

II. Project Description

1. Project Summary

The Project would involve the demolition of the existing warehouse and surface parking lot, and the construction of an up to 197,355-square-foot mixed-use building including up to 185 live/work units, approximately 15,320 square feet of open space for residents, up to 23,380 square feet of art-production and commercial space, and associated parking facilities. Eleven percent of the units (20 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 and 110'-0" to the top of the roof (8 above-ground levels) plus three levels of subterranean parking.

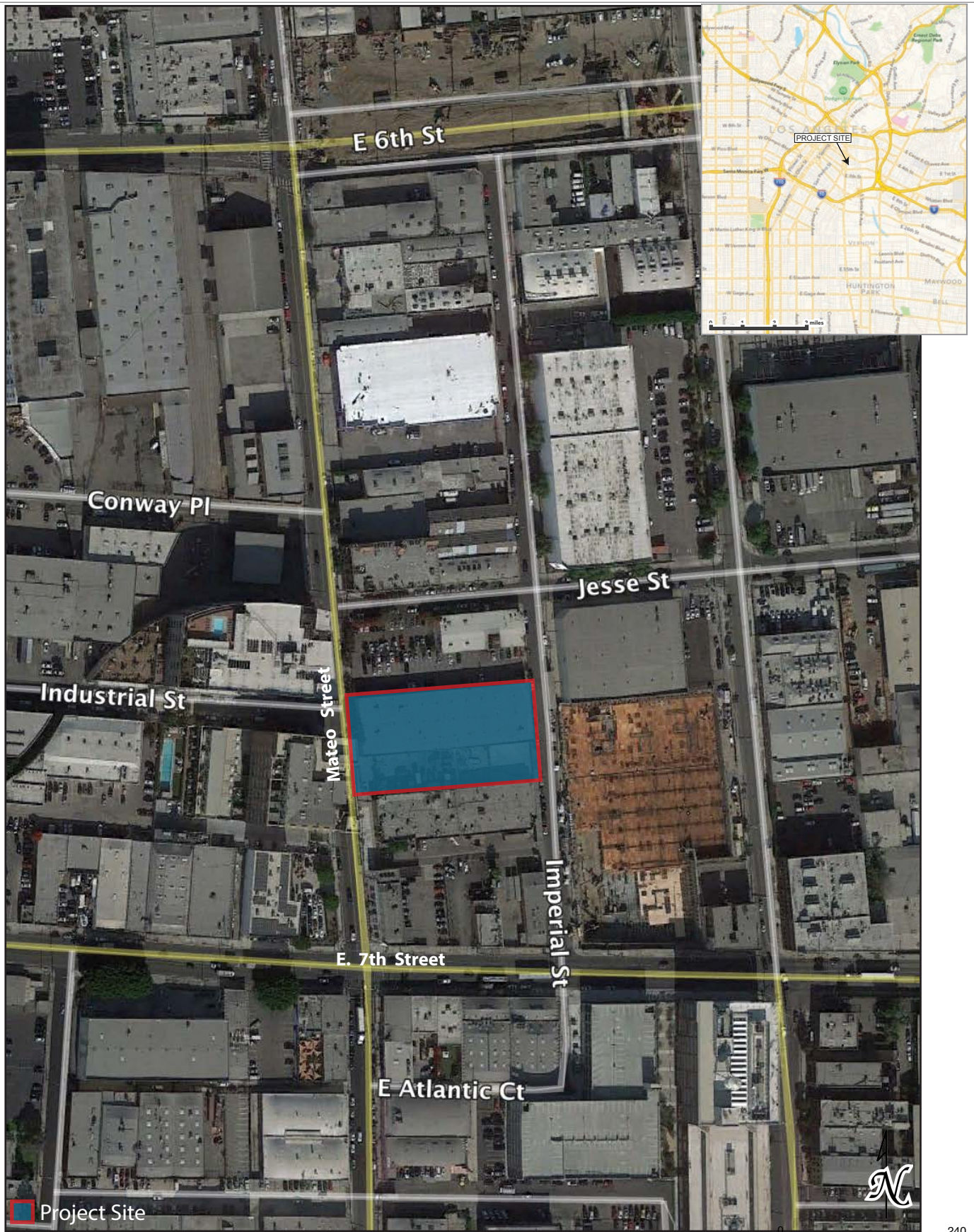
The Project also proposes the ability to implement an "Increased Commercial Flexibility Option" (Flexibility Option) that would provide the Project the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square-feet within the same building parameters (i.e., 197,355-square-foot, 116'-0" to the top of the parapet and 110'-0" to the top of the roof tall building with eight-aboveground levels achieving a 4.74:1 FAR and three-level subterranean parking structure) and, in turn, reduce the overall amount of live/work units from 185 live/work units to 159 live/work units, 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 668-678 S. Mateo Street and 669-679 S. Imperial Street in the Central City North community of the City of Los Angeles (City), and consists of eight contiguous lots associated with Assessor Parcel Number 5164-020-021 (Project Site). The relatively flat Project Site is approximately 44,800 square feet (1.03 acres) and is bounded by Mateo Street to the west, Imperial Street to the east, a one-story warehouse building that has been converted into a small grocery/market use, associated surface parking lot and Jesse Street to the north, and single-story industrial and commercial buildings, associated surface parking lots, and E. 7th Street to the south. Mateo Street and Imperial 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 an industrial building constructed in 1978 as a warehouse and office building that occupies approximately 26,740 square feet of floor



Source: GoogleEarth, August 2018.

Figure II-1
Vicinity and Regional Map

area, and an associated surface parking lot. The warehouse fronting Mateo Street and Imperial Street is built to the lot line. Security gates at Mateo Street and Imperial Street restrict vehicular and pedestrian access to the Project Site. Nearly the entire Project Site is hardscaped with concrete and asphalt. There are two planters in the southwestern portion of the Project Site with a Hollywood Juniper in one planter and a Yucca tree in the other planter. There is one Silk Oak street tree along Mateo Street and five Crape Myrtle street trees along Imperial Street adjacent to the Project Site boundaries. **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.

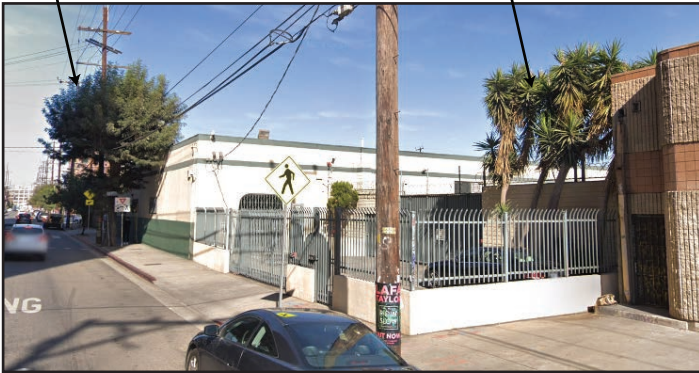
The Los Angeles Municipal Code (LAMC) establishes the zoning for the Project Site as M3-1-RIO (Heavy Industrial Zone – Height District No. 1 – River Improvement Overlay District). The M3 Zone permits a range of industrial and manufacturing uses that are in operation in the area. The M3 Zone also permits 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 Buffer Zone.¹ 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 duties of the successor agency, 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

¹ City of Los Angeles Department of City Planning, *Zone Information & Map Access System*, website: <http://zimas.lacity.org>, accessed: November 15, 2018.

Juniper Tree

Yucca Tree



View 1: View looking northeast from Mateo Street towards southwest corner of site.

Juniper Tree



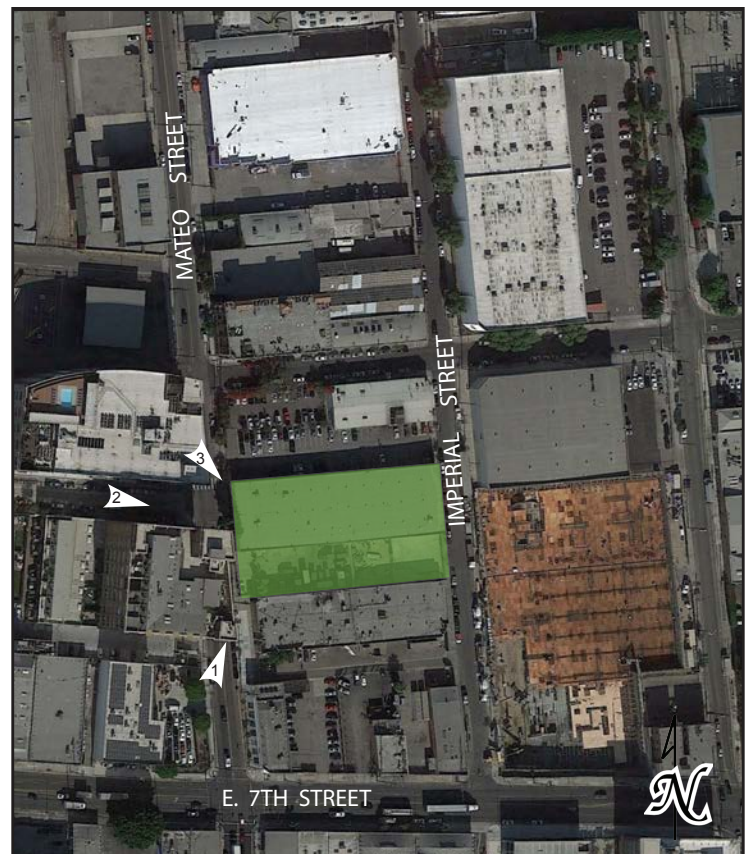
View 2: View looking east from Industrial Street towards western boundary of site.

Oak Tree

Juniper Tree



View 3: View looking southeast from Mateo Street toward northwest corner of site.



