

II. PROJECT DESCRIPTION

1. PROJECT APPLICANT

The Applicant for the Los Lirios Mixed-Use Project (Project) is the East LA Community Corporation (the Applicant).

2. ENVIRONMENTAL SETTING

A. Project Location

The Project Site is located at 111-121 S. Soto Street and 2316-2328 E. 1st Street in the City of Los Angeles. Figure II-1 illustrates the Project Site’s location from a regional perspective and Figure II-2 shows the Project Site in a neighborhood context. The approximately 47,239 square-foot (1.08-acre) Project Site includes the at grade Metro Soto Station Plaza at the southwest corner of 1st Street and Soto Street. The Project Site is located in the Boyle Heights Community Plan Area of the City of Los Angeles, in Council District 14. Table II-1 lists the street addresses, Assessor’s Parcel Numbers (APNs), and present land use associated with the Project Site and Figure II-2 illustrates the Project Site with associated APN’s.

**Table II-1
Project Site Location**

Street Number	Street Name	Assessor Parcel Number	Present Land Use
119	S. Soto Street	5183-009-904	Vacant
2316, 2318, 2320	E. 1 st Street	5183-009-905	Metro Soto Station Plaza
2322, 2322 ½, 2324	E. 1 st Street	5183-009-906	Metro Soto Station Plaza
121	S. Soto Street	5183-009-907	Vacant
-- ¹	-- ¹	5183-009-909	Metro Soto Station
113, 113 ½	S. Soto Street	5183-009-910	Metro Soto Station Plaza

¹ APN 5183-009-909 contains the Metro Soto Station and is comprised of two separate lots (10 and 11). Lot 10 is addressed 2328 E. 1st Street and Lot 11 is addressed 111 S. Soto Street.

Regional and Local Access

The Project Site is accessible by 1st Street with a street designation of Avenue II, Soto Street with a street designation of Avenue II and an alley and is located approximately four blocks east of the US-5 Freeway. Primary vehicular access to the Site is provided via a driveway on Soto Street.

Public Transit

The Project Site is an infill site within a Transit Priority Area (TPA) as defined by CEQA.¹ The roadways adjacent to the Project Site are served by several bus lines managed by the Los Angeles County

¹ *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: August 2019.*

Metropolitan Transportation Authority (Metro). Specifically, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770. The Project is also served by the City of Montebello municipal bus line 40. Moreover, the Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Due to its proximity to the bus stops (1st and Soto station is located along the Project Site's northern boundary) and Metro Soto Station Plaza, the Project Site is easily accessible and highly connected with the City of Los Angeles and the greater Los Angeles area.

B. Existing Conditions

There are no existing buildings on the project site, aside from the Soto Station terminal structure on APN: 5183-009-909, in the northeastern portion of the Project Site. The previous buildings on the vacant parcels (5183-009-904 and 5183-009-907) were demolished in 2004 – 2005. Figure II-2 presents an aerial view of the Project Site and photos of the existing conditions on the Site are shown in Appendix G (Phase I Environmental Site Assessment). The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line.

C. Existing Zoning and Land Use Designations

As discussed previously, the Project Site is comprised of six contiguous parcels in the Boyle Heights Community Plan Area. Four of these parcels along 1st Street are zoned C2-1-CUGU (Commercial Zone – Height District No. 1 – Clean Up Green Up) with a Land Use Designation of Highway Oriented and Limited Commercial. Two of the six parcels front Soto Street and are zoned RD1.5-1-CUGU (Restricted Density Multiple Dwelling Zone – Height District No. 1 – Clean Up Green Up) with a Land Use Designation of Low Medium II Residential.

As part of the Project, the Applicant requests a General Plan Amendment per Los Angeles Municipal Code (LAMC) Section 11.5.6 to change the parcels designated as Low Medium II Residential to Highway Oriented Commercial/Limited Commercial. Additionally, the Applicant requests a JJJ compliant Vesting Zone Change per LAMC Section 12.32 Q to change the existing Project Site zones of C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-CUGU. C2 Zone is permitted commercial uses listed in LAMC Section 12.14 and residential density of the R4 Zone per LAMC Section 12.11. Height District indicates that the Project Site does not have any height limit and is limited to a maximum FAR of 1.5:1, or 1.5 times the lot area. The Applicant requests a Developer's Incentive under Measure JJJ to allow a maximum FAR of 1.65:1 in lieu of 1.5:1.

Per the City's Zone Information & Map Access System (ZIMAS), the Project Site is located in a Methane Zone and is in the City's Bureau of Engineering (BOE) Special Grading Area. In addition, the Project Site is also within a Clean Up Green Up Supplemental Use (CUGU) District and would be required to comply with the provisions set forth in LAMC Section 13.18. The purpose of the CUGU District is to reduce cumulative health impacts resulting from land uses including, but not limited to, concentrated industrial land use, on-road vehicle travel, and heavily freight-dominated transportation corridors, which are incompatible with the sensitive uses to which they are in close proximity, such as homes, schools and other sensitive uses. The Proposed Project is a mixed-use development containing commercial and residential uses and does not include uses which would significantly increase cumulative health impacts and be considered incompatible with sensitive uses.

D. Surrounding Land Uses

The Project Site is also surrounded by adjacent residences to the south, residences and commercial uses to the west across an alleyway, residences to the east across Soto Street, and residences and commercial uses to the north across 1st Street. Photographs of surrounding land uses are shown in Appendix G (Phase I Environmental Site Assessment).

3. PROJECT CHARACTERISTICS

A. Project Overview

The Project involves the development of a 5-story, 64.5-foot high mixed-use affordable housing building consisting 63-affordable units and 1-market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. The residential units would include 13 studios, 18 one-bedrooms, 17 two-bedrooms, and 16 three-bedrooms. The proposed approximately 77,945 square-foot building would be 5 stories and a maximum of 64.5 feet tall (71 feet to the top of stairs and elevator towers per LAMC 12.0). The Project would provide 66 bicycle parking spaces including 54 long term and 12 short term spaces. 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's plans are shown on Figures II-3 through II-14.

