

## II. Project Description

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## II. Project Description

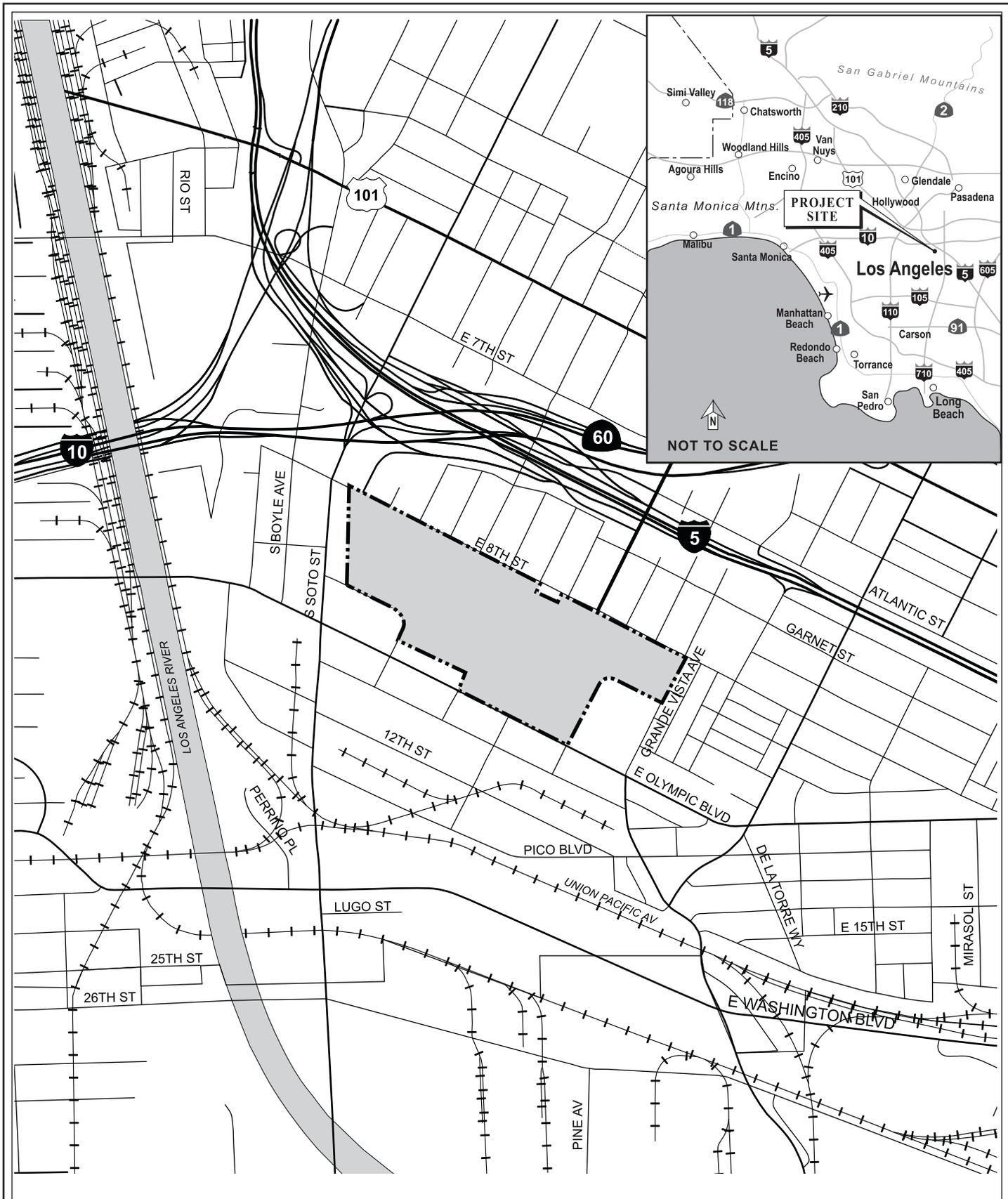
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### 1. Introduction

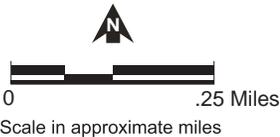
Thurman Interim California, LLC, a Delaware limited liability company through its affiliate, Fifteen Group Land and Development (the “Applicant”), plans to develop the Boyle Heights Mixed-Use Community Project (proposed project) on an approximately 68.8-acre property located in the Boyle Heights community of the City of Los Angeles. The project site is currently developed with 1,187 units of rental housing. The proposed project would replace existing residential development with a new mixed-use residential/commercial community that would include rental units and increased homeownership opportunities, complemented by neighborhood-serving retail and office space, civic uses, green/open space, and amenities. Specifically, the project would include up to 4,400 residential units comprised of no less than 1,200 rental units and up to 3,200 condominium units, and 325,000 square feet of neighborhood-serving retail, office, and civic uses. Upon completion of the project, there would be no net loss of rental housing units within the project site as compared to current conditions. In addition, the project would include a civic plaza, an expansive central park, active parks, neighborhood greens, neighborhood playgrounds, and landscaped courtyards and pathways. The green space and recreational amenities would include approximately 10.5 acres of privately maintained, publicly available, common useable open space and parks. In addition, approximately 13.5 acres of semi-private and private recreational amenities would be provided for project residents and would include such features as landscaped courtyards and recreation rooms. As such, a total of approximately 24 acres of usable open space would be provided, including 2.4 acres of roof top garden spaces and recreational facilities, and 2.5 acres of private open space. The project would also include 18.21 acres of planted streetscape and yard areas. Overall, the project is intended to provide a walkable community with modern amenities and a high-quality design that promotes sustainability.

### 2. Project Location and Setting

The project site is located in the southwestern portion of the Boyle Heights Community of the City of Los Angeles. As illustrated in Figures II-1 and II-2 on pages II-2 and II-3, the project site is located approximately 14.5 miles east of the Pacific Ocean, 2 miles southeast of downtown Los Angeles, and approximately 0.4 mile east of the Los Angeles River. The 68.8-acre site is generally bordered by East 8th Street (referred to



Boyle Heights Mixed-Use Community Project



**Figure II-1**  
Regional and Project Vicinity Map

Source: Thomas Brothers Maps, 2009; Matrix Environmental, 2010.



Boyle Heights Mixed-Use Community Project

**Figure II-2**  
Project Vicinity



herein as 8th Street) to the north, Grande Vista Avenue to the east, and Olympic Boulevard to the south, with the western boundary located parallel to and just east of South Soto Street (referred to herein as Soto Street).<sup>1</sup> Nearby jurisdictions include the unincorporated East Los Angeles area of the County of Los Angeles to the east, the City of Vernon to the south, and the Cities of Maywood and Commerce to the southeast.

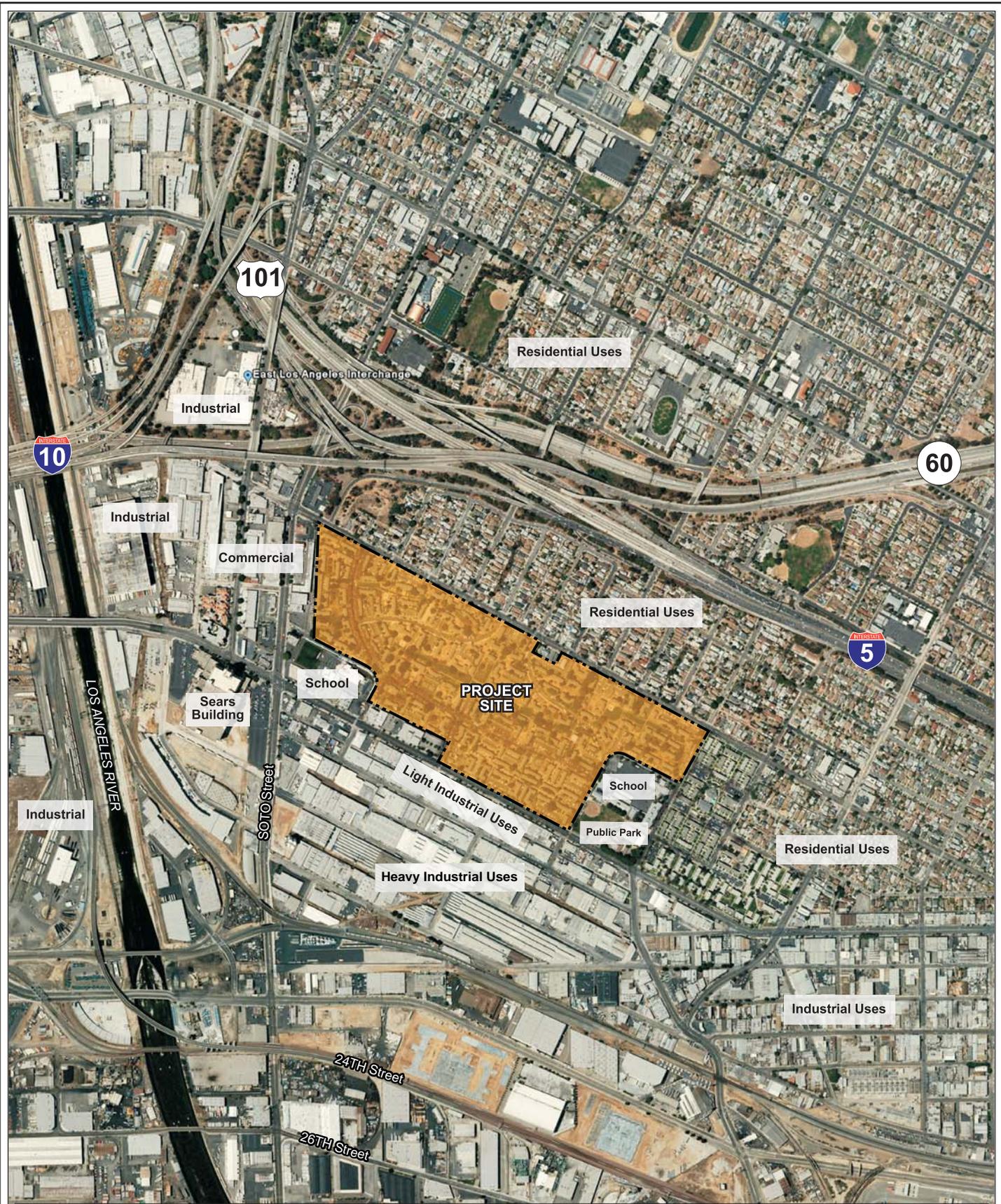
The project vicinity is highly urbanized and includes a varied mix of residential, commercial, and industrial uses, as shown in the aerial photo provided in Figure II-3 on page II-5. As also shown therein, the project area is well served but also segmented by a number of regional transportation corridors, including the Golden State/Santa Ana Freeway (I-5), the Santa Monica Freeway (I-10), the Pomona Freeway (SR-60), and Hollywood Freeway (US 101). Designated major and secondary highways providing primary access in the immediate vicinity include 8th Street, Olympic Boulevard, Soto Street, and Grande Vista Avenue.<sup>2</sup> The project site is also well-served by public transit, primarily in the form of bus service provided by the Los Angeles County Metropolitan Transportation Authority (Metro), the Montebello Bus Line System, and the El Sol shuttle. In addition, Metro has recently completed construction of an extension of the MetroRail Gold Line which links the Boyle Heights community with Union Station and other MetroRail lines that serve locations throughout the Los Angeles region. The MetroRail Gold Line extension provides several station stops in Boyle Heights, including stops at Soto Street/First Street and Indiana Street/Third Street, each within approximately 1.25 miles of the project site.