PROJECT SITE
PHOTO LOCATION MAP

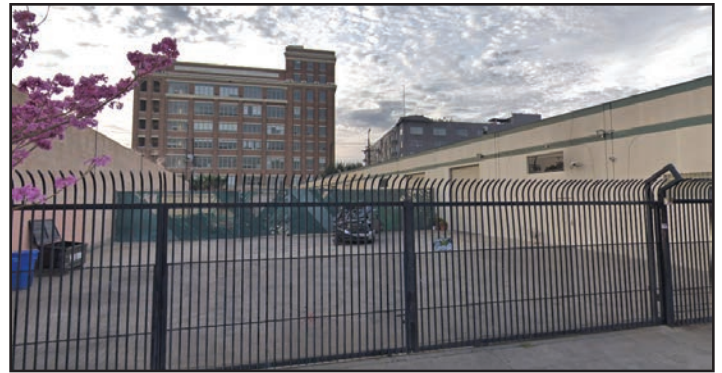
Source: EcoTierra 2018.

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

Crepe Myrtle Trees



View 4: View looking northwest from Imperial Street towards southeast corner of site.



View 5: View looking west from Imperial Street towards interior of site with views of the Toy Factory Lofts (to right) and Biscuit Company Lofts (to left) in background.

Crepe Myrtle Trees



View 6: View looking southwest from Imperial Street towards northeast corner of site.



PROJECT SITE
PHOTO LOCATION MAP

Source: EcoTierra 2018.

Figure II-3
Views of the Project Site
Views 4, 5, and 6



View 1: View looking south from Mateo Street toward E. 7th Street near southwest corner of site.



View 2: View looking south from Mateo Street at Jesse Street toward Toy Factory Lofts (foreground) and Biscuit Company Lofts (background).



View 3: View looking west from Industrial Street with Toy Factory Lofts (to right) and Biscuit Company Lofts (to left).



PROJECT SITE
PHOTO LOCATION MAP

Source: EcoTierra 2018.

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



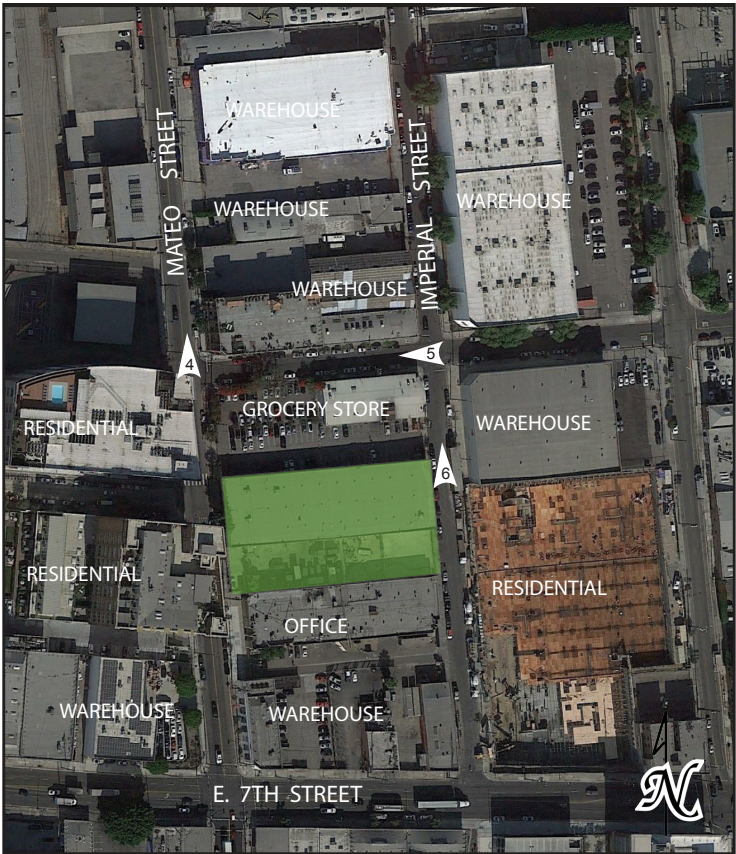
View 4: View looking north from Mateo Street at Jesse Street toward adaptive reuse buildings used for commercial and residential.



View 5: View looking west from Jesse Street at Imperial Street toward adaptive reuse building used as a grocery store.



View 6: View looking north from Imperial Street towards adaptive reuse building used as a grocery store and light industrial uses (to right).



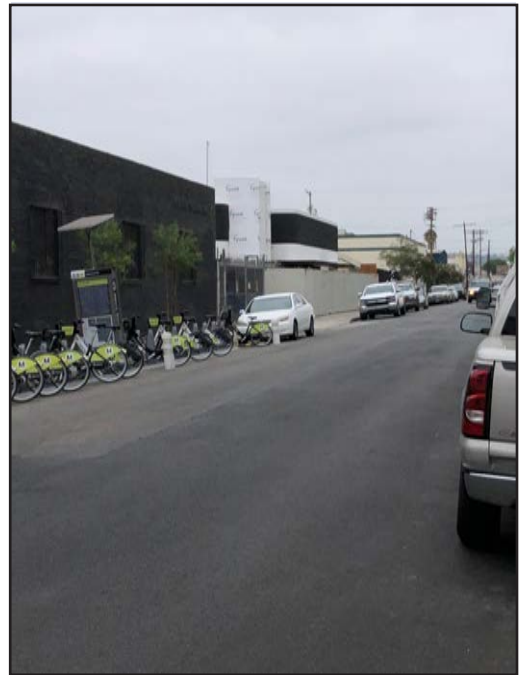
PROJECT SITE
PHOTO LOCATION MAP

Source: EcoTierra 2018.

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



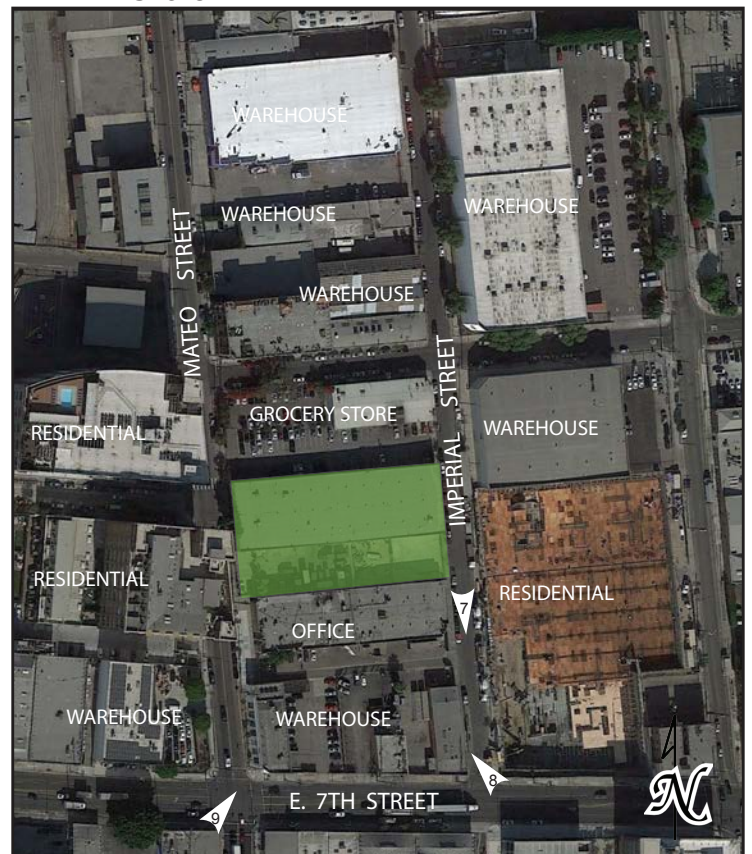
View 7: View looking south from Imperial Street towards off-site mixed-use project construction and adaptive reuse buildings in background.



View 8: View looking northwest from Imperial Street at E. 7th Street toward light industrial building and Metro Bike Share.



View 9: View looking northeast from Mateo Street at E. 7th Street towards adaptive reuse building used as office space.



PROJECT SITE
PHOTO LOCATION MAP

Source: EcoTierra 2020.