Design and Architecture

The proposed building provides a variety of architectural materials, building planes and ground-level façade transparency, while also providing a pedestrian-scale street level. The design of the proposed building alternates different textures, colors, materials, and distinctive architectural treatments have been developed with the intent to add visual interest and avoid repetitive facades. Moreover, the proposed Project is designed and oriented to connect the Project Site with the Metro Soto Station Plaza as well as E. 1st Street and S. Soto Street.

Open Space and Landscaping

The distribution of open space throughout the Project Site at various orientations, scales, and levels is intended to create opportunities for a wider variety of activities and allow each space to be shared by a smaller group of residents for community engagement and interaction. Residential amenities offered throughout the Project include: central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies. As shown in Figures II-13 and II-14, the Project would include hardscape improvements to the station's plaza (ex. new materials, furnishings, children's play features/equipment) and installation of 16 new trees (primarily via boxed plantings). See Table II-2 for required and proposed open space square-footage.

**Table II-2
Open Space Summary**

Land Use	Units	Open Space Requirement	Open Space Required (sf)
Studio	13	100 sf/unit	1,300
1-Bedroom	18	100 sf/unit	1,800
2-Bedroom	17	125 sf/unit	2,125
3-Bedroom	16	175 sf/unit	2,800
<i>Total Required Open Space</i>		<i>8,025</i>	
Proposed Open Space		Open Space (sf)	
Central Courtyard		1,460	
Community Terrace		1,065	
Roof Terrace		1,840	
Community Room		2,245	
Exercise Room		610	
Private Balconies		1,800	
Total Provided Open Space		8,171	
<i>sf = square feet</i>			
<i>Source: Gonzalez Goodale Architects, 2020.</i>			

Sustainability Features

The proposed building would meet and/or exceed all City Building Code and Title 24 requirements. As such, the building would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star®-rated appliances, water saving/low-flow fixtures, non-volatile organic compound paints/adhesives, drought-tolerant planting, and high performance building envelopment.

As shown in Figure II-10, the project would implement approximately 1,152 square feet of solar panels on the roof of the mixed-use building. As shown in Figure II-3, the project would include electric vehicle charging systems (EVCS) as well as clean air and electric vehicle ready parking spaces in the subterranean parking garage.

B. Access and Parking

Access to the Project would be designed to be pedestrian-friendly and promote pedestrian access to the Project from the Metro Soto Station Plaza. Vehicle access to the Project and associated parking facility would be provided via the proposed driveway located on the east side of the alleyway along the westerly property frontage which can be accessed from E. 1st Street.

Parking for the Project would be provided in one level of subterranean parking. See Table II-3 for parking spaces required and provided by the Project. As shown, the Project will provide a total of 50 residential vehicle parking spaces and one exterior loading space at the southwestern corner of the Site.

**Table II-3
Parking Summary**

Land Use	Parking Requirement	Units	Spaces Required
Affordable Units	0.5 space/unit	63	32
Manager's Unit	2 space/unit	1	2
Commercial	2 spaces/1,000 sf	2,443 sf	5
<i>Parking Required</i>		39	
Parking Provided		50	
<i>sf = square feet</i>			
<i>Source: Gonzalez Goodale Architects, 2020.</i>			

To encourage and facilitate the use of public transportation and bicycle use by employees, residents, and visitors, the Project would include 66 bicycle parking spaces including 54 long term spaces and 12 short term spaces (See Table II-4).

**Table II-4
Bicycle Parking Summary**

Type of Parking	Parking Requirement	Units	Spaces Required
Residential			
Long-Term	1 space/unit	1-25	25
	1 space/1.5 units	26-64	26
Short-Term	1 space/ 10 units	1-25	2.5
	1 space/15 units	26-64	2.6
Commercial			
Long-Term	1 space/2,000 sf	2,443	2.1
Short-Term	1 space/2,000 sf	2,443	2.1
<i>Bicycle Parking Required</i>		<i>53 Long Term + 7 Short Term</i>	
Bicycle Parking Provided		54 Long Term + 12 Short Term	
<i>sf = square feet</i>			
<i>Source: Gonzalez Goodale Architects, 2020.</i>			

C. Construction Details

The Project is anticipated to start construction in 2020, with operation beginning in 2021. Implementation of the project would require a cut of approximately 12,946 cubic yards of soil and 38 cubic yards of fill, resulting in a net export of 12,908 cubic yards. Because the Project Site is located in a City designated Bureau of Engineering (BOE) Special Grading Area, the Applicant would be required to prepare a proposed hauling route plan for review and approval by the Board of Building and Safety Commission.

D. Project Design Feature

The Project Applicant would include the following project design feature (PDF) into the design and implementation of the Project that would reduce or negate potential impacts concerning hazardous conditions at the Project site.

Hazards PDF

To mitigate the potential risk of soil vapor intrusion into the proposed structure, the Project will incorporate a soil vapor mitigation technology into the design of the Project.

4. PROJECT OBJECTIVES

The objectives of the Project are as follows:

- To establish infill development providing housing on site to serve the local community in a manner consistent with the City's General Plan and Boyle Heights Community Plan;
- To provide a development that is compatible and complementary with surrounding land uses;
- To facilitate the redevelopment/improvement of six parcels which are currently partially vacant within a Transit Priority Area; and
- To provide multi-family affordable housing close to employment opportunities, urban amenities, and mass transit opportunities.

5. DISCRETIONARY ACTIONS AND APPROVALS

The Department of City Planning is the lead agency for the Project. In order to permit development of the Project, the City may require approval of one or more of the following discretionary actions:

1. Pursuant to LAMC Section 11.5.6, a Land Use Designation change from Low Medium II to Highway Oriented Commercial/Limited Commercial.
2. Pursuant to LAMC Section 12.32(Q), a Zone change from C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-1CUGU.
3. Pursuant to LAMC Section 11.5.11(e), a Rear Yard Reduction to 8' in lieu of 17', FAR Increase to 1.65:1 in lieu of 1.5:1.
4. Pursuant to LAMC Section 11.5.11(e), Parking at 0.5 Spaces Per Unit, including 40% compact.
5. Pursuant to LAMC Section 16.05, a Site Plan Review
6. Adoption of the SCEA.
7. Demolition, grading, excavation, and building permits.
8. Other permits, ministerial or discretionary, as may be necessary pursuant to various sections of the LAMC from the City of Los Angeles Department of Building and Safety (and other municipal agencies) in order to execute and implement the Project. Such approvals may include, but are not limited to landscaping plan approvals, stormwater discharge permits, permits for temporary street closures, installation and hookup approvals for public utilities, haul route approvals, and related permits.