The aerial photos provided in Figures II-2 and II-3 on pages II-3 and II-5 depict the project site in its urban context and illustrate the site's relationship to surrounding neighborhoods, industrial districts, and downtown Los Angeles. More specifically, surrounding uses north of the site include single-family residences, with a few interspersed retail uses across 8th Street. These residential uses extend northward to the I-5 Freeway, which forms a physical boundary of the project vicinity, with residential uses also located further to the north. In addition, a church is located adjacent to the project site on the south side of 8th Street. Uses east of the project site include a series of multi-family residential buildings operated by the Housing Authority of the City of Los Angeles in a development referred to as Estrada Courts. Dense residential uses also extend further to the east, adding to the urban environment. Immediately south of the project site along Olympic Boulevard are two schools and a pre-school, associated park/recreation facilities, a senior

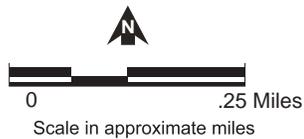
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<sup>1</sup> *The gross site area is 68.8 acres excluding adjacent perimeter roadways; net site area excluding existing internal roadways is 61.0 acres. Where appropriate within this EIR, reference may be made to 75.2 gross acres, which includes the adjacent perimeter rights-of-way.*

<sup>2</sup> *City of Los Angeles General Plan Transportation Element, Map A5: Highways and Freeways Metro Subarea, available at <http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/A5Mtro.gif>.*



Boyle Heights Mixed-Use Community Project



**Figure II-3**  
Aerial Photo of  
Surrounding Uses

center, and a government service building, as well as commercial and light industrial uses. Industrial uses are also located south of Olympic Boulevard extending into an old industrial district that developed along a network of railroad lines. Several railroad lines remain operational less than one mile south of the project site. To the west along Soto Street are commercial uses (retail stores, gas stations, fast-food restaurants, and an auto repair shop) as well as industrial uses, with industrial uses to the southwest and extending west to the Los Angeles River and further west to the downtown core. The Sears Boyle Heights property at the southwest corner of Soto Street and Olympic Boulevard includes an operating Sears store on the site of its former warehouse operations.

The project site and surrounding vicinity are located within the Boyle Heights Community Plan area of the City. Accordingly, the surrounding properties are designated in the Community Plan for residential development (Low Medium I and II) to the north and east of the project site; Public Facilities and Open Space adjacent to the site to the southeast and south; industrial uses (Limited Industrial, Light Industrial, and Heavy Industrial) to the south, southeast, and west; and commercial uses (Neighborhood Commercial, Community Commercial, and Regional Center) to the immediate west and southwest. The properties surrounding the project site are similarly zoned with a variety of residential, commercial, and manufacturing designations per the Los Angeles Municipal Code (LAMC). Properties to the north and east are designated with a variety of residential designations, primarily Restricted Density Multiple Dwelling Zone (RD 1.5-1) and Two-Family Dwellings (R2-1), interspersed with pockets of Commercial (C2-1) sites along 8th Street and other major roadways. Zoning to the south includes Public Facilities (PF-1XL) and Open Space (OS-1XL) adjacent to the site, and an array of Limited and Light Industrial (M1-1 and M2-1, respectively) designations south of Olympic Boulevard, with Heavy Industrial (M3-1) further to the south. Zoning west and southwest of the project includes C2-1, M2-1, and M3-1. Nearly all of the properties surrounding the project site, like the site itself, fall within Height District 1, with the exception of the adjacent PF and OS properties, which are designated as Extra Limited Height District 1. Height District 1 allows development with a floor area ratio (FAR) of up to 3:1 for residential zones, with a 45-foot height limit in RD 1.5 and a 33-foot limit in the R2 zone. Within commercial and industrial zones, Height District 1 allows an FAR of 1.5:1 and unlimited building heights.

### **3. Project Background and Existing Site Conditions**

The project site is currently occupied by apartment buildings and accessory structures within a development referred to as the Wyvernwood Garden Apartments (Wyvernwood), a planned community originally built in 1938 that reflects the Garden City movement that was prevalent in the early part of the twentieth century. This apartment community was one of the larger housing projects in the nation at the time it was developed, consisting of 143 two-story buildings with 1,102 residential units of three to six

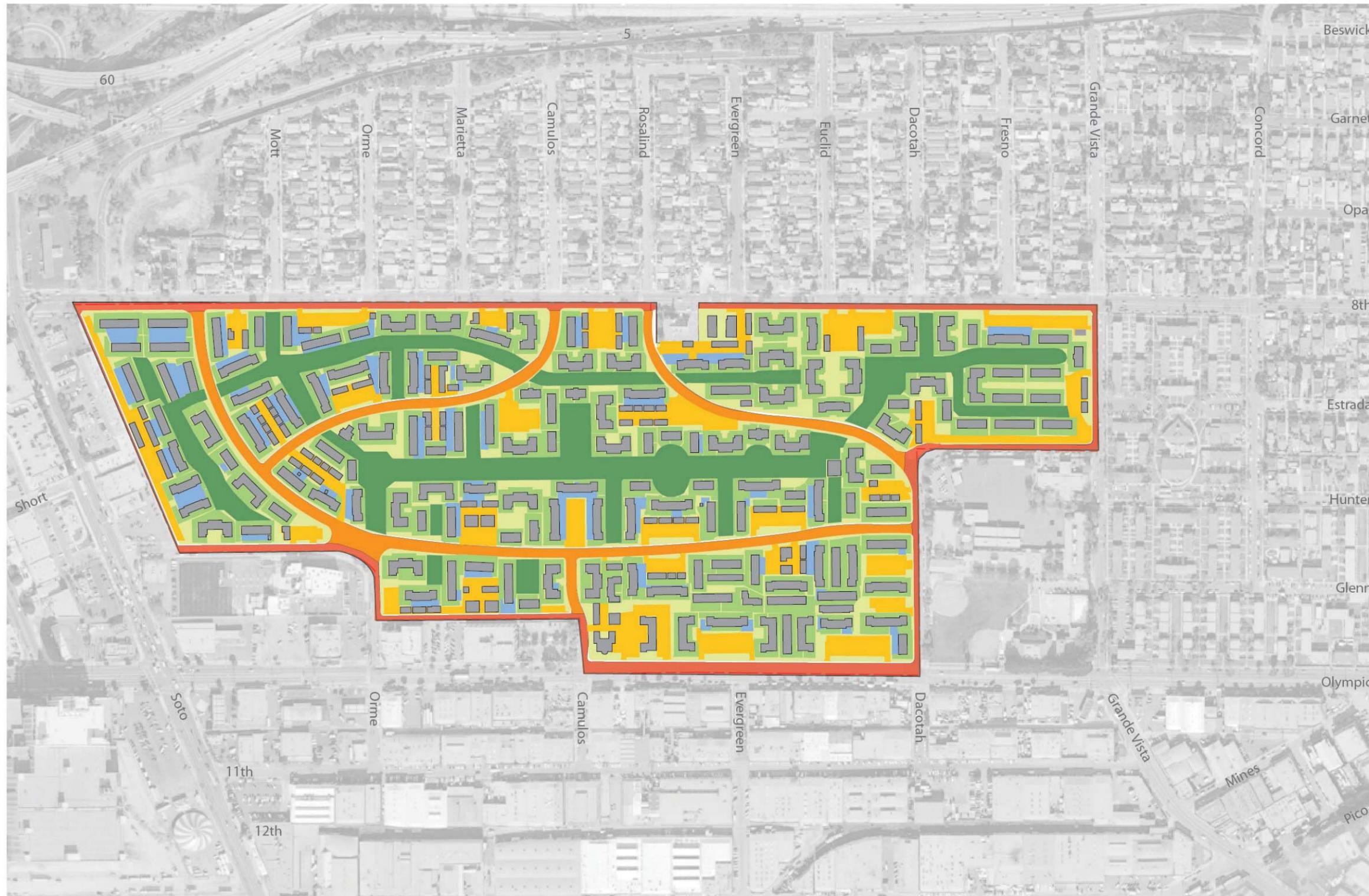
rooms each. Consistent with the planned community concept, buildings were interspersed with courtyards and landscaping and were located around a series of curved roads designed with the intent to eliminate traffic hazards and discourage through-traffic. The Wyvernwood project was distinguished from other nearby housing developments in the area as a private community, privately financed and insured by the Federal Housing Authority. As an example of an older, intact planned community, the project site has been formally determined as eligible for listing on the National Register of Historic Places.

The project site has been further modified and developed over the years with the addition of 10 more residential buildings and a laundry room in the 1950s and 1960s. In 2006, an adjacent property on 8th Street, with two buildings and 12 apartment units, was purchased and these units are now part of the project site. Today, the project site includes a total of 256 buildings (153 residential buildings, 98 garage structures, and 5 non-residential buildings) that provide 1,187 dwelling units and ancillary structures for parking, laundry, and other related uses.

As shown in Figure II-4 on page II-8, the existing buildings are interspersed with lawn and landscaped areas surrounding the circuitous internal street network. The visual and physical centerpiece of the site is "The Mall," an open space/drainage channel running from west to east, with a perpendicular section bisecting the channel from north to south. The residential buildings are two stories in height, accompanied by single-story garages and surface parking areas. The non-residential buildings include two single-story laundry buildings, a recreation room, a two-story leasing office, a security dispatch office, a maintenance storage room, and two maintenance workshops.

