be used for building identification, tenant identification, wayfinding, and security markings. 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. Signage for the Project would be in conformance with the LAMC.

g) Site Operation and Security

Given the live/work uses on the Project Site, the Project could operate 24 hours per day. Business hours for commercial operations would likely be within the range of 6:00 AM to 2:00 AM, depending on the requirements of the individual commercial use. The Project would provide security features including, but not limited to, controlled access to live/work areas, and video surveillance.

h) Off-Site Improvements

The Project would include off-site improvements that would be generally contained in the adjacent rights-of-way to the Project Site (5th Street and Seaton Street). These off-site improvements would consist of sidewalk dedications, widenings, and improvements; planting street trees; roadway circulation improvements; connection to utility service lines (water, wastewater,

⁶ City of Los Angeles, Department of City Planning, 2010 Bicycle Master Plan, Appendix D – Matric and Maps, Adopted March 1, 2011, http://clkrep.lacity.org/onlinedocs/2010/10-2385-s2_misc_2-3-2011a.pdf, accessed August 19, 2022.

⁷ The 2010 Bicycle Master Plan defines a Bicycle Friendly Street as a Local and/or Collector Street that includes at least two traffic-calming engineering treatments in addition to signage and shared lane markings.

⁸ City of Los Angeles, Department of City Planning, Mobility Plan 2035, Adopted September 7, 2016, https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed August 19, 2022.

electricity, natural gas, and telecommunications) installing street lights (if required); and underground existing overhead powerlines.

i) Sustainability Features

The Project would be compliant with the Los Angeles Green Building code⁹ and California Energy/Title 24 requirements, and would include, but not be limited to, the following features:

- 30 percent of provided parking to have conduits (114 spaces);
- Electric Vehicle (EV) chargers in ten percent of the total parking spaces (38 spaces, which can be counted towards the total number of spaces with conduits);
- Energy-efficient elevator;
- Low-flow faucets, shower heads, and toilets;
- Energy-efficient mechanical systems;
- Energy-efficient glazing and window frames; and
- Energy-efficient lighting.

Moreover, in accordance with the recently updated State CEQA Guidelines Appendix G checklist, the Project's Draft EIR provides further information as to energy conservation, energy implications, and the energy-consuming equipment and processes that would be used during Project construction and operation. Design features of the Project, energy supplies that would serve the Project, and total estimated daily vehicle trips that would be generated by the Project are analyzed in **Section IV.N, Energy**.

j) Project Design Features

Project Design Features (PDF) are elements and/or components of a project that contribute to the physical design of a project, such as the installation of solar panels, and/or can include non-tangible parameters such as the maximum number of people permitted to attend an event and/or require a project to not exceed an existing air quality regulation. Regardless of the type of PDF, PDFs can be shown on a project's plan set and/or establish a restriction that a project must comply with, but they cannot be implemented solely to reduce a project's potentially significant impact. In contrast, mitigation measures are tailored to address specific impacts and provide measurable reductions of a specific impact, whereas PDFs are project elements that provide environmental benefits intrinsically but are not designed specifically to address/reduce a project impact. The Project includes safety related PDFs that would require additional crime prevention features and consultation with the City of Los Angeles Police Department regarding the incorporation of crime

⁹ City of Los Angeles Municipal Code, Chapter IX, Article 9, as amended, https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-214608#JD_C9A9, accessed August 19, 2022.

prevention features, water conservations features, and transportation PDFs that would require a Construction Staging and Traffic Management and Transportation Demand Management Program.

4. Construction

The Project would be constructed over approximately 24 months. Construction activities would include the demolition of the three existing vacant single-story industrial warehouses that occupy 35,445 square feet of floor area, and a surface parking lot and grading, excavation, and building construction. Demolition activities are anticipated to start in 2023, and construction completion and occupancy is anticipated in 2025.