6. RELATED PROJECTS

State *CEQA Guidelines* Section 15063(b) requires that Initial Studies consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts are two or more individual

effects which, when considered together, are considerable or which compound or increase other environmental impacts (State *CEQA Guidelines* Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (State *CEQA Guidelines* Section 15130[b][1][A]).

All proposed projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the Project are included in this SCEA. For an analysis of the cumulative impacts associated with these related projects and the Project, cumulative impact discussions are provided under each individual environmental impact category in Section VI, Sustainable Communities Environmental Analysis.

Table II-5 lists 31 projects, including all proposed or reasonably foreseeable projects within the study area that are expected to be completed by the anticipated Project buildout and occupancy.

The list of related projects is not intended to be an exhaustive list of projects that may occur during the construction period, which cannot be known in an absolute way. Instead, the list is intended to demonstrate the reasonably anticipated magnitude of development that may occur in the study area during this period based on projects currently on file with appropriate local municipalities. Furthermore, the related projects list provides a conservative analysis as it is unlikely that all of the projects on the list will be developed due to various circumstances that could arise during the typical planning process. The locations of the related projects are shown on Figure II-15.

**Table II-5
List of Related Projects**

ID	Location	Status	Project Type	Size
1	1510 N. San Pablo Street	Proposed	Medical Office	120,000 sf
			Research & Development	465,000 sf
2	2901 E. Olympic Boulevard	Proposed	Apartment	4,400 du
			Retail	185,000 Sf
			Office	125,000 sf
			Daycare Center	15,000 sf
			Library	15,000 sf
3	950 East 3rd Street	Proposed	Apartment	635 du
			Retail/Restaurant	30,062 sf
			School	532 students
4	3401 E. 1st Street	Proposed	Apartment	49 du
			Retail	10,000 sf
5	963 E. 4th Street	Proposed	Office	78,600 sf
			Retail	25,000 sf
			Restaurant	20,000 sf
6	2051 E. 7th Street	Proposed	Apartments	320 du
			Restaurant	5,000 sf
			Retail	15,000 sf
7	826 S. Mateo Street	Proposed	Condominium	90 du
			Retail	11,000 sf
			Restaurant	5,600 sf

**Table II-5
List of Related Projects**

ID	Location	Status	Project Type	Size
8	555 S. Mateo Street	Proposed	Retail	153,000 sf
9	2030 E. 7th Street	Proposed	Office	243,583 sf
			Retail	40,000 sf
10	540 S. Santa Fe Avenue	Proposed	Office	89,825 sf
11	1030 N. Soto Street	Proposed	Hotel	81 rooms
12	2407 E. 1 st Street	Proposed	Apartment	81 du
			Retail	5,000 sf
13	410 N. Center Street	Proposed	Office	110,000 sf
14	500 S. Mateo Street	Proposed	Restaurant	12,882 sf
15	2130 E. Violet Street	Proposed	Office	94,000 sf
			Retail	7,500 sf
16	929 E. 2nd Street	Proposed	Retail	37,974 sf
			Other	71,078 sf
17	2420 E. Cesar Chavez Avenue	Proposed	Apartment	77 du
			Bank	4,000 sf
			Health Club	4,000 sf
18	520 S. Mateo Street	Proposed	Apartment	600 du
			Office	30,000 sf
			Retail	15,000 sf
			Restaurant	15,000 sf
19	2650 E. Olympic Boulevard	Proposed	Apartment	1,030 du
			Office	219,258 sf
			Supermarket	31,285 sf
			High-Turnover Restaurant	26,070 sf
			Drinking Place	15,642 sf
			Retail	15,642 sf
			Coffee Shop	2,607 sf
Bank	2,607 sf			
20	527 S. Colyton Street	Proposed	Apartment	310 du
			Retail	11,375 sf
			Office	11,736 sf
21	940 E. 4th Street	Proposed	Apartment	93 du
			Retail	14,248 sf
			Office	6,000 sf
22	806 E. 3rd Street	Proposed	Restaurant	18,327 sf
23	640 S. Santa Fe Avenue	Proposed	Office	91,185 sf
			Retail	9,430 sf
			Restaurant	6,550 sf
24	443 S. Soto Street	Proposed	Elementary School	625 students

**Table II-5
List of Related Projects**

ID	Location	Status	Project Type	Size
25	2143 E. Violet Street	Proposed	Apartment	320 du
			Office	224,292 sf
			Retail	46,670 sf
26	676 S. Mateo Street	Proposed	Apartment	185 du
			Retail	27,280 sf
27	1000 S. Santa Fe Avenue	Proposed	Market	14,193 sf
			Health Club	6,793 sf
			Restaurant	10,065 sf
28	220 N. Center Street	Proposed	Apartment	430 du
			Retail	8,742 sf
29	810 E. 3rd Street	Proposed	Apartment	4 du
			Restaurant	3,541 sf
			Retail	6,171 sf
30	2110 Bay Street	Proposed	Apartment	99 du
			Affordable Housing	11 du
			Office	113,350 sf
			Retail	43,657 sf
31	401 S. Hewitt Street	Proposed	Office	255,500 sf
			Retail	4,970 sf
			Restaurant	9,940 sf

sf = square feet; du = dwelling units;
Source: Linscott Law & Greenspan, Transportation Impact Study, Los Lirios Mixed-Use Project (Appendix D).