Figure II-6
Views of Surrounding Uses
Views 7, 8, and 9

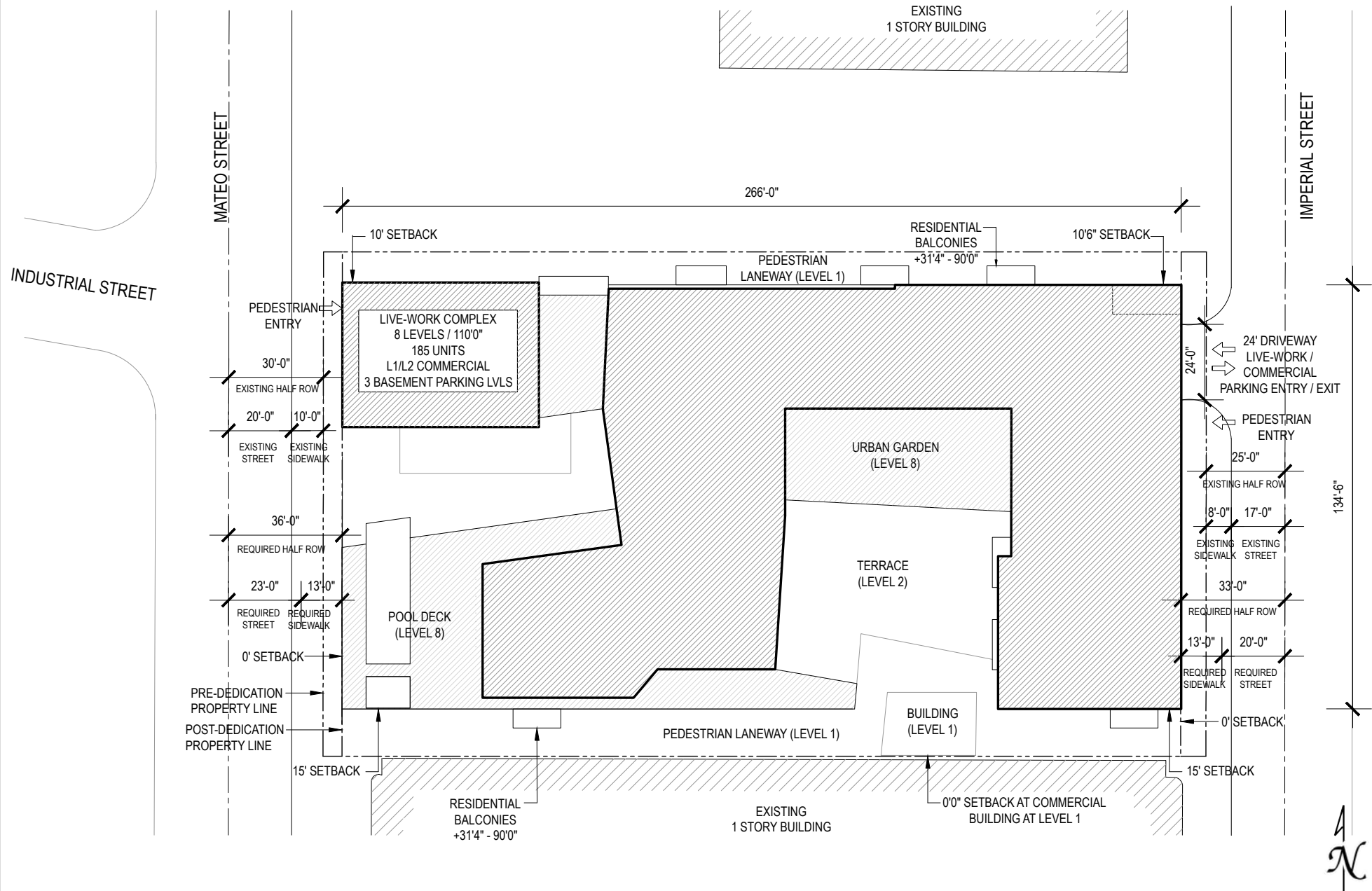
Project is an “infill site” located within a TPA pursuant to State Senate Bill 743 (SB 743), due to its proximity to a “major transit stop,” as defined in Public Resources Code Section 21064.3, which is located at E. 6th Street and Alameda Street approximately 0.36 mile (2,000 feet) from the Project Site. SB 743 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. 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 Buffer 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

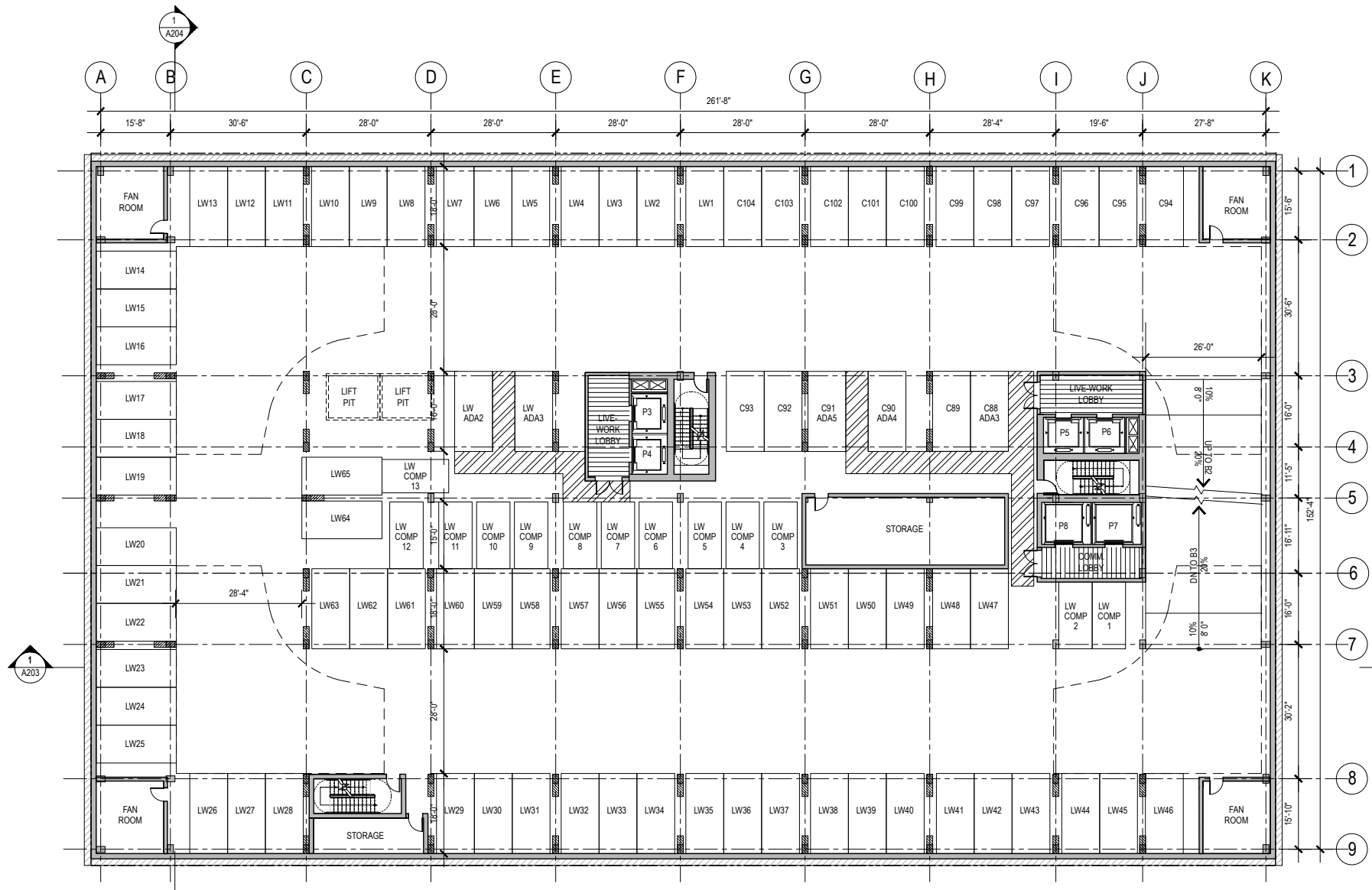
a) Project Overview

The Project would involve the demolition of the existing warehouse and surface parking lot, and the construction of an up to 197,355-square-foot mixed-use building including up to 185 live/work units, approximately 15,320 square feet of open space for residents, up to 23,380 square feet of art-production and commercial space, and associated parking facilities. Eleven percent of the units (approximately 20 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 and 110’-0” to the top of the roof (8 above-ground levels) plus three levels of subterranean parking. The Project has been designed to incorporate specific design standards to address the Arts District’s unique urban form and architectural characteristics. A conceptual plot plan is shown on **Figure II-7, Conceptual Plot Plan**. **Figures II-8 through II-16** detail the floor plans for the three-level subterranean parking structure, the eight above-ground levels, and the building sections.



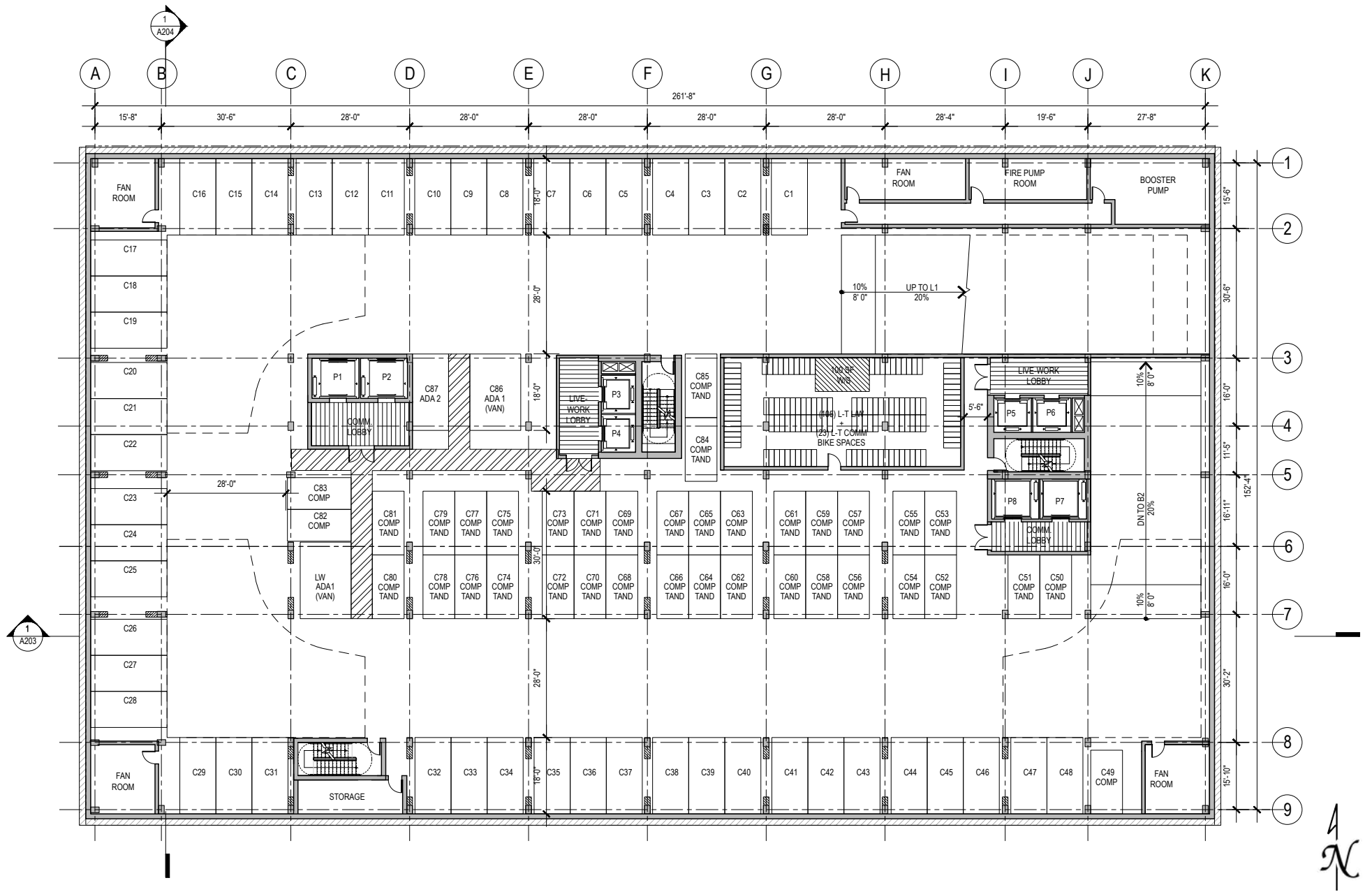
Source: Hansonla Architecture, November 2018.