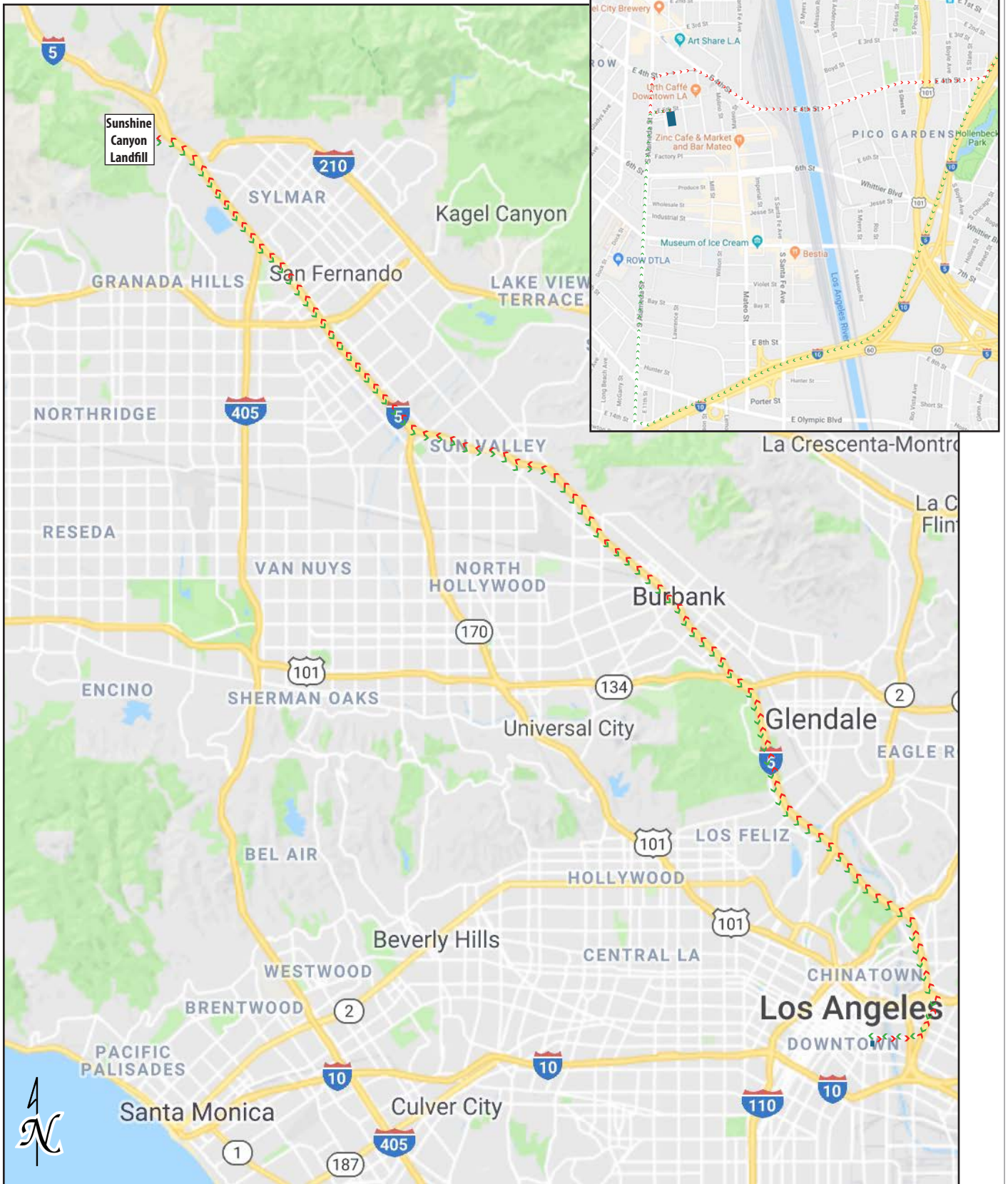
The Project is estimated to require a net export of approximately 81,000 cubic yards of soil, and thus, would require a haul route permit. Exported materials would likely be disposed at Sunshine Canyon Landfill in Sylmar. The anticipated outbound haul route from the Project Site would be west on 5th Street, north on Alameda Street, and east on 4th Street to the Golden State Freeway (I-5) northbound on-ramp. The anticipated inbound haul route to the Project Site would be from the I-5 south to the I-10 west, exiting on Exit 15B (Alameda Street), merging onto 14th Street, heading north on Alameda Street, and east on 5th Street. The anticipated inbound and outbound haul route for the Project is shown on **Figure II-29, Anticipated Haul Route**. The Project's haul route would be reviewed by the City as part of its consideration of the Project Applicant's entitlement requests.