Figure II-2 Project Location



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig. 2 Project Location

Figure II-3 Site Plan

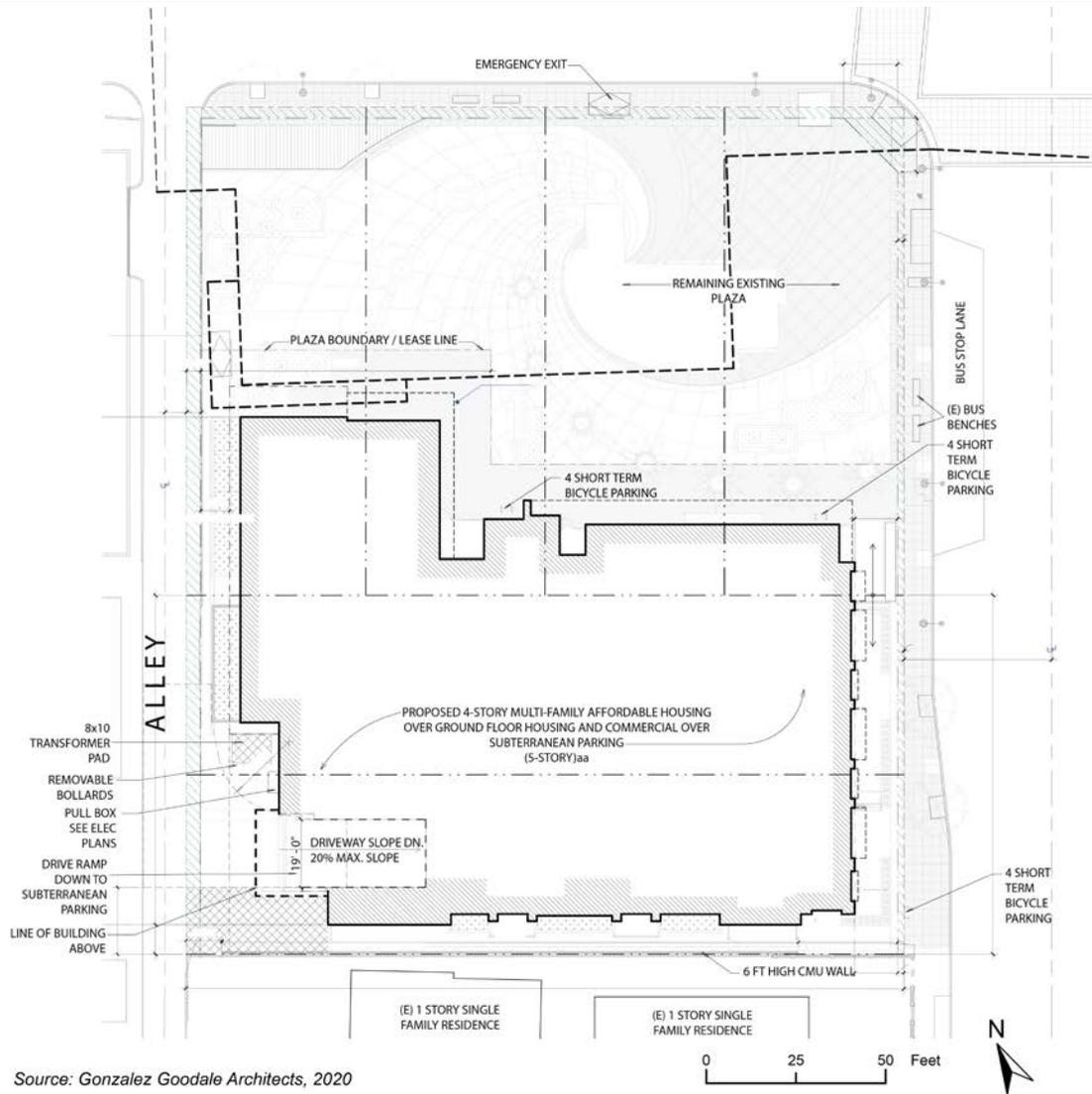


Figure II-4 Parking Floor Plan