Figure II-7
Conceptual Plot Plan



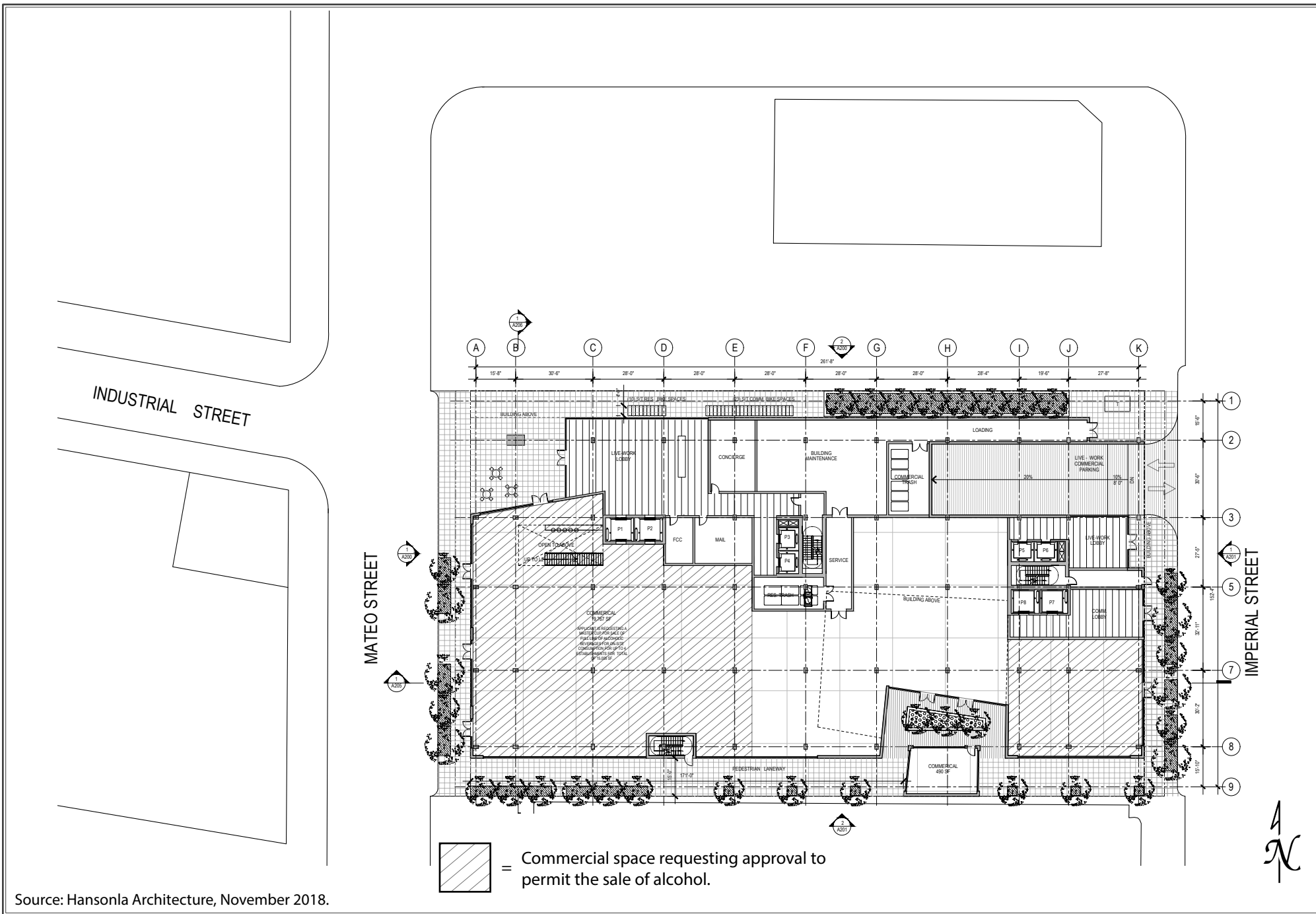
Source: Hansonla Architecture, November 2018.

Figure II-9
Subterranean Parking Level 2



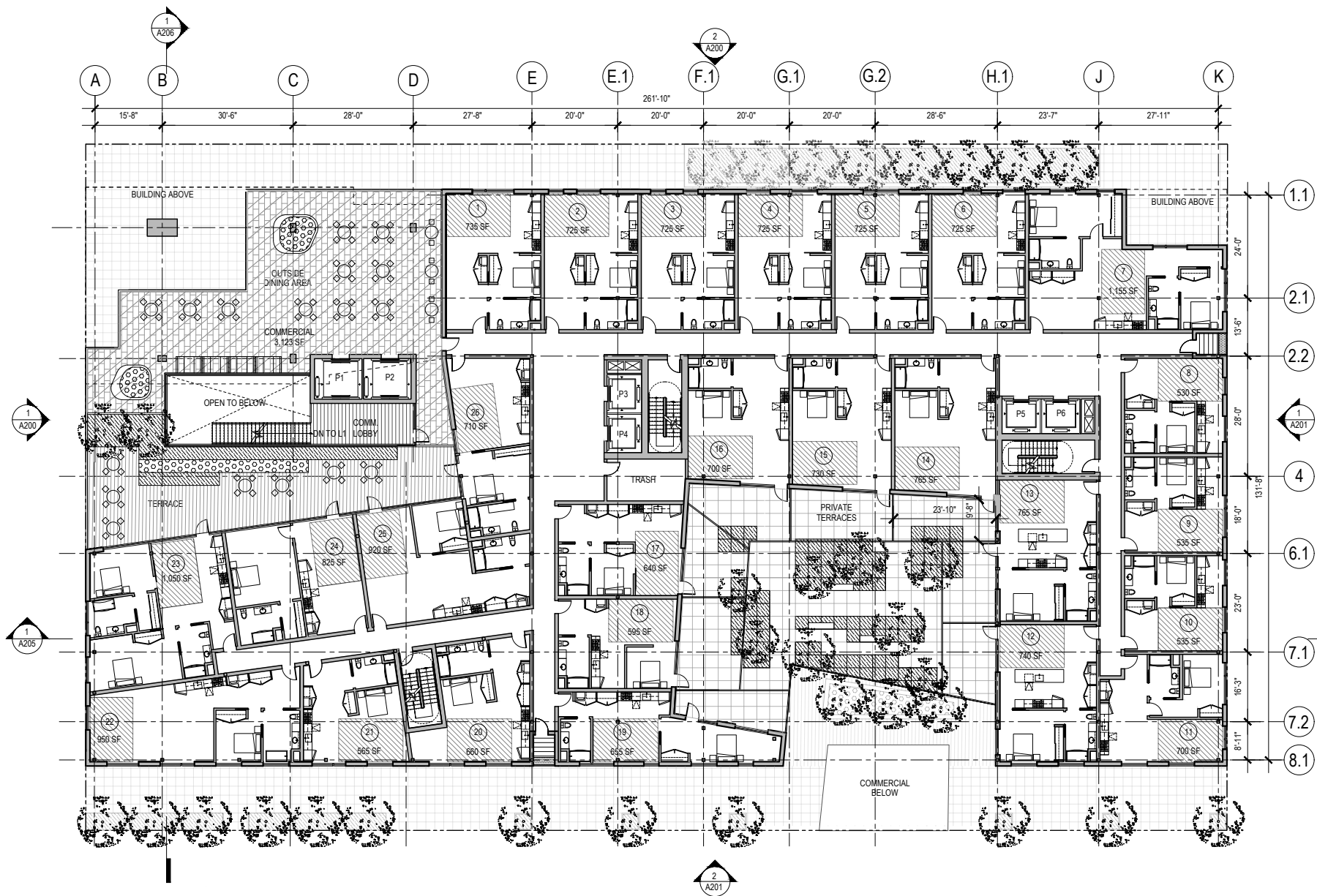
Source: Hansonla Architecture, November 2018.

