

# I. INTRODUCTION

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This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code.

## 1. PROJECT INFORMATION

**Project Title:** Los Lirios Mixed-Use Project

**Project Applicant:** East LA Community Corporation  
2917 E. 1<sup>st</sup> Street  
Los Angeles, CA 90033

**Project Location:** 111-121 S. Soto Street and 2316-2328 E. 1<sup>st</sup> Street, Los Angeles, CA 90033

**Lead Agency:** City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 621  
Los Angeles, CA 90012

**City Staff Contact:** Hagu Solomon-Cary  
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## 2. PROJECT SUMMARY

The subject of this SCEA is the proposed Los Lirios Mixed-Use Project (Project). The Project is located on an approximately 47,239 square-foot (1.08 acres) site (Project Site) in the Boyle Heights Community Plan area of the City of Los Angeles (City). The Project Site is located at 111-121 S. Soto Street and 2316-2328 E. 1<sup>st</sup> Street, and is comprised of six parcels with Assessor Parcel Numbers (APNs) 5183-009-904, 905, 906, 907, 909, and 910. The Project Site includes the Metro Soto Station Plaza at the southwest corner of 1st Street and Soto Street. The Project Site is also surrounded by residences to the south, residences and commercial uses to the west across an alley, residences to the east across S. Soto Street, and residences and commercial uses to the north across E. 1<sup>st</sup> Street.

The Project proposes the development of a five-story, 64.5-foot high mixed-use affordable housing building consisting 63 affordable units and one market rate manager's unit, and 2,443 square feet of ground floor commercial space. In total, the Project would include approximately 77,945 square feet of building area with a Floor Area Ratio (FAR) of 1.65 to 1. Additionally, the Project would provide approximately 8,171 square feet of open space including a central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies. The Project would provide 50 vehicle parking spaces within one subterranean level. A total of 66 bicycle parking spaces would be provided onsite, including 54 long term and 12 short-term spaces. Vehicle access to the subterranean garage and loading area would be from one entrance along the existing alley adjacent to the Project Site.

To allow for the proposed development, the Project Applicant is requesting the following discretionary approvals:

1. A General Plan Amendment per Los Angeles Municipal Code (LAMC) Section 11.5.6 to change the Land Use Designation from Low Medium II to Highway Oriented Commercial/Limited Commercial;

2. A JJJ complaint Vesting Zone Change per LAMC Section 12.32(Q) from C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-1CUGU;
3. Utilizing Developer Incentives per LAMC Section 11.5.11(e), to allow: Rear Yard Reduction to 8' in lieu of 17', FAR Increase to 1.65:1 in lieu of 1.5:1, and Parking at 0.5 Spaces Per Unit, including 40% compact;
4. A Site Plan Review per LAMC Section 16.05;
5. Adoption of the SCEA; and
6. Approval of other permits, ministerial or discretionary, as necessary.

### **3. BACKGROUND INFORMATION ON SENATE BILL 375 AND SCEA**

The State of California adopted Senate Bill 375 (SB 375), also known as “The Sustainable Communities and Climate Protection Act of 2008,” which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California’s greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State’s 18 metropolitan planning organizations to incorporate a “sustainable communities strategy” (SCS) into the regional transportation plans to achieve their respective region’s greenhouse gas emission reduction targets set by CARB. Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tools is the SCEA.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). On April 7, 2016, SCAG’s Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS). For the SCAG region, CARB has set GHG emissions reduction targets at 8 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. The 2016–2040 RTP/SCS outlines strategies to meet or exceed the targets set by CARB. By Executive Order, approved June 28, 2016, CARB officially determined that the 2016–2040 RTP/SCS would achieve CARB’s 2020 and 2035 GHG emission reduction targets.

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA Clearance for “transit priority projects” (as described below) that are consistent with SCAG’s 2016–2040 RTP/SCS.

### **4. TRANSIT PRIORITY PROJECT CRITERIA**

SB 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see PRC Section 21155 (a) and (b)):

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2016–2040 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 dwelling units per acre; and

4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

## **5. SCEA PROCESS AND STREAMLINING PROVISIONS**

Qualifying TPPs that have incorporated all feasible mitigation measures, performance standards or criteria set forth in the prior applicable EIR (SCAG's 2016–2040 RTP/SCS Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, except for the following:
  - a. Growth-inducing impacts, and
  - b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.
2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
5. The SCEA may be approved by the lead agency after the lead agency's legislative body (or any decision maker in any action authorized by Chapter 1 of the LAMC) conducts a public hearing, reviews comments received, and finds the following:
  - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
  - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
    - i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
    - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

## **6. REQUIRED FINDINGS**

- Based on a review of the entire administrative record, the City finds that preparation of a SCEA in accordance with PRC Sections 21155(a), 21155(b), 21155.2(a), 21155.2(b)(1), and 21155.2(b)(2), is appropriate for the Project for the following reasons: The State Air Resources Board, pursuant

to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2016-2040 RTP/SCS would achieve the greenhouse gas emission reduction targets.

- The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the Project area in SCAG's 2016–2040 RTP/SCS.
- The Project qualifies as a TPP pursuant to PRC Section 21155(b), as it contains more than 50 percent residential use; provides a minimum net density greater than 20 dwelling units per acre; and is within 0.5 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan;
- The Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted findings made pursuant to PRC Section 21081, including the 2016–2040 RTP/SCS Program Environmental Impact Report (Program EIR);
- All potentially significant effects, significant effects, and potential cumulative effects required to be identified and analyzed pursuant to CEQA have been identified and analyzed in an initial study;
- With respect to each significant effect on the environment required to be identified in the initial study, changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

Upon circulation of the SCEA to the public, the Project will comply with PRC Section 21155.2(b)(3) and proceed through the SCEA process for compliance with PRC Sections 21155.2(b)(4) through 21155.2(b)(7).

## 7. ORGANIZATION OF THE SCEA

This SCEA is organized as follows:

**I. Introduction:** This section (above) provides introductory information about the Project.

**II. Project Description:** This section provides a detailed description of the proposed Project including the environmental setting, Project characteristics, related Project information, Project objectives, and environmental clearance requirements.

**III. SCEA Criteria and Transit Priority Project Consistency:** This section identified the Transit Priority Project Criteria and provides an analysis of the Project's consistency with the 2016–2040 RTP/SCS.

**IV. 2016-2040 RTP/SCS Program EIR Mitigation Measures:** This section identifies all feasible mitigation measures, performance standards, and criteria from the 2016–2040 RTP/SCS Program EIR.

**V. Initial Study Checklist:** This section contains the completed SCEA Initial Study Checklist showing the significance level under each environmental impact category.

**VI. Sustainable Communities Environmental Impact Analysis:** Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the Checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.