Over time, the on-site buildings have aged, resulting in conditions typical of older developments, notwithstanding the interior and exterior renovations that were undertaken in the late 1990's. Current deficiencies include floor plans that do not represent current space needs. For example, all units have only one bathroom, regardless of the number of bedrooms. Storage space is also considered inadequate by today's standards. Further, the number of parking spaces and garages, which were designed at a time when there were fewer automobiles (based on parking codes from decades ago), is inadequate and the subject of frequent complaints from residents.

In addition, modern conveniences and infrastructure that have been developed in the last 70 years cannot be feasibly implemented on-site. For example, the existing units do not have cable installed for television or internet access. An average of just over one underground lead telephone line per unit is provided, and the lines are not wrapped in conduit and are consequently in poor condition. Installing conduit to re-wire underground telephone service and/or add cable for television and internet access would be difficult under current conditions because of existing unmapped gas, sewer, water, electrical, and irrigation lines underground and the disruption to existing landscaping and improvements.

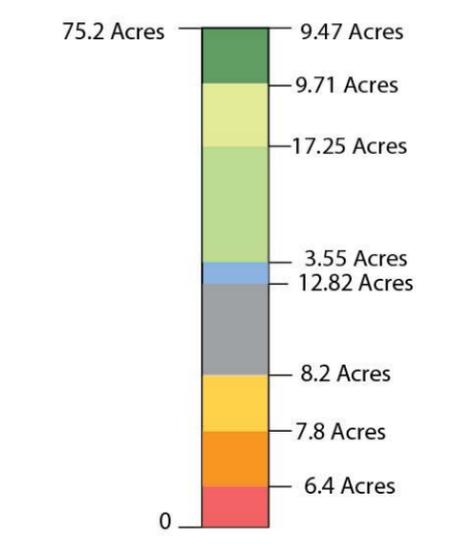


**Overview of Existing Conditions**

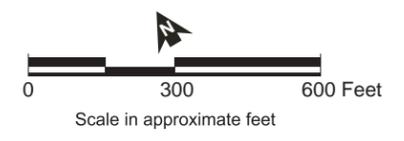
- Project Area (75.2 acres)
- Exterior Streets\* (6.4 acres)
- Interior Streets\* (7.8 acres)
- Surface Parking (8.2 acres)
- Building Footprint (12.82 acres)
- Fenced Yard Space (3.55 acres)
- Unfenced Yard Space (17.25 acres)
- Interstitial Open Space (9.71 acres)
- Publically Accessible Open Space (9.47 acres)

\*Measured to ROW line, includes adjacent sidewalk

**Area Type Relative to Total**



Source: Torti Gallas and Partners, Inc. 2011.



**Figure II-4**  
Existing Site Plan

Under current conditions, during periods of substantial rainfall the common open space areas of the site are prone to flooding. The extensive old growth tree root systems compounded by compacted subsurface conditions provide poor water penetration into the soil, resulting in pooling and standing water. Over time, this condition has caused site erosion, particularly through the center of the site within The Mall and along adjacent building entryways and porches. The resulting erosion has worn away the finished ground surface in areas such that the site's open space is rutted and uneven in grade and underground pipes have become exposed in places, thus rendering the open space less functionally usable for recreation. In addition, over the years occupants of individual units have claimed some common open space areas (approximating 3.5 acres) for private use through the erection of fences and walls, leaving such areas unavailable for the enjoyment of the community. Please refer to Figure II-5 on page II-10 for photos illustrating these existing site conditions.

The individual units also do not have electrical systems sufficient to run what are now common household appliances, including modern televisions, stereo equipment, coffee makers, toaster ovens, microwave ovens, plug-in electrical heaters, air conditioners, and hair dryers. Often, no more than two appliances per unit may be operating simultaneously without tripping a circuit breaker, or in some cases, causing a more widespread blackout. Additionally, the quantity of waste water effluent created on-site sometimes exceeds the design capacity of the existing sewer lines, resulting in main line backups and disruption of service. As a result, washer/dryers have been prohibited in individual units due to their excessive discharge relative to sewer line capacity.

Furthermore, although the site is "grandfathered" for purposes of code compliance, it is noteworthy that the existing development would not meet current Americans with Disabilities Act (ADA) requirements, energy codes, or current, upgraded fire codes

The topography of the site is generally flat, with a gradual slope of 65 feet from the northwestern corner to the southeastern edge of the site. Approximately 9.5 acres of the site are comprised of dispersed public open space areas that include lawns and mature trees, with the largest open space area (The Mall) located within the central portion of the site. In addition to the contiguous open space there are approximately 9.71 acres of "interstitial open space" composed of bits and pieces of open space formed by the gaps between buildings or courtyards within buildings. In some cases these spaces have grass or plantings, and in some cases these spaces are comprised of dirt surfaces. While some of these areas are grassy, because they are small, irregularly shaped, and often tightly sandwiched between buildings, roads, and parking lots, they do not significantly contribute to the open space at the project site. There are another approximately 17.25 acres of unfenced "yard space" which are composed of the areas between the façades of each building and the adjacent asphalt pathways. Both the "interstitial open space" and



**View 1:** Flooding along Glenn Avenue (viewed to the east)



**View 2:** Erosion and exposed pipes



**View 3:** Erosion and minor flooding in the Mall



**View 4:** Fencing of common open space areas

Boyle Heights Mixed Use Community Project

unfenced “yard space” areas include existing “courtyard” spaces, which in many cases consist of the yard space in the middle of a “U”-shaped building or the space in between two “U”-shaped buildings facing each other. In addition, there are another 3.5 acres of private yards that were originally either interstitial open space or common open space that have been claimed by individual units as private open space through the use of fencing. Refer to Figure II-4 on page II-8 for an illustration of the existing site’s open space and yard areas in relation to the building footprints and paved areas.

The project site is designated for Low Medium II (multi-family) residential uses per the Boyle Heights Community Plan Land Use Map and is zoned RD 1.5-1 in the LAMC. This zoning allows residential densities of approximately 29 units per acre (plus a 35 percent density bonus for eligible properties providing affordable housing), an FAR of 3:1, and maximum building heights of 45 feet, as discussed further in Section IV.G, Land Use, of this EIR. In addition, the project site is located within the Eastside State Enterprise Zone, a State-sponsored economic development program implemented by the City’s Community Development Department in order to stimulate business investment and growth and increase employment opportunities within economically disadvantaged areas of the City.

The Boyle Heights Mixed-Use Community Project was developed in conjunction with a community-based outreach program where concerns were expressed that included the aging housing stock, antiquated conditions and infrastructure, lack of parking, lack of move-up housing ownership opportunities, and lack of high quality convenient shopping services. The project is also intended to respond to important needs and issues recognized in the Community Plan, including high unemployment rates in Boyle Heights, a lack of affordable housing in the area, inadequate transitions between residential and non-residential uses, and other development inadequacies experienced throughout the community. The project has evolved from a planning and design process dating back to 2005 that has included extensive community input, including meetings with current tenants, local stakeholders, community-based organizations, City planning officials, elected officials, and professional service firms. The project has undergone various revisions over the years and the Applicant continues to work with the local community with the intent of addressing a subset of concerns while taking into account the physical, logistical, and economic needs and constraints of the property and existing tenants. Based on this process, it was determined that the project be designed to meet the following guiding principles: (1) to promote a safe community; (2) to create a high-quality community design; (3) to develop a project with no net loss of rental housing units for the community; (4) to create a mixture of ownership and rental opportunities; (5) to provide meaningful, usable open space for recreational activities; (6) to provide affordable housing for low and very low income families, with first priority given to existing residents; and (7) to implement the proposed project in accordance with a phasing plan that minimizes disruptions to existing residents and allows them to relocate within the new project if they choose.

## 4. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the proposed project is to create a mixed-use community featuring a substantial amount of new, upgraded, and modernized housing stock integrated with retail, office, and neighborhood-oriented uses to serve the local and regional communities, as well as considerable open space and recreational facilities, resulting in an attractive, cohesive, planned development, with no net loss of rental housing, and no involuntary displacement of existing residents.

As set forth by the CEQA Guidelines, the project’s specific objectives are provided below. The objectives of the project are listed within the following categories: (a) Development and Site Design Objectives; (b) Community Objectives; and (c) Economic Objectives. The Development and Site Design Objectives are further grouped into the following subcategories: (1) Housing; (2) Civic Uses and Open Space/Recreational Uses; (3) Design, Parking, and Circulation; and (4) Infrastructure and Energy Efficiency. The Community Objectives incorporate key objectives of the Boyle Heights Community Plan (Community Plan) that are relevant to development of the project site.

### a. Development and Site Design Objectives

#### (1) Housing

- To substantially increase the amount and quality of the housing stock, with no net loss of rental units, and provide a variety of housing types, sizes, and styles, including both rental and ownership units, to help accommodate the range of housing needs within the City and the region;
- To commit approximately 15 percent of the housing developed as covenanted, affordable housing for low and very low income families;
- To create housing stock in compliance with current building and safety codes and requirements;
- To alleviate overcrowded conditions that currently exist on-site;
- To provide for upgraded housing without causing the involuntary displacement of existing residents by:

- phasing construction such that existing tenants will have the opportunity to relocate to a similar unit within the site during construction and, if they choose, relocate into a new unit within the completed project; and
- enabling all current tenants who choose to remain on-site and rent an apartment unit in the project to pay rents no higher than they would have paid for their current rent stabilized unit;

## (2) Civic Uses and Open Space/Recreational Uses

- To provide public space to support civic and community activities;
- To provide both publicly accessible and private usable open space as well as recreational facilities and amenities to serve the needs of project tenants and the local community, in an amount at least equal to The Mall and other cohesive open spaces currently located within the existing complex;

## (3) Design, Parking, and Circulation

- To create a unified development with a cohesive urban design that promotes the identity of the site by harmonizing structures, access, open spaces, and landscaping, while allowing a variety of building styles, heights, and articulation to create visual interest;
- To introduce new building heights in order to allow higher density housing and create opportunities for scenic long-range views (e.g., of downtown Los Angeles and distant mountain ranges);
- To introduce site and building designs that maximize safety and security, including features to bring the site into compliance with the Americans with Disabilities Act and an improved access and circulation system for emergency vehicles;
- To provide sufficient and conveniently located parking for project residents, patrons, and employees, thereby discouraging project parking on surrounding residential streets;
- To provide new landscaping along key roadways, thus enhancing the local streetscape, improving the pedestrian linkages, and helping to revitalize the community;