Figure II-10
Subterranean Parking Level 1



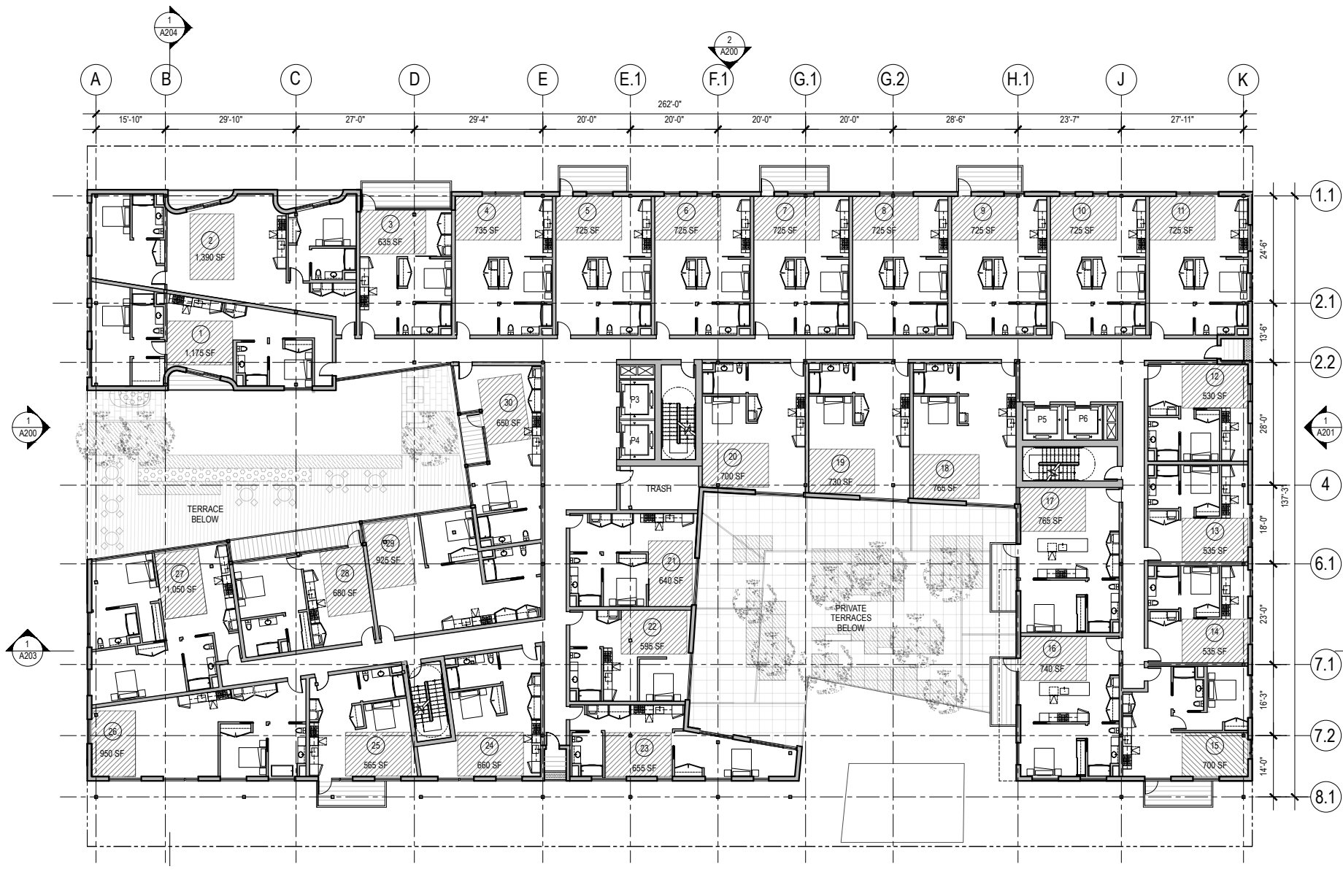
Source: Hansonla Architecture, November 2018.

Figure II-11
Level 1 Plan



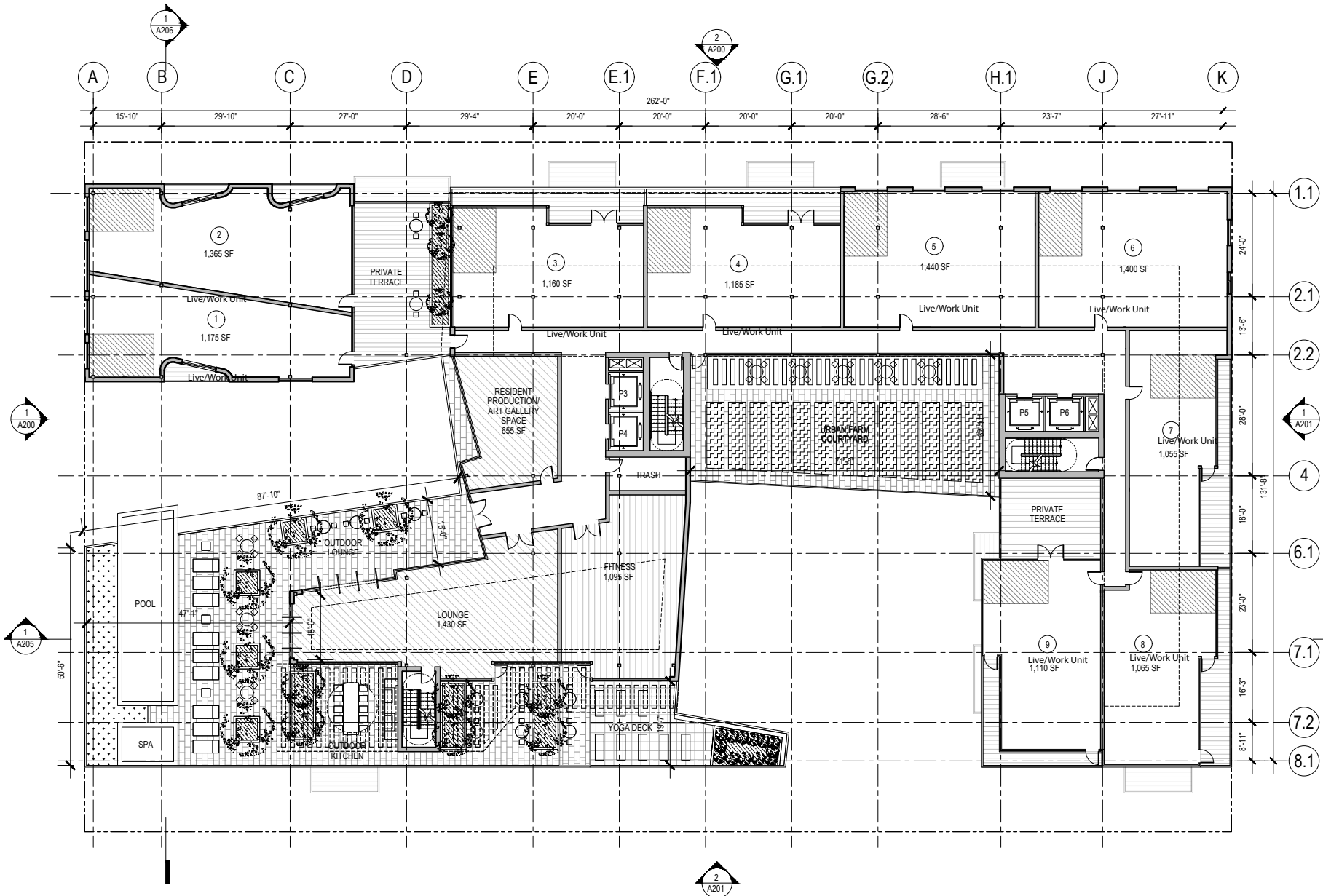
Source: Hansonla Architecture, November 2018.

Figure II-12
Level 2 Plan



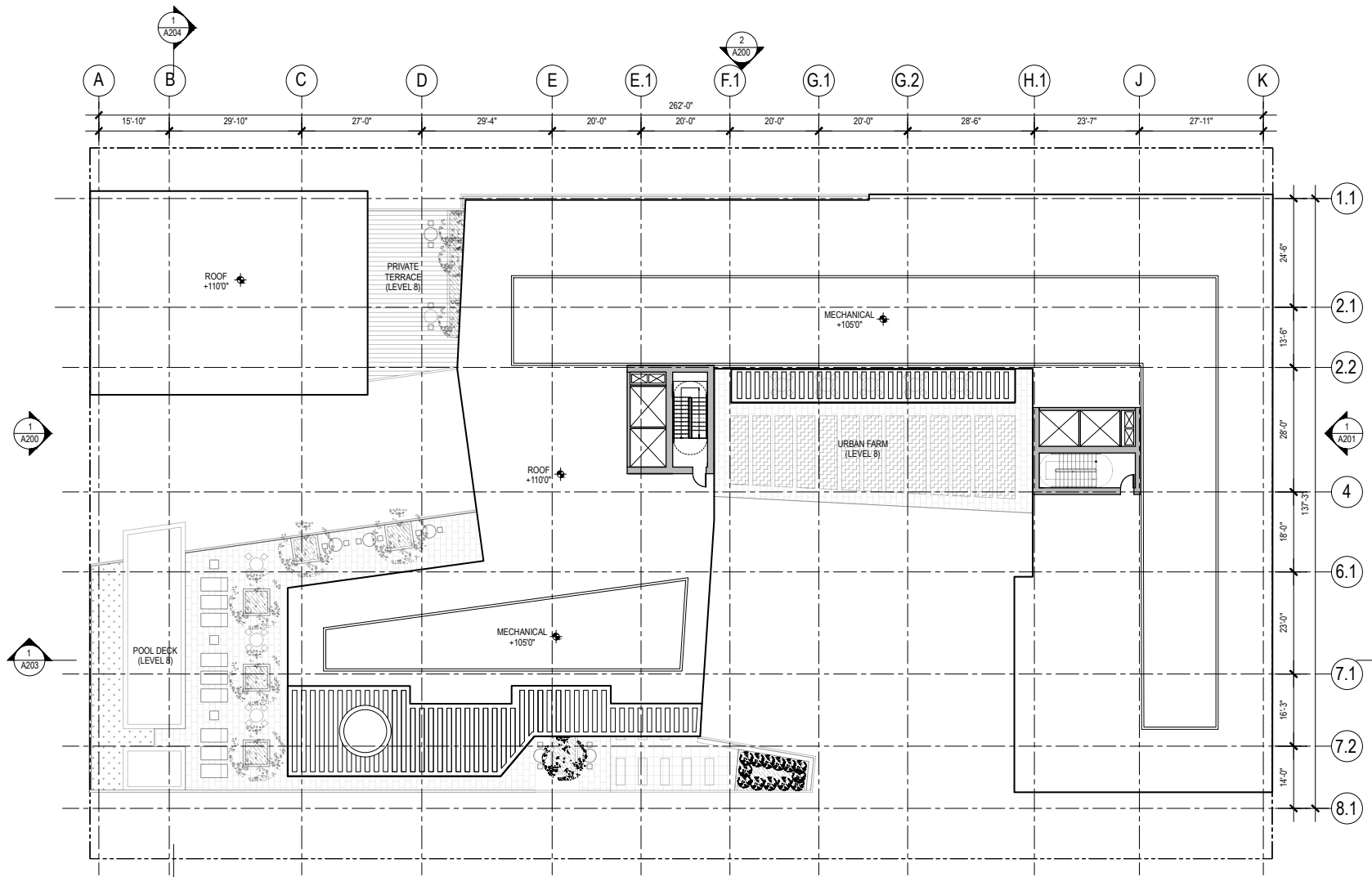
Source: Hansonla Architecture, November 2018.