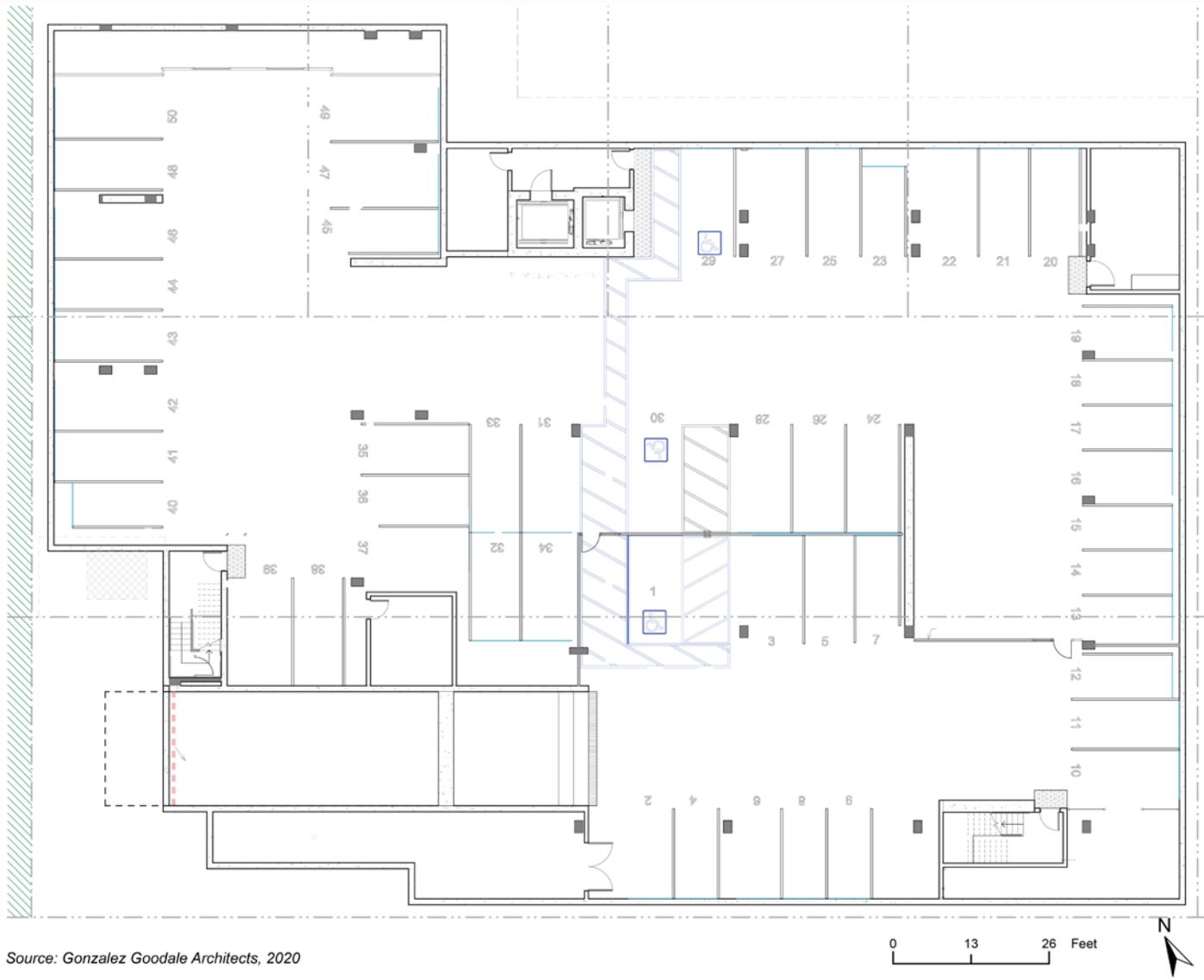
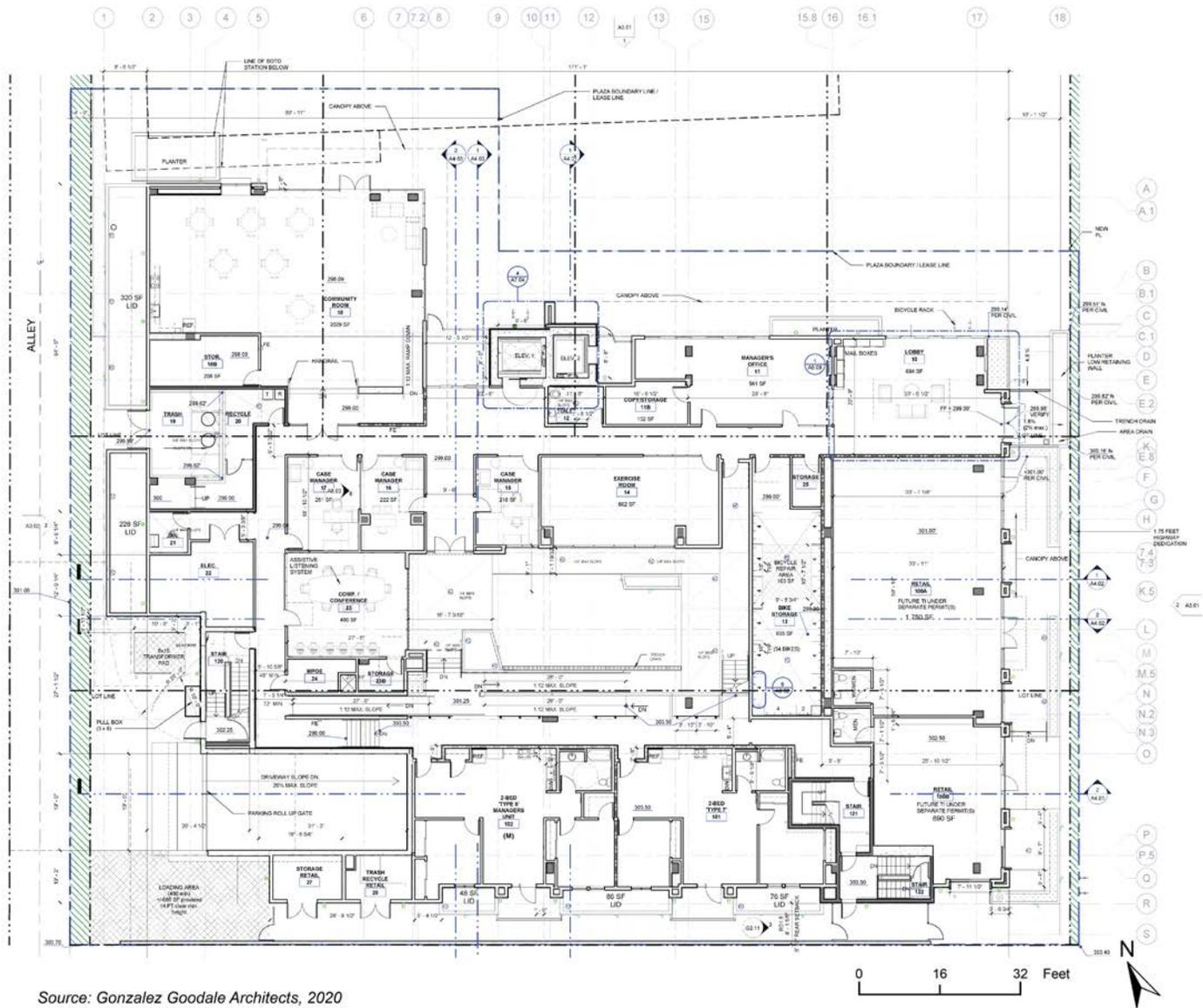
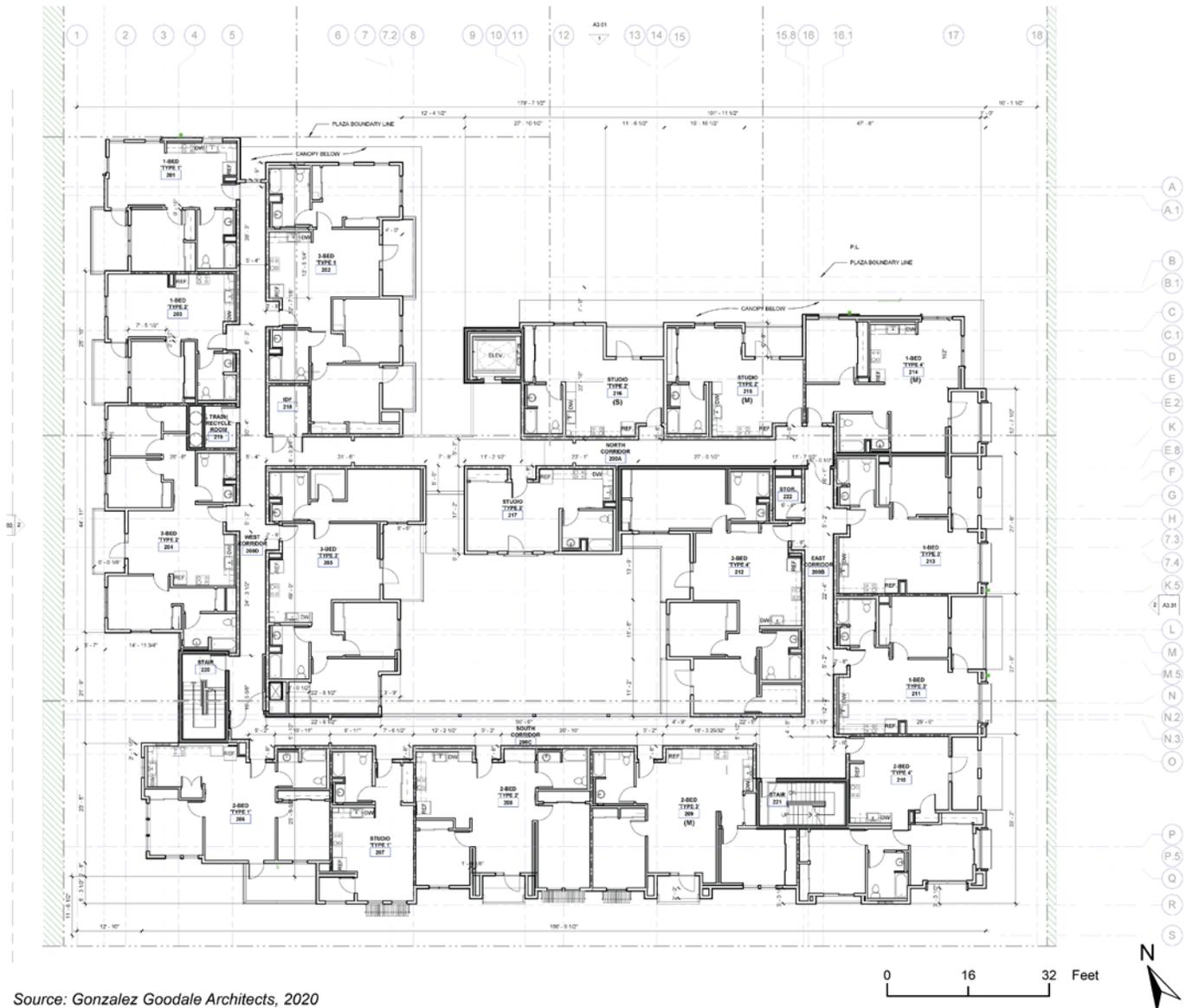