## (4) Infrastructure and Energy Efficiency

- To upgrade and modernize the available housing stock on-site by allowing for upgraded sewer, electrical, and telecommunications systems, as well as updated

building materials, floor plans, and amenities to respond to the requirements of modern lifestyles and improve efficiency;

- To remove existing on-site buildings and improvements that currently encroach upon public easements for water and storm drain utilities;
- To capitalize on the site's proximity to downtown Los Angeles and nearby industrial districts by concentrating new housing density and commercial uses on the project site, thereby supporting regional mobility goals to encourage development around activity centers, promote the use of public transportation, and reduce vehicle trips and infrastructure costs;
- To provide improvements that support and encourage the use of nearby public transit lines and promote the use of bicycles as well as walking;
- To improve the energy efficiency of on-site uses by creating a master planned development that meets the requirements for certification at the Silver level under the Leadership in Energy and Environmental Design (LEED)<sup>®</sup> Neighborhood Development (LEED-ND)<sup>®</sup> Rating System;

## **b. Community Objectives**

- To create a high-quality, mixed-use community comprised of mutually supportive uses that collectively offer housing, employment, shopping, dining, recreational, and other community-serving activities and opportunities, so as to promote a vibrant neighborhood;
- To create a secure, convenient, urban neighborhood suited for living and working, with amenities, open space, and recreational facilities that promote a pleasant, pedestrian-oriented environment;
- To support the needs of the local community through the provision of safe and attractive affordable housing;
- To conserve and improve existing viable housing for persons desiring to live in Boyle Heights, especially low and moderate income families (Community Plan, Residential Objective 1);
- To provide new housing opportunities that accommodate a range of income needs, provide public amenities, and maximize the opportunities for individual choice (Community Plan, Residential Objective 2);
- To improve the relationship between residential uses, the circulation system and the service system facilities (streets, highways, schools, parks, fire, police, utilities) (Community Plan, Residential Objective 3);

- To conserve and strengthen viable commercial development in the Community and to provide additional opportunities for new commercial development and services (Community Plan, Commercial Objective 1);
- To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents, including persons of restricted mobility, and to provide increased employment opportunities within the Community (Community Plan, Commercial Objective 2);
- To encourage investment in all community and neighborhood commercial centers (Community Plan, Commercial Objective 3);
- To improve the compatibility between commercial and residential uses (Community Plan, Commercial Objective 4);
- To improve the compatibility between existing commercial uses and to develop complementary land use patterns that enhance economic activity (Community Plan, Commercial Objective 5);
- To provide adequate recreation and park facilities which meet the needs of the residents in the community (Community Plan, Recreation and Parks Facilities Objective 1);
- To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods and minimize the conflict between vehicular and pedestrian traffic (Community Plan, Circulation Objectives 1 and 3); and
- To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the Community (Community Plan, Public Transportation Objective 2).

### **c. Economic Objectives**

- To revitalize an older developed property and contribute meaningfully to the general improvement of the project area;
- To maximize the value of a currently underutilized site through the expansion of housing and amenities and the introduction of retail, office, and civic uses;
- To maximize the potential for business growth in the Boyle Heights area and create on-site employment opportunities in an integrated mixed-use environment, thus supporting the economic well-being of the City and the local community in particular;

- To provide a mix of uses that create economic synergy, complement existing uses in the area, and serve the needs of the local and greater surrounding communities;
- To support City goals for the former Eastside State Enterprise Zone by increasing employment opportunities and stimulating business investment and growth;<sup>3</sup>
- To support the growth of the City's economic base through the introduction of revenue generating activities and new tax revenues; and
- To provide an integrated mixed-use project with sufficient development flexibility to respond to evolving market demands and thus ensure the project's economic viability and longevity.

## 5. Description of the Proposed Project

The proposed project involves the redevelopment of the approximately 68.8-acre site with a mixed-use community providing increased housing and homeownership opportunities, neighborhood-serving retail and office uses, civic space, greens, and open space amenities. A breakdown of each of the proposed uses is provided in Table II-1 on page II-17. As indicated therein, the project would include up to 4,400 residential units comprised of no less than 1,200 rental units and up to 3,200 condominium units, and 325,000 square feet of neighborhood-serving retail, office, and civic uses. Upon completion of the project, there would be no net loss of rental housing units within the project site and a considerable increase in ownership housing as compared to current conditions. The project would also provide active and passive open space areas throughout the project site, including approximately 10.5 acres of privately maintained, publicly available, common useable open space.<sup>4</sup> In addition, semi-private and private courtyards, plazas, and open spaces would comprise an additional 13.5 acres of open space amenities for a total of approximately 24 acres of useable open space, which would also include 2.4 acres of roof top garden spaces and recreational facilities, and 2.5 acres of private open space. The project would also include 18.2 acres of planted streetscape and yard areas. Please refer to Table IV.J-13 in Section IV.J.4, Parks and Recreation, for a breakdown of the project's open spaces. Upon completion of the project, the total amount of open space at the ground level, including publicly accessible open space, unfenced yards, streetscape, interstitial spaces, paseos, and courtyards would be 37.25 acres,

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<sup>3</sup> *The Eastside State Enterprise Zone designation expired on January 10, 2008; City of Los Angeles Community Development Department, State Enterprise Zones, [www.lacity.org/CDD/bus\\_statecred.html](http://www.lacity.org/CDD/bus_statecred.html).*

<sup>4</sup> *A public use easement would ensure access for the greater general public from dawn until dusk.*

**Table II-1  
Proposed Project Development**

Land Use	Floor Area/Units
<b>Residential Uses</b>	
For Sale Units	Up to 3,200 units
Rental Units	No less than 1,200 units
<b>Total Units</b>	<b>4,400 units</b>
Maximum Building Area	5,800,000 sq. ft.
<b>Office/Retail Uses</b>	
Office	0–150,000 sq. ft.
Medical Office	0–25,000 sq. ft. <sup>a</sup>
Neighborhood Retail	0–200,000 sq. ft.
<b>Maximum Aggregate Commercial Total</b>	<b>300,000 sq. ft.</b>
<b>Civic Uses</b>	
Total Maximum Civic Space	25,000 sq. ft.
<b>Maximum Non-Residential Total</b>	<b>325,000 sq. ft.</b>
<b>Total Project Development</b>	<b>6,125,000 sq. ft.</b>
<hr/> <sup>a</sup> As a component of the maximum 150,000 square feet of office space. Source: Fifteen Group Land and Development, 2010.	

compared to 36.43 acres of comparable space that currently exists on the project site. Overall, the project is intended to provide a walkable community with modern amenities and a high-quality design that promotes sustainability. A Conceptual Site Plan for the project is shown in Figure II-6 on page II-18.

As described further below, the project would allow for some flexibility in terms of the permitted type and amount of each proposed land use, as well as the location, size, height, and style of new buildings. Guidelines and limitations have been defined as part of a proposed Specific Plan, provided in Appendix B of this Draft EIR, that would be used to establish the land use and regulatory framework for the physical development of the project site. Such flexibility would allow the project to respond to changing market conditions over time and best meet the needs of the community. To illustrate the anticipated general layout of proposed development, a conceptual illustration of the potential building arrangement and building heights under the conceptual plan is shown in Figure II-7 on page II-19. While the majority of the new buildings on-site would include residential uses (in some cases exclusively), some buildings may be exclusively commercial, and some would contain mixed uses, with commercial or retail space and residential units in the same structure.



Source: Torti Gallas and Partners, Inc. 2010.

Boyle Heights Mixed Use Community Project



**Figure II-6**  
Conceptual Site Plan



1 Story	= 12'-22'
3 Stories	= 35'
4-5 Stories	= 45'-55'
6 Stories	= 65'
7 Stories	= 75'
16 Stories	= 160'-180'
24 Stories	= 260'

Source: Torti Gallas and Partners, Inc. 2010.

Boyle Heights Mixed Use Community Project



**Figure II-7**  
Conceptual Building Arrangement

The general locations of the proposed ground floor uses, which would influence the pedestrian environment throughout the site, are shown in Figure II-8 on page II-21. A detailed description of the primary project components is provided below.

### **a. Residential Component**

The project would provide up to 4,400 residential units, including no less than 1,200 rental units and up to 3,200 for-sale units. These new units would be located within a variety of building types, with unit sizes ranging from studios to 3 bedroom plus den/loft units. Table II-2 on page II-22 indicates the anticipated breakdown of unit types. In support of the City's goal to increase the supply of affordable housing, particularly in the Boyle Heights community, 15 percent of the proposed residential units would be covenanted affordable housing for families with low or very low incomes. The new residential units would be provided in a range of building types, potentially including townhouses, courtyard apartments, apartment buildings, and/or mixed-use residential towers, and would include modern amenities such as internet access, on-premises washers/dryers, and air conditioning. As shown in the Conceptual Site Plan and Conceptual Building Arrangement provided in Figures II-6 and II-7 on pages II-18 and II-19, respectively, the new residential units would be integrated around landscaped courtyards as well as an expansive landscaped open space area that would extend across the site from the east to west. These open space amenities are described further below.

As discussed further below, project development would occur in a series of phases such that existing and/or new housing would always be available on-site. The project phasing would allow existing residents with the opportunity to relocate to a similar unit elsewhere within the site until new construction is complete. Upon completion of each phase, new units would be available at rents comparable to those of the existing rents. In addition, existing tenants who qualify for affordable units would have first priority for the covenanted low and very low income units provided with each phase. Overall, there would be no net loss in rental housing, and project units would be made available to all existing residents through the implementation of the proposed Resident Retention Plan, which is discussed below.