Figure II-13
Levels 3-7 Plan



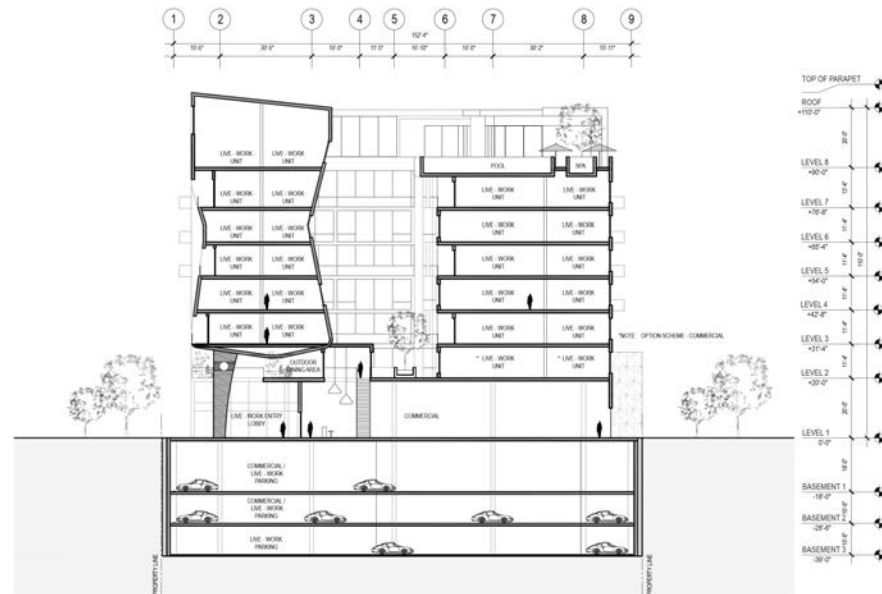
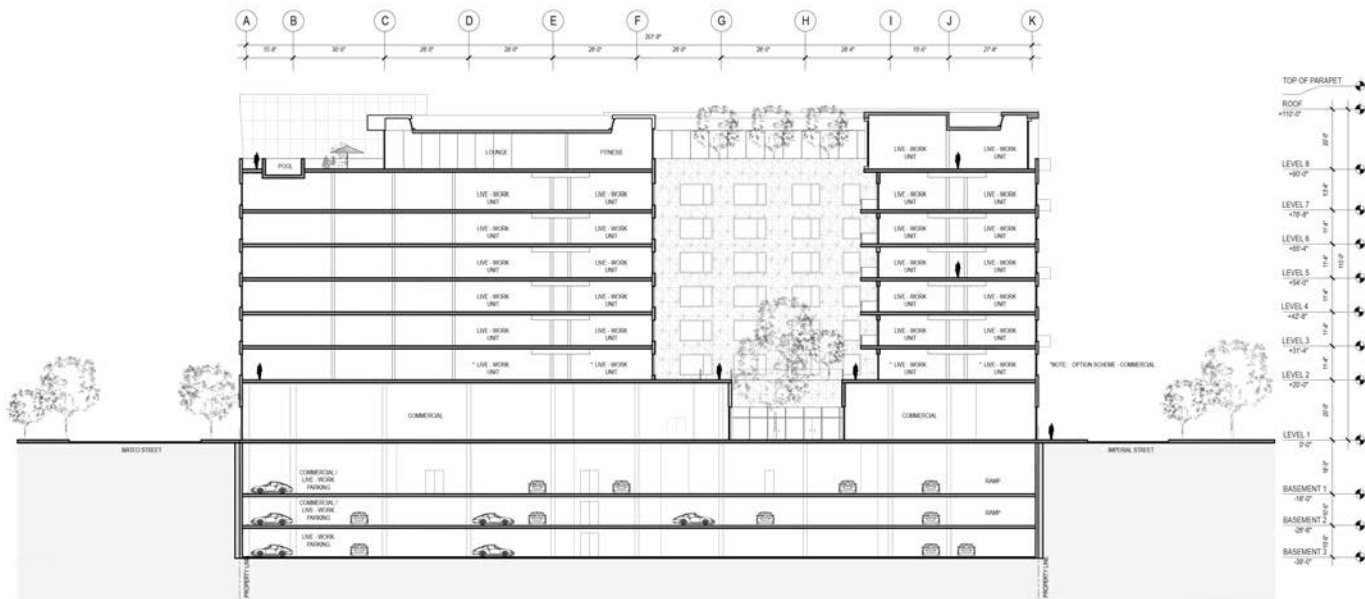
Source: Hansonla Architecture, November 2018.

Figure II-14
Level 8 Plan



Source: Hansonla Architecture, November 2018.

Figure II-15
Roof Plan



Source: Hansonla Architecture, November 2018.

Figure II-16
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
Warehouse	26,740 sf
Paved Parking and Concrete Surface	18,060 sf
<i>sf = square feet</i>	
<i>Source: EcoTierra Consulting, September 2017.</i>	

**Table II-2
Project Development Summary**

Land Use	Amount
Live/Work Units	
Studios – 1 bedrooms (< 3 habitable rooms)	
2 bedrooms (3 habitable rooms)	
Total Live/Work Units	185 du
Open Space	
Private Open Space	2,850 sf
Outdoor Common Open Space	9,290 sf
Indoor Common Open Space	3,180 sf
Total Open Space	15,320 sf
Commercial Uses	
Commercial and Art Production Space	23,380
<i>du = dwelling units; sf = square feet</i>	
<i>Source: HansonLA Architecture, November 2018.</i>	

The Project's commercial uses would be concentrated on the ground level fronting Mateo Street and Imperial Street, and some commercial uses would be located on the second floor. The commercial uses would include general commercial, restaurant, retail, office, and art production-related uses. The Project also proposes the sale and on-site consumption of alcoholic beverages at up to four establishments for a total of up to 15,005 square feet of floor area. The live/work component would be located on the second through eighth levels. The average live/work unit size would be approximately 767 square feet. The Project proposes a floor-to-area ratio (FAR) of 4.74:1.

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

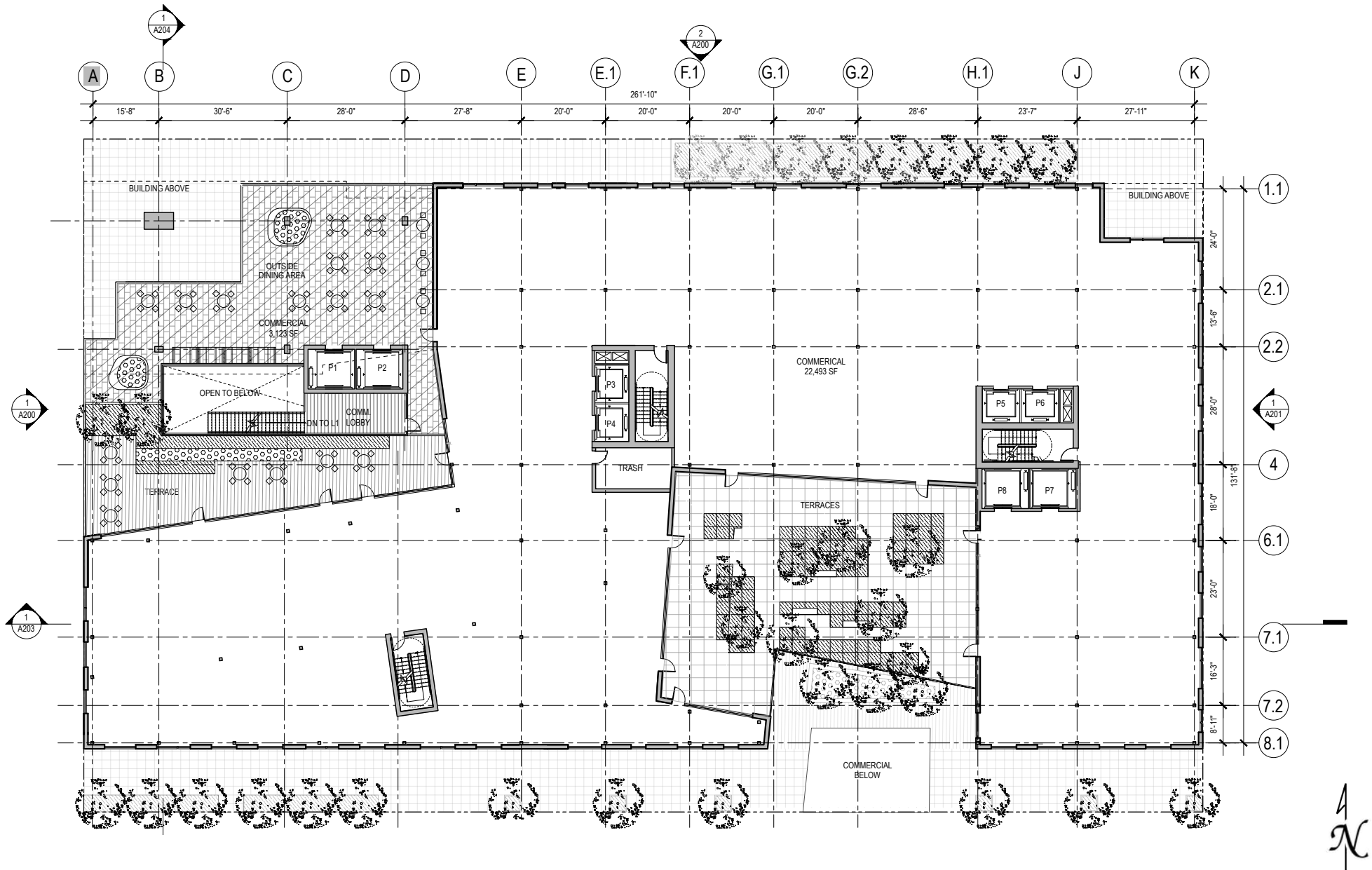
District No. 2 would permit an increased FAR, from 1.5:1 to 6:1 (the Project building would result in a 4.74:1 FAR). See the Discretionary Actions and Approvals discussion below for more information regarding the discretionary requests that are part of the Project.