Figure II-5 First Floor Plan



Source: Gonzalez Goodale Architects, 2020

Figure II-6 Second Floor Plan

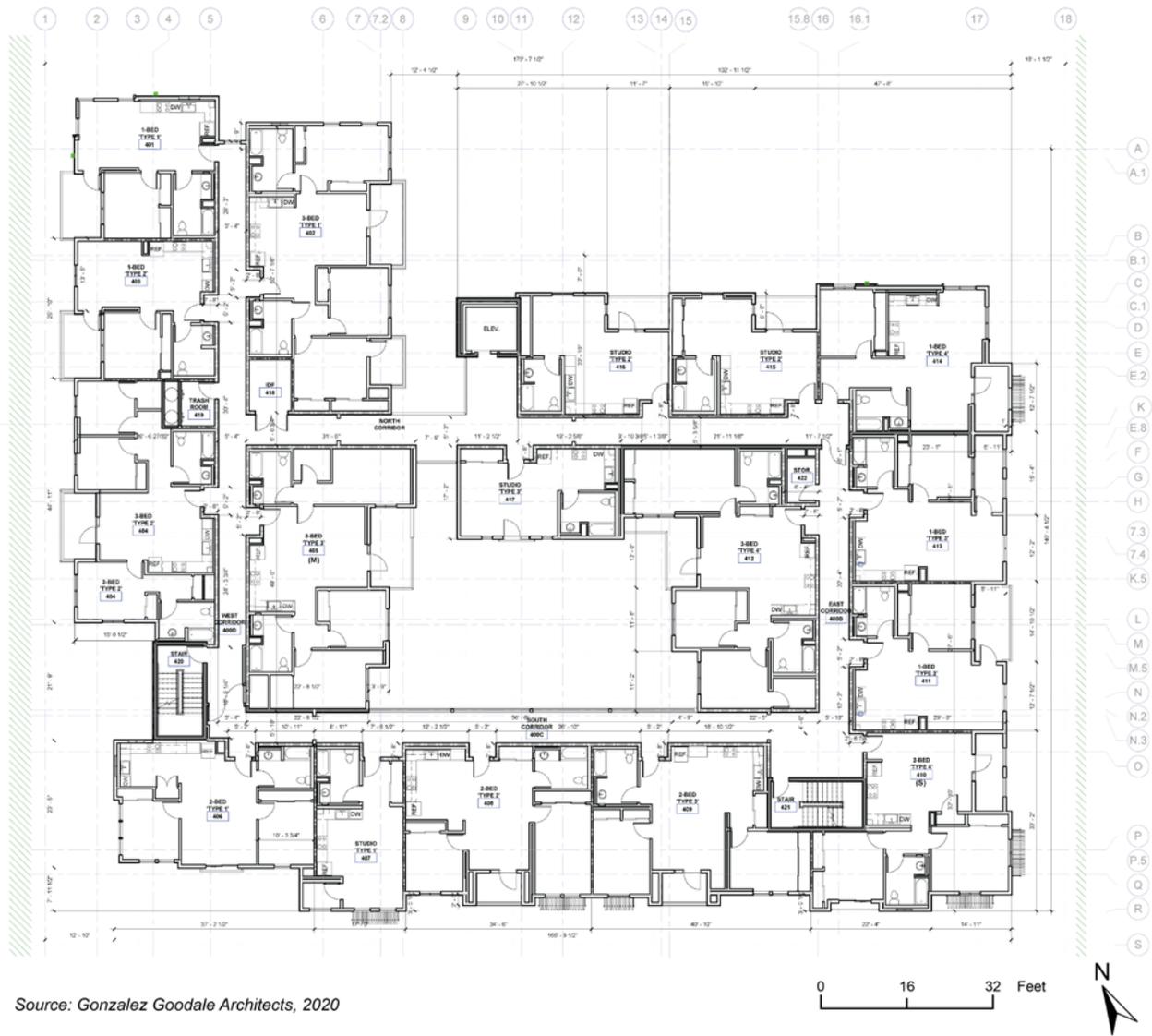


Source: Gonzalez Goodale Architects, 2020

Figure II-7 Third Floor Plan



Figure II-8 Fourth Floor Plan



Source: Gonzalez Goodale Architects, 2020

Figure II-9 Fifth Floor Plan



Source: Gonzalez Goodale Architects, 2020

Figure II-10 Roof Plan

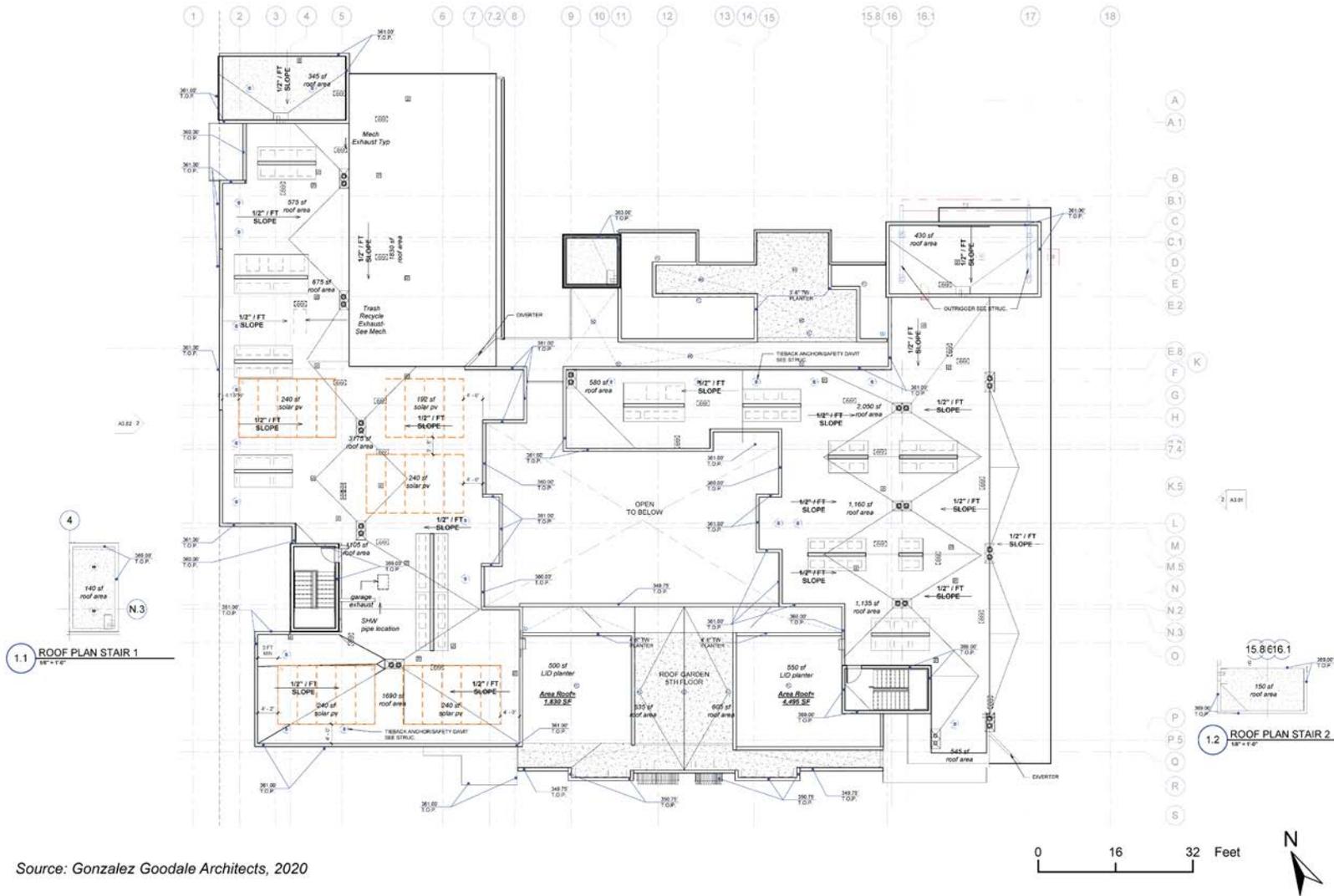


Figure II-11 Exterior Elevations (North and East)