#### **(1) Resident Retention Plan**

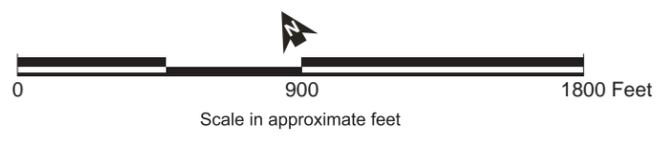
In addition, as part of the project, the proposed Resident Retention Plan (see Appendix J.4 of this Draft EIR) would be implemented, through a Development Agreement between the applicant and the City, to ensure that current tenants and residents have a variety of choices for securing new housing, and to encourage tenants and residents to continue living on-site. Among other features, the Resident Retention Plan would essentially provide two options to current tenants, summarized as follows:



- Proposed Retail
- Proposed Office
- Proposed Residential
- Proposed Parking
- Proposed Open Space

Source: Torti Gallas and Partners, Inc. 2010.

Boyle Heights Mixed Use Community Project



**Figure II-8**  
Proposed Ground Floor  
Land Uses Under Conceptual Plan

**Table II-2  
Conceptual Development Scenarios**

<b>Land Use</b>	<b>Maximum Office Scenario</b>	<b>Maximum Retail Scenario</b>
<b>Residential Uses</b>		
<i>Apartments—Market Rate</i>		
Studio	32 units	32 units
1 Bedroom	194 units	194 units
2 Bedroom	270 units	270 units
3 Bedroom	44 units	44 units
<i>Subtotal</i>	<i>540 units</i>	<i>540 units</i>
<i>Apartments—Affordable</i>		
Studio	40 units	40 units
1 Bedroom	238 units	238 units
2 Bedroom	330 units	330 units
3 Bedroom	52 units	52 units
<i>Subtotal</i>	<i>660 units</i>	<i>660 units</i>
<i>Condominiums</i>		
1 Bedroom	1,280 units	1,280 units
2 Bedroom	1,120 units	1,120 units
3 Bedroom	800 units	800 units
<i>Subtotal</i>	<i>3,200 units</i>	<i>3,200 units</i>
<b>Total Residential</b>	<b>4,400 units</b>	<b>4,400 units</b>
<b>Commercial Uses</b>		
<i>Retail</i>		
Pharmacy/Grocery	25,000 sq. ft.	25,000 sq. ft.
Restaurant (casual sit-down)	15,000 sq. ft.	15,000 sq. ft.
Restaurant (quick service)	10,000 sq. ft.	10,000 sq. ft.
Neighborhood Retail	60,000 sq. ft.	110,000 sq. ft.
Health Club/Fitness/Gym	25,000 sq. ft.	25,000 sq. ft.
Day Care	15,000 sq. ft.	15,000 sq. ft.
<i>Subtotal</i>	<i>150,000 sq. ft.</i>	<i>200,000 sq. ft.</i>
<i>Office</i>		
General Office	125,000 sq. ft.	75,000 sq. ft.
Medical Office	25,000 sq. ft.	25,000 sq. ft.
<i>Subtotal</i>	<i>150,000 sq. ft.</i>	<i>100,000 sq. ft.</i>
<b>Civic Uses</b>		
<i>Library</i>	15,000 sq. ft.	15,000 sq. ft.
<i>Community Room</i>	10,000 sq. ft.	10,000 sq. ft.
<i>Subtotal</i>	<i>25,000 sq. ft.</i>	<i>25,000 sq. ft.</i>
<b>Total Non-Residential</b>	<b>325,000 sq. ft.</b>	<b>325,000 sq. ft.</b>
<hr/> <i>Source: Fifteen Group Land and Development, 2010.</i>		

**Option 1:** Tenants may accept a relocation payment and permanently relocate off-site. All residential units at the project site are currently subject to the City of Los

Angeles Rent Stabilization Ordinance (RSO). The relocation payment would exceed the minimum requirements of the RSO.

**Option 2:** Tenants may choose to temporarily relocate on-site during construction of the project to an available existing unit on-site, but outside of the construction area. If a tenant elects to remain on-site during construction, the tenant would be provided with a temporary replacement unit, which would be a comparable apartment located elsewhere within the project site. The tenant may then either: (a) rent an apartment within the project at rents no more than the rent stabilized amount they would pay based upon their current lease; (b) apply their relocation payment towards the purchase of a condominium within the project; or (c) relocate off-site (in the event the tenant changes his or her mind after selecting either of the options above). Tenants who choose to rent an apartment within the project would have the opportunity to rent either a designated Affordable Unit (if they can document that they meet the requirements for low-income tenancy) or a market rate apartment at a rent no more than the rent stabilized amount, i.e., the rent as adjusted annually by rent control, they would pay based upon their current lease.

Construction of the project would be phased so that current tenants and residents can live on-site during construction of the new project should they choose to do so. Prior to commencement of construction, at least one-year prior notice of the intent to demolish the first phase of units would be provided to the tenants whose existing units are in the area of the first phase of construction. As required by the RSO, demolition/new construction would commence no earlier than the date set forth in the notice. The same sequence of actions and decisions would apply in turn to each subsequent phase of development. The project's five phases of development have been designed to include new affordable rental units (restricted to very low- and low-income households) in each phase.

In accordance with the Resident Retention Plan, other residents who are not tenants would be ineligible for relocation payments. If the current tenant with whom the other resident is living chooses to temporarily relocate on-site under Option 2, the other resident would be allowed to continue to co-inhabit the current tenant's temporary replacement unit. The other resident would be allowed to rent an affordable unit in the new project should one become available for rent, no qualifying tenant wishes to rent the unit, and the other resident qualifies for the affordable unit.

At project completion, 1,200 new apartments (i.e., slightly more than the number of total units at Wyvernwood Garden Apartments today) would be provided, with up to 660 of these units subject to a covenant restricting their rents to levels that are affordable to very low- and low-income families for a period of 30 years. Overall, there would be no reduction in the number of apartment units within the project site, so there would be a sufficient number of rental units in the project to accommodate each current tenant who wants to

relocate within the project. A restrictive covenant would evidence the obligation to maintain 15 percent of the residential units constructed as affordable to very low- and low-income households for a period of 30 years. The obligation to provide the benefits described in the Resident Retention Plan to existing residents would be enforced through the Development Agreement between the City and the Applicant, which is a requested discretionary action of the project. The restrictive covenant and the development agreement would both be recorded against the title to the property and would be binding on future property owners. The obligations of future property owners would be reaffirmed through the assignment and assumption agreement required to be executed to transfer the project entitlements to a new owner.

The proposed Resident Retention Plan in Appendix J.4 of this Draft EIR provides additional details, including, but not limited to, timelines, notification, qualification requirements, and relocation payment information.

## **b. Neighborhood-Serving Retail, Office, and Civic Uses**

The project would include up to 300,000 square feet of neighborhood-serving retail and office uses and up to 25,000 square feet of civic uses. Of the 300,000 commercial square feet, up to 150,000 square feet may be used for office uses (with a maximum of 25,000 square feet of medical office space), while the remaining area would be made up of neighborhood-serving retail uses, up to a maximum of 200,000 square feet. As illustrated in Figure II-8 on page II-21, ground floor office and retail uses would be interspersed throughout the more central areas of the site, with a concentration in the southeast corner. The majority of the neighborhood-serving retail uses would be located within the southeastern portion of the site, near the intersection of Olympic Boulevard and Evergreen Avenue, and could include such uses as retail stores, restaurants, other retail uses designed to meet the needs of the neighborhood. In addition, a stand-alone office building may be developed and could include general office space as well as the aforementioned medical office uses. Civic uses would be generally located in the central northern portion of the site and would consist of community-serving or public facilities. The precise civic use(s) have not yet been determined and will be established as part of the community planning process. For the purposes of this analysis, the proposed civic uses are assumed to include a 15,000 square foot library, which may contain a computer lab and/or other specialty services or collections. It is anticipated that this facility would be available for public use and/or for use by the two public schools located adjacent to the project site. Additionally, development of a 10,000 square foot multi-purpose community room is assumed, for use by project tenants and their guests for meetings and social functions.

As previously mentioned, the project would allow for some flexibility in terms of the permitted type and amount of proposed land uses. The floor area caps of 150,000 square

feet of office space and 200,000 square feet of retail space, out of a total maximum of 300,000 commercial square feet, would allow for the project to respond to changing market demands and best meet the needs of the community. For the purposes of this analysis, conceptual development scenarios have been defined to demonstrate hypothetical land use mixes that could occur under a project in which either the proposed office space or the proposed retail space is maximized, as shown in Table II-2 on page II-22. Where appropriate throughout this EIR, quantitative analyses are provided for either the maximum office or the maximum retail scenario, depending on which land use mix yields the most conservative analysis. The specific land uses defined in Table II-2, while reasonable to expect for the project, are conceptual in nature.