(1) Increased Commercial Flexibility Option

The Project also proposes the ability to implement an increased commercial option that would provide the Project the flexibility to increase the commercial square footage provided by the Project within the same building parameters (i.e., 197,355-square-foot, 116'-0" to the top of the parapet and 110'-0" to the top of the roof, building with eight-aboveground levels achieving a 4.74:1 FAR and three-level subterranean parking structure) and, in turn, reduce the overall amount of live/work units from 185 live/work units to 159 live/work units (Flexibility Option). Under this option, the 24 live/work units on the second floor would be replaced with 22,493 square feet of commercial space for a total of approximately 45,873 square feet of commercial space. The increased commercial space would consist of office and art production-related uses. Additionally, the amount of common open space provided under the Flexibility Option would be the same as the Project without the Flexibility Option; however, the amount of private open space would be reduced commensurate to the reduction in live/work units. **Table II-3, Development Summary with Flexibility Option**, shows the resulting live/work unit count and commercial square footage of the Project under this increased commercial Flexibility Option. The floorplan for level two under the Flexibility Option is shown on **Figure II-17, Level 2 Plan with Increased Commercial Flexibility Option**.

Table II-3
Development Summary with Flexibility Option

Land Use	Project	Project under Flex Option	Change
Live/Work Units			
Studios – 1 bedrooms (< 3 habitable rooms)	159 du	135 du	-24 du
2 bedrooms (3 habitable rooms)	26 du	0 du	-26 du
3 bedrooms (> 3 habitable rooms)	0 du	24 du	
Total Live/Work Units	185 du	159 du	-26 du
Commercial Uses	23,380 sf	45,873 sf	+22,493 sf
Open Space			
Private Open Space	2,850 sf	2,400 sf	-450 sf
Outdoor Common Open Space	9,290 sf	9,290 sf	0 sf
Indoor Common Open Space	3,180 sf	3,180 sf	0 sf
Total Open Space	15,320 sf	14,870 sf	-450 sf
<i>du = dwelling units; sf = square feet</i>			
<i>Source: EcoTierra Consulting, November 2018.</i>			



Source: Hansonla Architecture, November 2018.

Figure II-17
Level 2 Plan with Increased Commercial Flexibility Option

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 will 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 is discussed below under the Access, Circulation, and Parking subheading. Furthermore, 11 percent of the live/work units under this option (18 live/work units) would be deed-restricted for Very Low Income Households.

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 44,800-square-foot Project Site, up to 224 live/work units could be developed prior to a density bonus for the provision of affordable housing. The Project proposes 185 live/work units, including deed-restricting 11 percent (20 live/work units) for Very Low Income Households; or 159 live/work units, including deed-restricting 11 percent (18 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, of the two on-menu housing incentives/concessions available, the Project is requesting to utilize one incentive:

- 20 percent decrease in required open space.

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. The same on-menu incentive identified above and Parking Option 1 requirements would be likewise applicable to the Project under the Flexibility Option.

c) Design and Architecture

The Project's proposed design is a contemporary architectural style. The Project would feature sculptural elements, including a custom-shaped building that emerges from a single-story base, oriented west toward the Industrial Street/Mateo Street T-intersection, connecting to the rest of the Project from the third floor and above. The corner building would consist of metal and glass. The remainder of the Mateo Street façade above ground level would consist of masonry and a regular grid of large windows. The Imperial Street facade would consist of the same glass, metal, and masonry as well as channel glass surrounding the ground-floor entrance to the subterranean parking structure. The materials palette is intended to complement the decorative brick of surrounding buildings and the texture of corrugated metal. Elevations of the proposed building can be seen on **Figures II-18 and II-19, Elevations**, and conceptual renderings of the Project from the vantage points of Mateo Street and Imperial Street can be seen on **Figure II-20, Conceptual Renderings**.

The Project has been designed to create a pedestrian-oriented streetscape. The Project's building frontage would provide a variety of commercial uses along Mateo Street and Imperial Street. In addition, the publicly accessible pedestrian paseo would provide connectivity between the building's frontages and the two public streets. The Project would include approximately 15,320 square feet of useable open space (approximately 14,870 square feet under the Flexibility Option), of which approximately 9,290 square feet would be outdoor common space, including the pedestrian paseo. The paseo would be accessible to the public and would provide access to ground-floor commercial uses and to open space dining areas and terrace on the second level. The paseo would provide a landscaped connection through the Project from Mateo Street to Imperial Street.



Source: Hanson LA, Architecture, November 2018.

Figure II-18
North and West Elevations



Source: Hanson LA, Architecture, November 2018.

Figure II-19
South and East Elevations



Bird's eye view looking northeast across Mateo Street from the National Biscuit Company building toward the southwest corner of the Project building.



View looking northwest across Imperial Street toward the southeast corner of the Project building.

Source: Hanson LA, Architecture, November 2017.

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. The Project is required to provide approximately 19,150 square feet of open space,² and approximately 17,700 square feet of open space under the Flexibility Option.³ However, as discussed above, because the Project is deed-restricting 11 percent of its proposed units for Very Low Income Households, the Project qualifies for on-menu incentives, of which the Project is requesting a 20 percent reduction in the amount of required open space. After accounting for the requested open space reduction, the Project would be required to provide approximately 15,320 square feet of open space, and approximately 14,160 square feet under the Flexibility Option.

The Project would provide approximately 15,320 square feet of open space, and approximately 14,870 square feet of open space under the Flexibility Option; thereby complying with LAMC requirements. 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 Project's various amenities would include including a swimming pool and spa, fitness and recreation rooms, courtyard with planters for cultivating fruits and vegetables, arts and production space, yoga deck, outside dining area, and terraces. In addition, a number of live/work units would include private balconies.

The Project's landscape plan would include a variety of trees, shrubs, and ground cover complementing the common open space areas on the ground level, second level, and eighth level. The Project is required by LAMC Section 12.21-G.2 to provide 46 trees (one 24-inch box tree for every four units), and 40 trees under the Flexibility Option.⁴ The Project would provide approximately 46 trees with at least a 24-inch box size, both with or without the Flexibility Option, including California Buckeye, Big Leaf Maple, Western Redbud, Desert Museum Palo Verde, Catalina Cherry, and Coast Live Oak, all of which are native tree species. Approximately 34 trees would be planted on the ground level (11 trees of which would be street trees with five street trees planted along Mateo Street and six street trees planted along Imperial Street) and 13 trees would be planted on the eighth level in the common open space area. The proposed street trees would be Western Redbud and Coast Live Oak, which are on the City's street species list. On-site ground level trees would line the paseo. Moreover, while the Project would remove the existing

² *Project: 159 studio and one-bedroom live/work units at 100 square feet of open space per unit equals 15,900 square feet, plus 26 two-bedroom live/work units at 125 square feet of open space per unit equals 3,250 square feet. (15,900 + 3,250 = 19,150).*

³ *Flexibility Option: 135 studio and one-bedroom live/work units at 100 square feet of open space per unit equals 13,500 square feet, plus 24 three-bedroom live/work units at 175 square feet of open space per unit equals 4,200 square feet. (13,500 + 4,200 = 17,700).*

⁴ *Project: 185 / 4 = 46.25 (or 46); Flexibility Option: 159 / 4 = 39.75 (or 40).*

Silk Oak street tree along Mateo Street and five Crape Myrtle street trees along Imperial Street as well as the on-site Hollywood Juniper and Yucca tree, none of which are protected tree species, the Project would result in a net increase of five street trees and 33 on-site trees. **Figures II-21 through II-23, Landscape Plans**, show the landscape plan proposed for the first, second, and eighth levels of the Project.

The Project would provide a landscaped paseo connecting Mateo Street and Imperial Street along the southern boundary of the Project Site in an east west orientation and perpendicular to its adjacent streets. The paseo would be open to the sky, and would provide access to ground floor terraces, commercial uses, and amenities.

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. In the area of the Project Site, Mateo Street is classified as Avenue III and Imperial Street is classified as Collector. Additionally, Mateo Street is classified as part of the Neighborhood Network (i.e., a network of local streets comfortable for bicycling) and future Tier 2 Bicycle Lanes.

Pedestrian access to the Project's various components would be provided from Mateo Street and Imperial Street and via a paseo into the Project and building entrances oriented along these streets and the paseo. Pedestrian access to the commercial spaces on the second level would be accessible from the Project's courtyard deck via elevators and stairs. Pedestrian access to the live/work component would also be accessible from Mateo Street and Imperial Street, with Mateo Street providing the primary access to the live/work lobby.