5. Project Objectives

Section 15124(b) of the *State CEQA Guidelines* requires that a Project Description contain “a statement of the objectives sought by the proposed project.” Section 15124(b) also requires that “the statement of objectives should include the underlying purpose of the project.” The Project's underlying purpose is to redevelop the Project Site with a mixed-use development that includes publicly accessible open spaces that complement the uses in the Arts District with its live/work units, commercial retail and art production space, and that enhances the City's economic base, provides community serving amenities for the existing community, and is respectful of the existing surrounding neighborhoods.

The objectives of the Project are as follows:

- Promote the Arts District neighborhood as a creative environment with a visually-distinctive building that complements the distinct urban community, providing public art/façade treatments and art-production and gallery space;
- Provide infill redevelopment with an integrated mixed-use project that is economically viable and serves the needs of the Arts District community with new live/work, commercial, and art/production opportunities;



■ = PROJECT SITE

Source: GoogleEarth, April 2018.

◀◀◀◀◀ Haul Route to Sunshine Canyon Landfill

▶▶▶▶▶ Haul Route from Sunshine Canyon Landfill

Figure II-29
Anticipated Haul Route

- Encourage walkability and pedestrian safety in the Arts District with a project that would incorporate pedestrian-scaled improvements including lighting and landscaping, ground-floor commercial spaces and inviting publicly accessible pedestrian paseos from 5th Street and Seaton Street that complements existing and future pedestrian activity in the Arts District;
- Contribute towards meeting the City's housing demands by increasing housing supply with multi-modal, transit-accessible Arts District with live/work units, including affordable live/work units for Very Low Income households;
- Support regional mobility goals and local regional growth policies by encouraging development in and around activity centers so as to reduce vehicle trips and public infrastructure costs, and provide easy access and amenities for pedestrians and bicyclists; and
- Promote fiscal benefits, economic development, and job creation in the City through the construction and operation of a mixed-use development providing live/work units for a range of household types and an array of commercial spaces that attracts a diverse residents and visitors to the City's Arts District, and which generates local tax revenue and supports local businesses.

6. Discretionary Actions and Approvals

The list below includes the anticipated requests for approval of the Project. This Draft EIR analyzes impacts associated with the Project and provides environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- (1) Pursuant to Section 555 of the City Charter and LAMC Section 11.5.6, a General Plan Amendment to amend the adopted Central City North Community Plan's land use designation from the current Heavy Industrial land use designation to Regional Center Commercial land use designation;
- (2) Pursuant to LAMC Section 12.32 Q, a Vesting Zone Change from M3 Zone to C2 Zone;
- (3) Pursuant to LAMC Section 12.32 F, a Height District Change from Height District No. 1 to Height District No. 2;
- (4) Pursuant to LAMC Section 12.24 W,1, Master Conditional Use approval to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to 4 establishments, for a total of up to 19,609 square feet of floor area;
- (5) Pursuant to LAMC Section 16.05, Site Plan Review approval for a development that creates an increase of 50 or more dwelling units;

-
- (6) Pursuant to LAMC Section 12.22 A.25, a Density Bonus to set aside 11 percent as Very Low Income Household units and utilize two on-menu incentives and a waiver of development standard to reduce the open space requirement for the Project by 6 percent, reduce the setback requirements for the side and rear yards by 9 percent and 24 percent, respectively, and utilize Parking Option 1;
 - a. On-menu incentive: 6% reduction in open space requirement;
 - b. On-menu incentive: 9% reduction in side yard setback requirement; and
 - c. Waiver of development standard: 24% reduction in rear yard setback requirement.
 - (7) Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map No. 74549 to merge the existing seven lots and subdivide for commercial and live/work condominium purposes, waivers of dedications for 5th Street and Seaton Street, and waiver of standard improvements for modified right-of-way dimensions along 5th Street and Seaton Street;
 - (8) Haul route approval; and
 - (9) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits in order to execute and implement the Project.