### **c. Project Design and Layout**

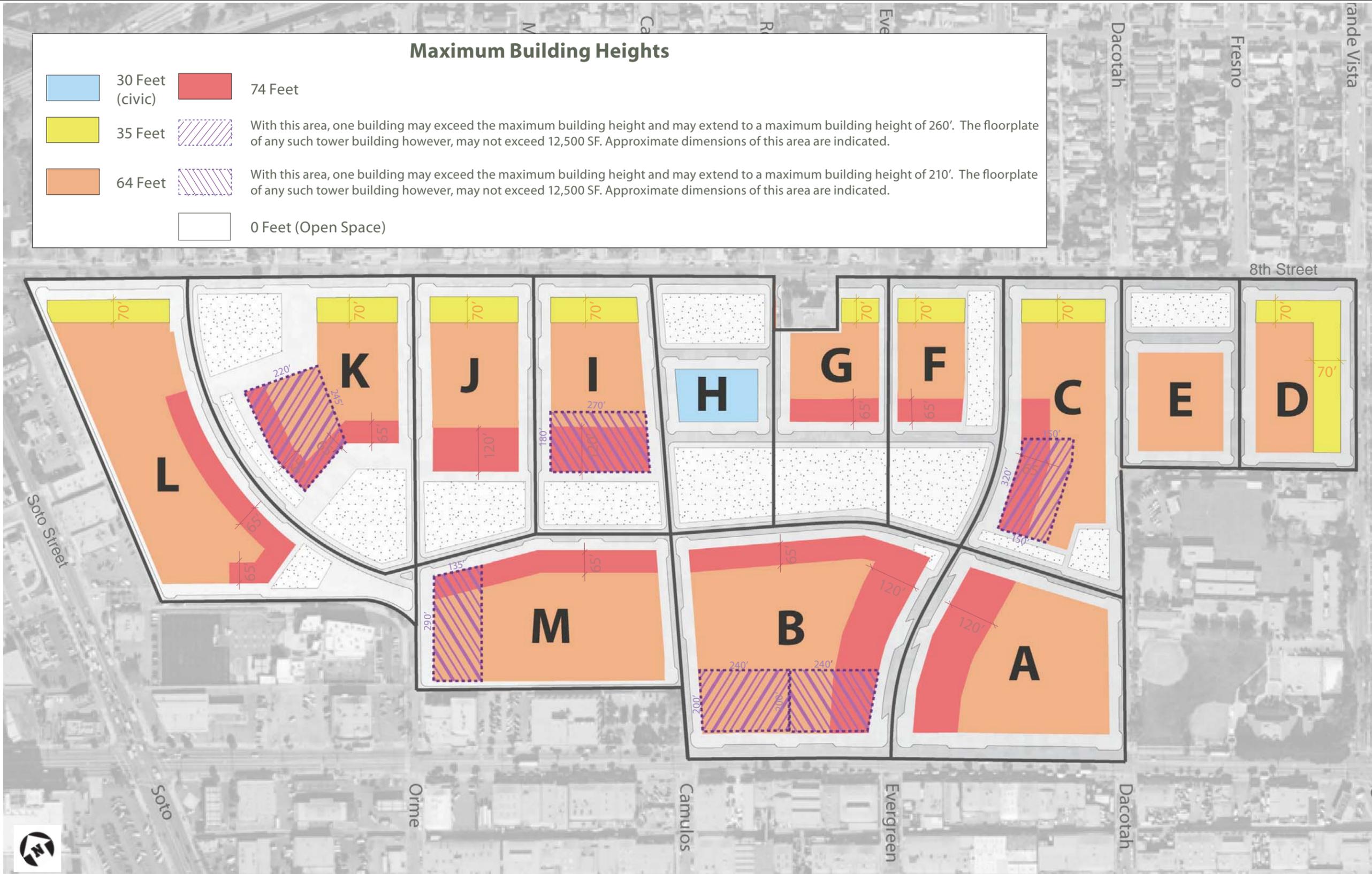
As shown in the Conceptual Site Plan provided in Figure II-6 on page II-18, new buildings would be sited around landscaped courtyards and open space areas that would form a strong organizing feature for the site. Landscaped pathways creating linkages between the buildings on-site would be provided throughout the property to integrate the various project elements and foster a pedestrian-friendly environment. A series of parks and tree-lined streets would also create physical and visual continuity throughout the site.

The majority of the new buildings would range in height from two to seven stories (approximately 24 feet to 74 feet). In addition, up to three buildings could be as tall as 18 stories (approximately 210 feet), and up to three buildings could be as tall as 24 stories (approximately 260 feet). The Specific Plan and associated zone change would establish new height restrictions throughout the project site. As illustrated in Figure II-9 on page II-26, a transitional height zone extending a distance of 70 feet into the site interior would limit building heights to 35 feet along the north and northeastern site perimeters of the project site, closest to adjacent low density residential uses. The allowable height would step up to 64 feet moving towards the center of the site, transitioning to a 74-foot height limitation along the edges of the central park and along the Evergreen Street retail frontage. The creation of these transitional height zones would maintain low- and mid-rise buildings in the northern and northeastern areas of the site and concentrate the tallest structures furthest from nearby low-rise residences, resulting in a sensitive project design that promotes visual compatibility with off-site uses.

In general, project uses within the proposed buildings would be developed above structured parking. Project buildings would typically consist of several stories of subterranean, semi-subterranean, and/or aboveground parking above which a podium would form a plaza level with landscaped courtyards or terraces, building entryways, and other amenities. The ground level and façades of such buildings may include office lobbies, retail storefronts, or other uses integrated with the podium structure in order to mask any parking uses within the building interior.

### Maximum Building Heights

	30 Feet (civic)		74 Feet
	35 Feet		With this area, one building may exceed the maximum building height and may extend to a maximum building height of 260'. The floorplate of any such tower building however, may not exceed 12,500 SF. Approximate dimensions of this area are indicated.
	64 Feet		With this area, one building may exceed the maximum building height and may extend to a maximum building height of 210'. The floorplate of any such tower building however, may not exceed 12,500 SF. Approximate dimensions of this area are indicated.
	0 Feet (Open Space)		



Source: Torti Gallas and Partners, Inc. 2011.

Boyle Heights Mixed Use Community Project



**Figure II-9**  
Proposed Height Districts

The buildings would also typically be aligned with the proposed streets, with varied yards or setbacks depending on ground floor uses. For example, along retail-oriented streets, generous paved setbacks would provide space for strolling, window shopping, and café seating, as appropriate, and street trees would be planted in wells with grates. Along residentially oriented streets, the yards would provide a transition between sidewalks and building entrances and would be landscaped to provide privacy for ground floor occupants (where appropriate) and a clear demarcation between public and private spaces. The dimensions of such yards/setbacks will vary according to street type, in accordance with the Specific Plan.

Project development would also be subject to Design Guidelines and Standards to be implemented as part of the proposed Specific Plan. Conceptual renderings that illustrate the general project appearance are provided in Figures II-10 through II-13 on pages II-28 through II-31. As illustrated, the project's design may include a variety of building types, styles, and heights in order to create horizontal and vertical articulation and provide visual interest. The architecture of the new structures would vary, potentially featuring styles ranging from Spanish colonial to contemporary designs relevant to a Southern California aesthetic. The project would integrate a mix of high-quality building materials, as well as pedestrian-oriented features such as awnings, street lamps, and landscape elements. The project would also incorporate environmentally friendly and particularly water- and energy-efficient design components, as discussed further below. Glass used in building façades would be non-reflective or treated with a non-reflective coating in order to minimize glare. Additionally, all major utilities would be placed underground.

The project would also include a new street grid to improve accessibility to and through the site, as shown in Figure II-14 on page II-32. This new roadway system would link the various areas of the site, improve connectivity to the surrounding neighborhood and the regional roadway network, and provide improved access for public safety vehicles. Several streets located north of the site, including Orme, Camulos, Euclid, and Dacotah Streets, would be extended south through the project site from 8th Street to Olympic Boulevard, creating new north-south throughways. Additional existing streets north of the site would be extended into the site interior, including Mott, Marietta, Rosalind, and Fresno Streets, and Evergreen Avenue, all of which would connect to other internal roadways. The alignment of Glenn Avenue would be slightly altered but would continue to function as a primarily east-west route through site. In addition, the project would provide bus stop amenities and new bus stops along the site perimeter, as shown in Figure II-14, thus improving access to public transportation services in the area. Further, as discussed in more detail in Section IV.K, Transportation/Circulation, the project would accommodate additional buses in the area to enhance local transit service, as well as route modifications to a neighborhood circulator route to better serve the project site. The project would also include a system of bicycle routes and pedestrian paths throughout the site to encourage



Boyle Heights Mixed-Use Community Project



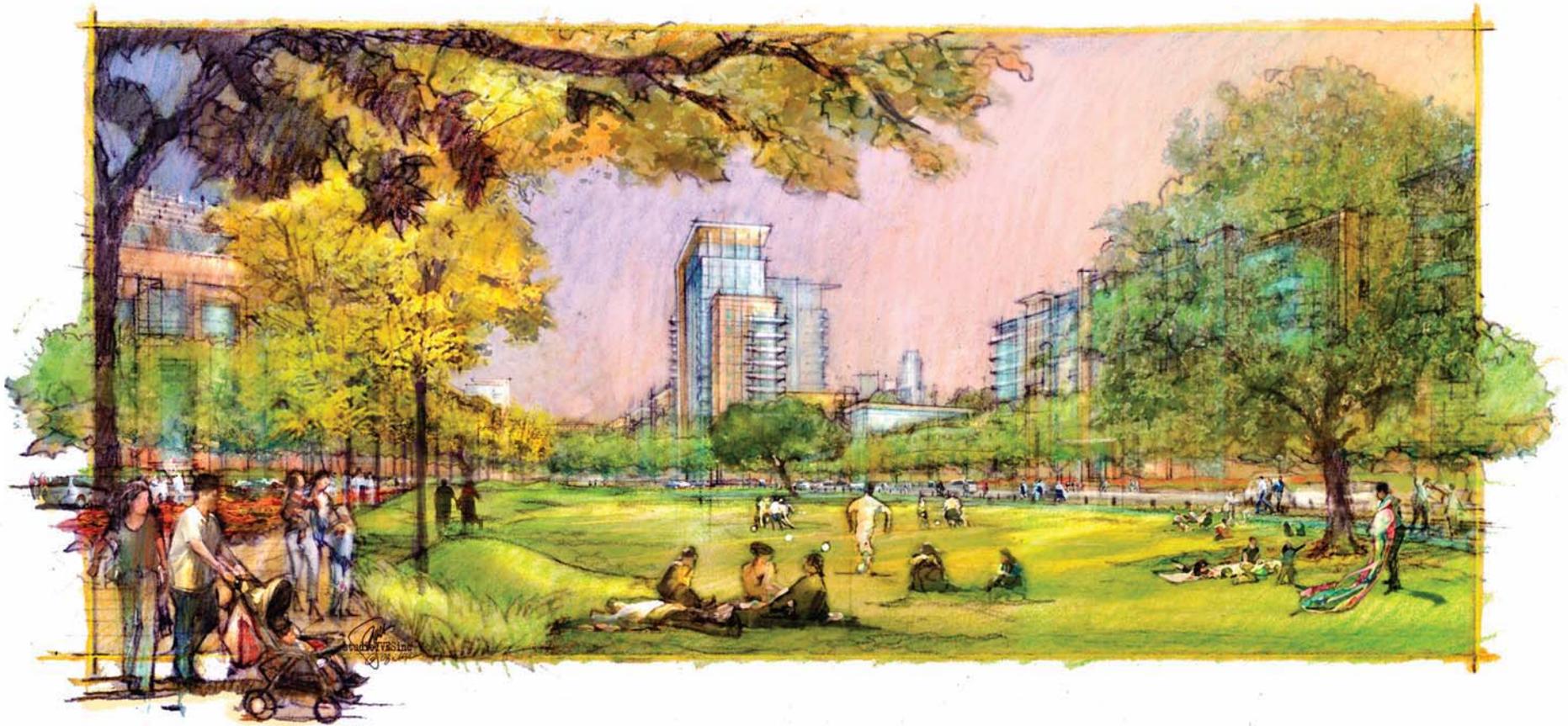
**Figure II-10**  
Aerial View  
Conceptual Rendering