1 NORTH ELEVATION



2 EAST ELEVATION

Source: Gonzalez Goodale Architects, 2020

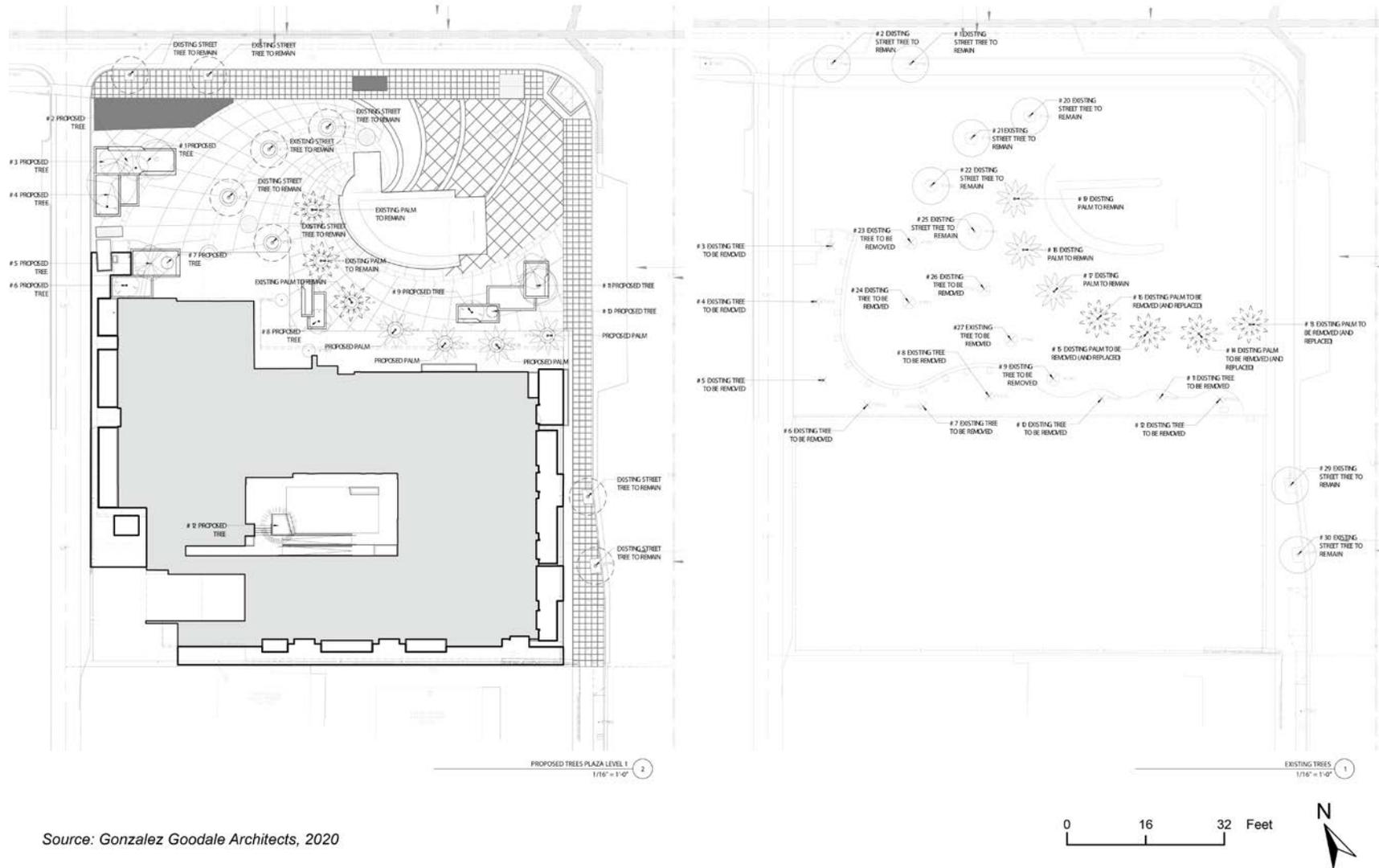


Figure II-12 Exterior Elevations (South and West)



Source: Gonzalez Goodale Architects, 2020

Figure II-13 Planting Plan



Source: Gonzalez Goodale Architects, 2020

Figure II-14 Hardscape Plan

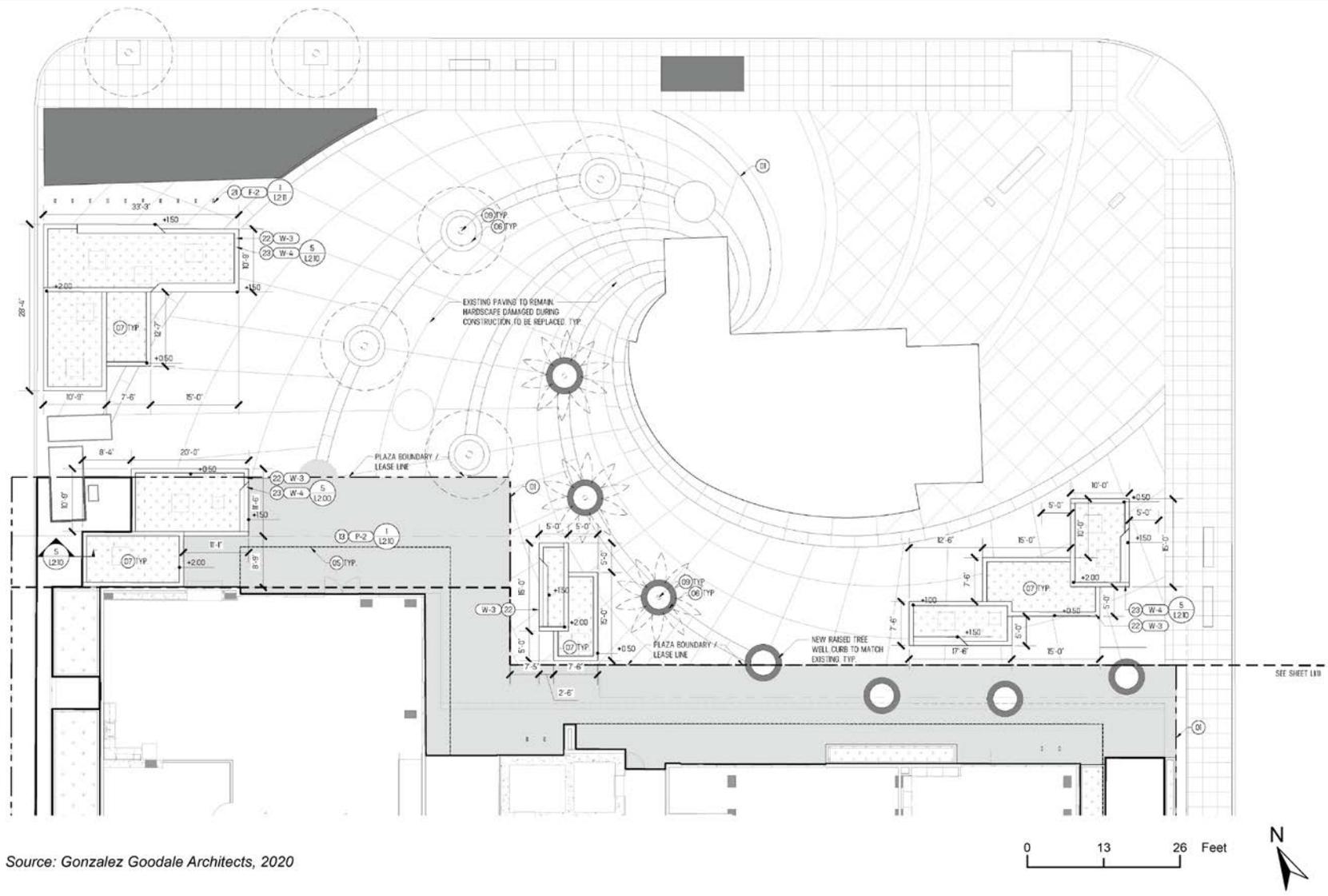


Figure II-15 Location of Related Projects