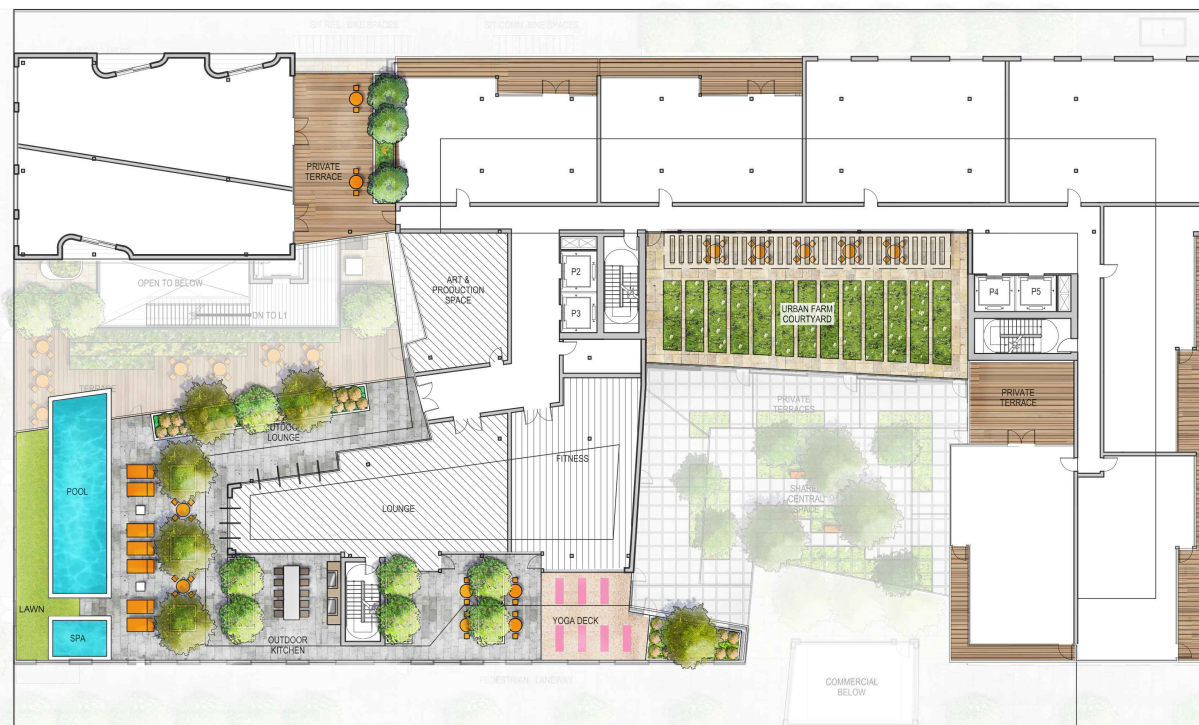
Source: Hansonla Architecture, April 2017.

Figure II-21
Level 1 Landscape Plan



Source: Hansonla Architecture, April 2017.

Figure II-22
Level 2 Landscape Plan



Source: Hansonla Architecture, April 2017.

Figure II-23
Level 8 Landscape Plan

Vehicle access into the shared parking garage for the commercial and live/work uses would be available from Imperial Street to the three subterranean levels of the parking garage. The Project would provide approximately 287 vehicle parking spaces including under the Flexibility Option. 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 require 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 required parking spaces to be electric-vehicle ready, and ten percent of its required 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.

**Table II-4
Vehicle Parking**

Use Type	Amount	Parking Ratio ^a	Number of Spaces
Live/Work			
Studio and 1-Bedroom Units	159 du	1 space/du	159
2 bedrooms	26 du	2 spaces/du	52
Subtotal of Required Parking			211
Project Provided			211
Commercial			
Commercial/Art Production	23,380 sf	2 spaces/1,000 sf	47
Subtotal of Required Parking			47
Project Provided			47
Total Required Parking			258
Additional Project Guest Parking for Live/Work and Commercial Uses			29
Total Project Provided			287
<i>du = dwelling units; sf = square feet</i> ^a <i>Live/Work parking ratio per Density Bonus Parking Option 1; commercial parking ratio per East Los Angeles State Enterprise Zone.</i>			

**Table II-5
Vehicle Parking with Flexibility Option**

Use Type	Amount	Parking Ratio ^a	Number of Spaces
Live/Work			
Studio and 1-Bedroom Units	135 du	1 space/du	135
3 bedrooms	24 du	2 spaces/du	48
Subtotal of Required Parking			183
Project Provided			183
Commercial			
Commercial/Art Production	45,873 sf	2 spaces/1,000 sf	92
Subtotal of Required Parking			92
Project Provided			104
Total Required Parking			275
Additional Project Guest Parking for Live/Work and Commercial Uses			0
Total Project Provided			287
<i>du = dwelling units; sf = square feet</i> ^a <i>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 154 bicycle parking spaces, comprised of 24 bicycle spaces for commercial uses (including 12 short-term spaces and 12 long-term spaces) and 130 spaces for the live/work uses (including 12 short-term and 118 long-term), which complies with LAMC requirements set forth in Ordinance No. 185,480. Under the Flexibility Option, the Project would provide 161 bicycle parking spaces, comprised of 46 bicycle spaces for commercial uses (including 23 short-term spaces and 23 long-term spaces) and 115 spaces for the live/work uses (including 10 short-term and 105 long-term), which also complies with LAMC requirements set forth in Ordinance No. 185,480.

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 northern perimeter on the ground floor near the live/work lobby and entrances to some of the commercial spaces. 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**

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)	27.5	2.5	25	27.5
	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 – 185)	1 space/2 du (units 101 – 185)	47	4	43	47
	Total Live/Work (Rounded)		130	12	118	130
Commercial	1 space/2,000 sf	1 space/2,000 sf	24	12	12	24
Total Project Bicycle Parking				24	130	154
<i>du = dwelling units; sf = square feet</i> ^a Pursuant to City Ordinance No. 185,480, effective May 9, 2018.						

**Table II-7
Bicycle Parking with 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)	27.5	2.5	25	27.5
	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 – 159)	1 space/2 du (units 101 – 159)	33	3	30	33
	Total Live/Work (Rounded)		115	10	105	115
Commercial	1 space/2,000 sf	1 space/2,000 sf	46	23	23	46
Total Project Bicycle Parking				33	128	161
<i>du = dwelling units; sf = square feet</i> ^a Pursuant to City Ordinance No. 185,480, effective May 9, 2018.						

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

The Project has been designed to be pedestrian oriented with ground level commercial uses fronting both street frontages. The commercial uses would consist of several establishments, each with its own entrance directly from the street, pedestrian plaza, or paseo. In addition, the building would step back from the property line at various places to provide opportunities for common space, including an approximately 15-foot setback along the south elevation for the pedestrian paseo.

According to the City's 2010 Bicycle Master Plan,⁵ Mateo Street and Santa Fe Avenue are classified as Bicycle Friendly Streets.⁶ Additionally, Mateo Street is classified by the City's Mobility Plan 2035⁷ as part of the Neighborhood Network (i.e., a network of local streets comfortable for bicycling) and future Tier 2 Bicycle Lanes.

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 would 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 (Mateo Street and Imperial Street). These off-site improvements would consist of sidewalk dedications, widenings, and improvements; planting street trees; roadway circulation improvements; installing street lights (if required); and underground existing overhead powerlines.

i) Sustainability Features

The Project would be compliant with the Los Angeles Green Building code⁸ and California Energy/Title 24 requirements, and would include, but not be limited to, the following features:

⁵ City of Los Angeles, Department of City Planning, 2010 Bicycle Master Plan, Appendix D – Matric and Maps, Adopted March 1, 2011.

⁶ 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.

⁷ City of Los Angeles, Department of City Planning, Mobility Plan 2035, Adopted September 7, 2016.

⁸ City of Los Angeles Municipal Code, Chapter IX, Article 9, as amended.

- 30% of provided parking to be EV-ready (86 spaces);
- Electric Vehicle charging stations (EVSE) in ten percent of the total parking spaces (29 spaces);
- Energy-efficient elevator;
- Low-flow faucets, shower heads, and toilets;
- Energy-efficient mechanical systems;
- Energy-efficient glazing and window frames; and
- Energy-efficient lighting.

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**.

4. Construction

The Project would be constructed over approximately 24 months. Construction activities would include the demolition of the existing warehouse and surface parking lot and grading, excavation, and building construction. Demolition activities are anticipated to start in 2021, and construction completion and occupancy is anticipated in 2023.

The Project is estimated to require a net export of approximately 74,500 cubic yards of soil, and thus, would require a haul route permit. The anticipated outbound haul route from the Project Site would be south on Mateo Street and east on E. 7th Street to the Golden State Freeway (I-5), and the anticipated inbound haul route to the Project Site would be exiting the I-10 from Exit 16A toward Santa Fe Avenue and Mateo Street, west onto E. 8th Street, and north onto Mateo Street. Exported materials would likely be disposed at Sunshine Canyon Landfill in Sylmar. The anticipated inbound and outbound haul route for the Project is shown on **Figure II-24, 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;
- 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 an inviting publicly accessible plaza and pedestrian paseo mid-block between Mateo and Imperial Streets that complements existing and future pedestrian activity in the Arts District;
- Contribute towards meeting the City’s housing demands by increasing housing supply within the 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 a mixed-use 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 for the Project Site 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 15,005 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 an on-menu incentive to reduce the open space requirement by up to 20 percent;
- (7) Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map No. 74550 to merge the existing lots and subdivide for commercial and live/work condominium purposes, and waive one-foot dedication along Imperial Street;
 - a. Deviation from Advisory Agency Policy No. 2000-1 to permit 211 parking spaces for the 185 live/work units at a ratio of 1.14 parking spaces per unit – or 183 parking spaces for the 159 live/work units at a ratio of 1.15 parking spaces per unit under the Flexibility Option;
- (8) Haul route approval;

- (9) Removal of street trees (one Silk Oak [*Grevillea robusta*] on Mateo Street and five Crape Myrtle [*Lagerstroemia indica*] along Imperial Street) as necessary for Project construction; and
- (10) 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.

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