Boyle Heights Mixed-Use Community Project



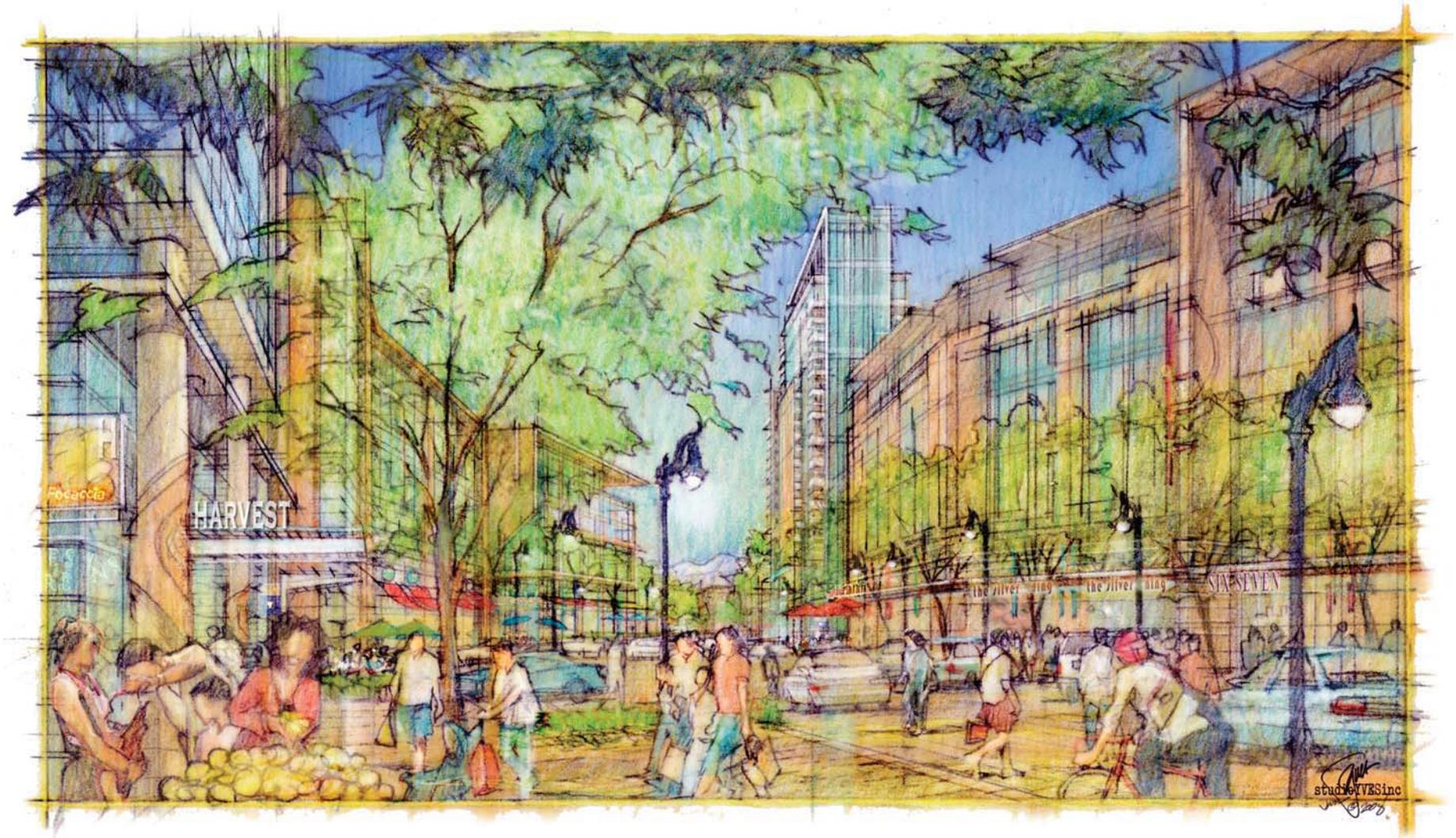
**Figure II-11**  
Rendering of  
Proposed Avenue



Boyle Heights Mixed-Use Community Project



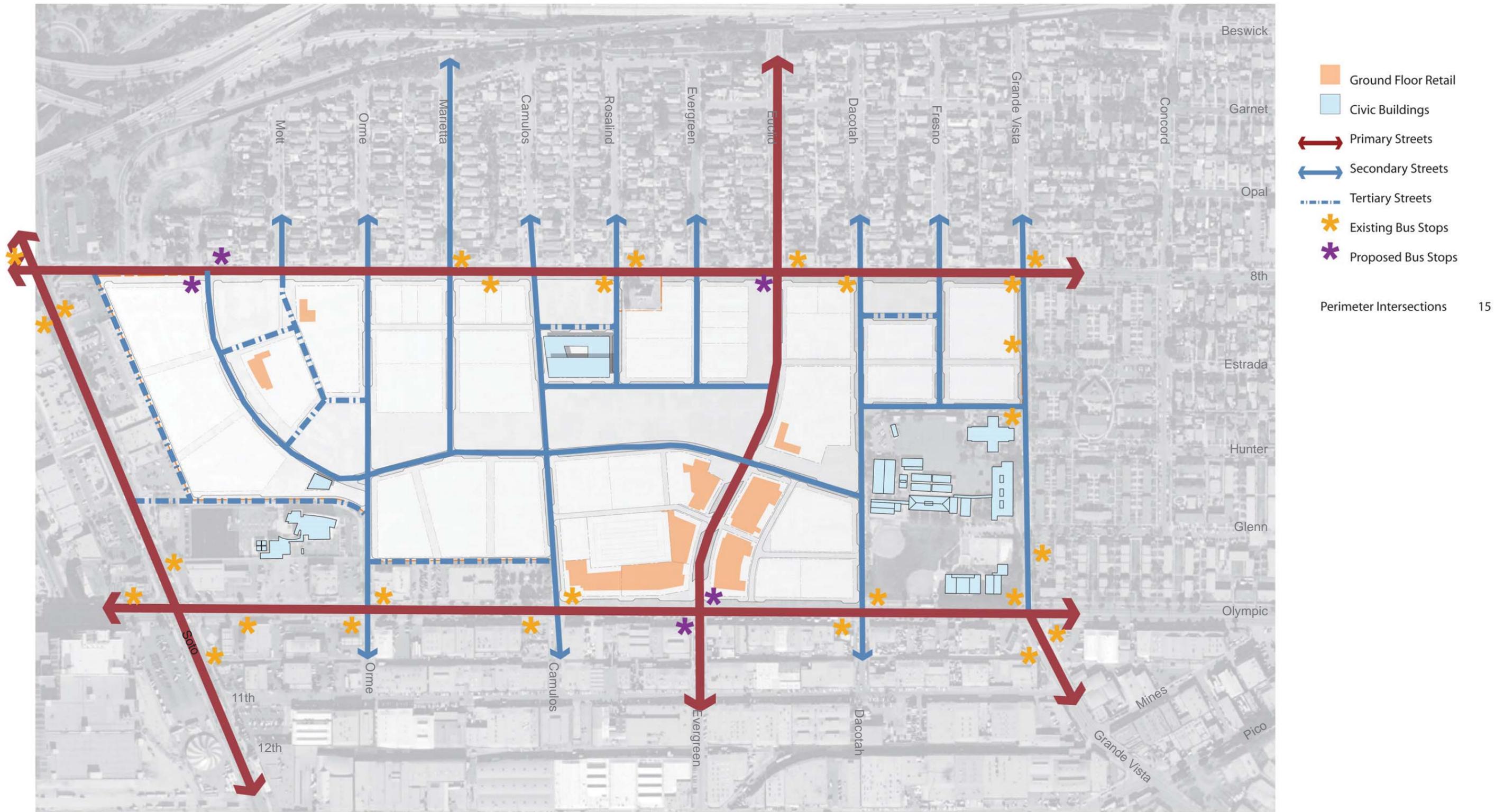
**Figure II-12**  
Rendering of  
Proposed Park



Boyle Heights Mixed-Use Community Project



**Figure II-13**  
Rendering of  
Proposed Retail Street



Source: Torti Gallas and Partners, Inc. 2010.

Boyle Heights Mixed Use Community Project



**Figure II-14**  
Proposed Linkages

alternative modes of transportation. Specifically, the internal street network would be designed to accommodate shared vehicular and bicycle traffic, equivalent to the City of Los Angeles' Class III bike lane designation. Landscaped pathways would also be introduced throughout the site to connect the various project elements and foster a pedestrian-friendly environment.

The majority of project parking would be provided in a series of subterranean, semi-subterranean, and/or aboveground parking structures integrated within the building designs. The parking structures would generally consist of two to three subterranean levels (maximum of four subterranean levels), typically combined with one level of aboveground parking. Where aboveground parking is provided, the structure would be "wrapped," or screened by building edges that contain occupiable space such as office lobbies, retail storefronts, and other uses, such that the new parking areas would not generally be visible from the main street rights-of-way. In some locations, subterranean parking may be provided on a city block basis, providing shared parking for buildings located on each block.

Additionally, a stand-alone parking structure with up to eight levels (two subterranean and up to six above grade levels) would be developed in the southeast portion of the site to serve the proposed retail uses. Most of the parking structure driveways and loading areas would be located along alleys on the side or rear of the buildings to minimize visual and physical disruptions to the pedestrian environment. In general, open parking structure façades needed for ventilation would also be located along alleys. By concentrating the proposed parking supply in "hidden" structured parking, the project would result in the removal of approximately 8.2 acres of existing surface parking. Additional street parking would be provided along segments of the on-site roadways. In total, an estimated 9,048 parking spaces would be provided on-site, ultimately based on demand associated with the land use mix developed.

The project would also provide new and upgraded utility infrastructure to meet the needs of site residents and tenants. Improvements would include water, sewer, storm drain, electrical, natural gas, and communications infrastructure as well as all associated connections necessary to serve project buildings, as appropriate. The lines proposed on-site would be undergrounded in the public street rights-of-way or easements and would remain publicly owned. Two major easements associated with an existing Los Angeles County Flood Control District (LACFCD) storm drain and a Metropolitan Water District (MWD) water line that traverse the site would be maintained, with a segment of the storm

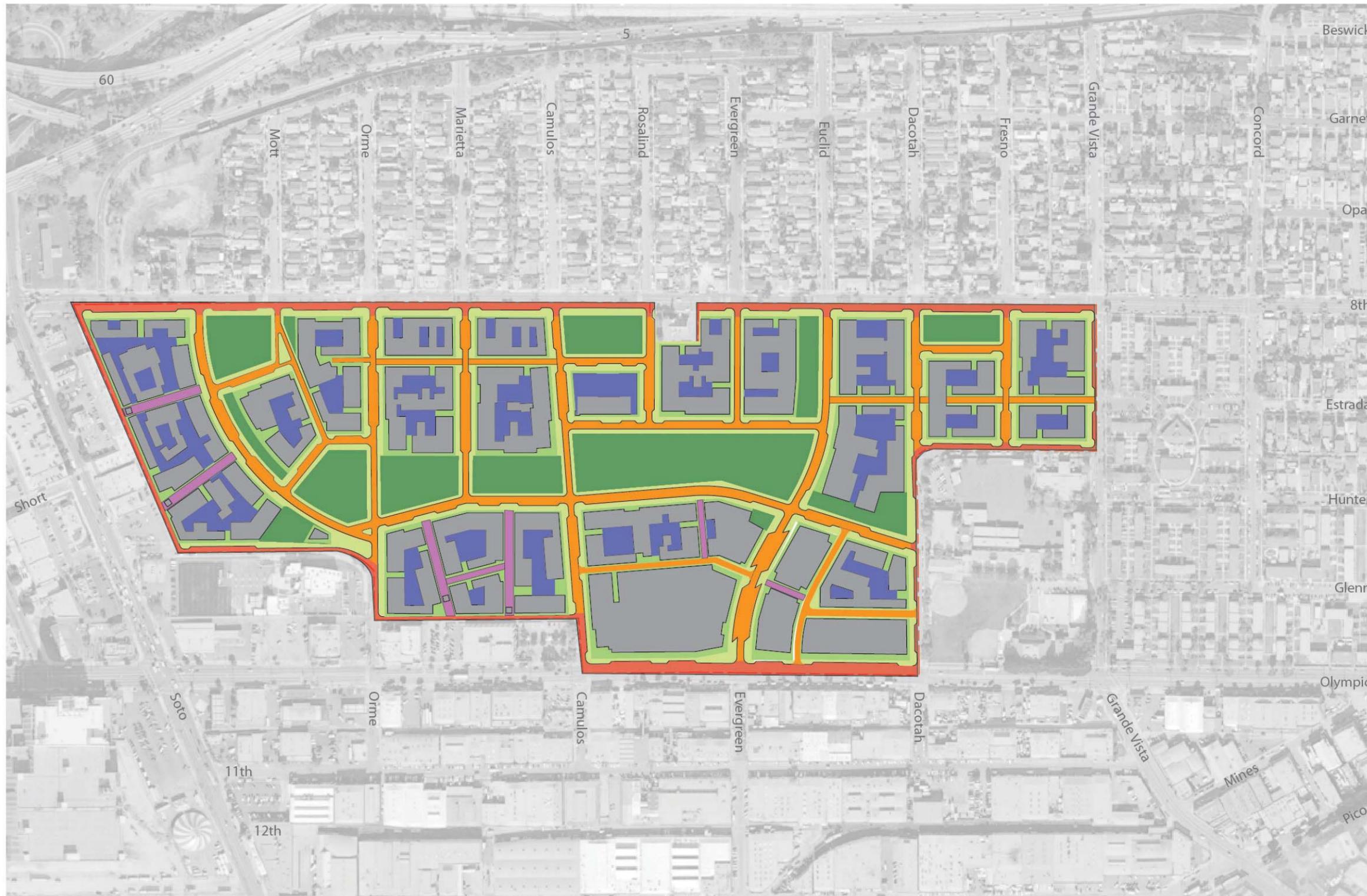
drain realigned within the site to accommodate project development.<sup>5</sup> Additionally, the existing drainage channel running through the site from west to east (generally corresponding to The Mall) would be maintained and improved with a series of urban bioswales designed to collect surface water and provide first flush treatment prior to discharge to the local storm drain system.

#### **d. Open Space and Landscaping**

The project would include a substantial amount of landscaped open space and recreational areas. Specifically, the project would include a civic plaza, an expansive central park, active parks with recreational facilities, neighborhood greens, neighborhood playgrounds, and landscaped courtyards and pathways. The project's open space areas are shown on Figure II-15 on page II-35. As illustrated, these open space and recreational areas would be spread throughout the site, with the most expansive open space element centrally located and adjoining other nearby open space amenities. Collectively, these open space areas would provide approximately 10.5 acres of publicly available, privately funded and maintained, useable open space. The recreational areas would include amenities such as play equipment, athletic courts, seating, and open play areas. In addition, approximately 13.5 acres of semi-private and private recreational amenities would be provided for project residents and would include such features as landscaped courtyards and recreation rooms. As such, approximately 24 acres of public, semi-private, and private recreational and open space would be provided on-site, which would also include 2.4 acres of roof top garden spaces and recreational facilities, and 2.5 acres of private open space. Moreover, the project would provide approximately 10.4 acres of streetscape and approximately 7.8 acres of unfenced yard space. Please refer to Table IV.J-13 in Section IV.J.4, Parks and Recreation, for a breakdown of the project's open spaces. Upon completion of the project, the total amount of open space at the ground level, including publicly accessible open space, unfenced yards, streetscape, interstitial spaces, paseos, and courtyards would be 37.25 acres, compared to 36.43 acres of comparable space that currently exists on the project site. However, the proposed project would reorganize the hierarchy of ground-level open space by eliminating the 8.2 acres of surface parking lots and much of the existing interstitial open space and yard space, and replacing these areas with enhanced streetscapes, a reorganized and improved park system, and courtyard spaces for each of the proposed new buildings. As such, the quality and usability of the on-site open spaces would be substantially improved. Figures depicting the various open space areas that comprise the project site under existing and

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<sup>5</sup> *The MWD water line is part of the regional water system and does not serve the site.*

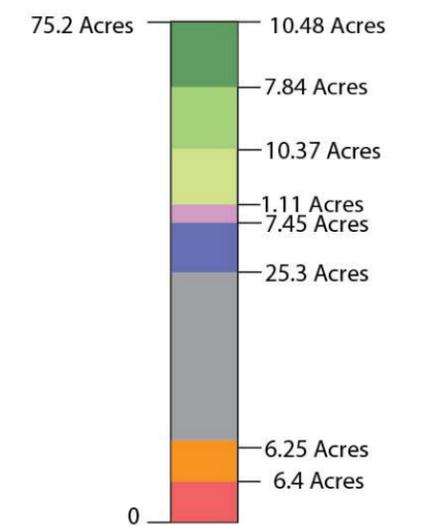


**Overview of Proposed Conditions**

- Project Area (75.2 acres)
- Exterior Streets\* (6.4 acres)
- Interior Streets (6.25 acres)
- Building Footprint (25.3 acres)
- Courtyard Space (7.45 acres)
- Paseos (1.11 acres)
- Streetscape Space (10.37 acres)
- Unfenced Yard Space (7.84 acres)
- Publicly Accessible Open Space (10.48 acres)

\*Measured to ROW line, includes adjacent sidewalk

**Area Type Relative to Total**



proposed conditions are provided in Figure II-4 on page II-8 and Figure II-15 on page II-35, respectively.

The project would include a landscaping program, developed in accordance with the proposed Design Guidelines and Standards, that would enhance the open space areas, provide shading at appropriate locations, and complement the building architecture. Key features of the landscaping program would include rows of street trees along all internal roadways as well as the site perimeter, the retention of most of the existing oak and sycamore trees on-site as well as many of the jacaranda trees along Glenn Avenue, and the creation of landscaped bioswales traversing the site that would collect and filter rainwater. Additionally, landscaped courtyards or terraces may be provided on the plaza level of project buildings and/or on rooftop decks. The proposed plant palette would include native and drought-tolerant species. No fewer than 1,370 street trees plus approximately 150 to 200 trees in park spaces and developed areas would be introduced as part of the landscaping program, in addition to shrubs and ground cover plants. Following implementation of the landscaping program, it is expected that the number of trees on-site would more than double when compared with existing conditions.

### **e. Lighting and Signage**

Project lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes, as well as street lamps along many of the on-site roadways. Low-level accent lighting to highlight architectural features, landscape elements, and certain signage would also be incorporated throughout the site. Light posts, in-ground path lighting, and lighted bollards would also be provided as needed within proposed park and open space areas. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. All new street and pedestrian lighting within the public right-of-way would also comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties.

Project signage would be coordinated and controlled by a detailed signage program that is part of the proposed Specific Plan Ordinance and the Design Guidelines and Standards (see Appendix B to this Draft EIR). The signage program allows for a variety of building signs, wayfinding signs, identification signs, and wall signs that are typically seen in mixed-use development projects. The signage program also allows for additional types of signage that would require the approval of a Sign Application by the Department of Building and Safety (LADBS), including illuminated signs, electronic/animated signs, mural signs, off-site signs, roof signs, and supergraphic signs. The following types of signage would be prohibited: box signs; odor-producing or sound emitting signs; signs containing

flashing, mechanical, or strobe lights; inflatable signs; monument signs; revolving signs; and any other types of signs not explicitly permitted in the proposed signage program. Sign areas would be calculated in accordance with LAMC Section 14.4.4, except that the combined area rules contained therein, which aggregate the total area of allowable signs on a given frontage, would not be applicable to the proposed project. Rather, the proposed signage program establishes allowable sizes for each sign type and minimum allowable distances between signs regardless of the length of frontage.

The proposed signage program divides the project site into three Sign Districts and specifies which types of signage are allowed in each of the districts. See Figure IV.A-6 in Section IV.A.1, Aesthetics/Visual Quality/Views, of this Draft EIR for a map of the Sign Districts. Sign District A includes the areas of the project site along 8<sup>th</sup> Street. Due to the location of residential uses to the north of 8<sup>th</sup> Street, this would be the most restrictive Sign District in terms of the amount and intensity of permitted signage. Sign District B includes most of the areas internal to the project site. Sign District C includes the area along Olympic Boulevard and Euclid Street where the project's commercial and retail uses would be concentrated. This would be the most permissive Sign District in terms of the amount and intensity of permitted signage. The location, size, and appearance of tenant identification signs along street frontages in Sign District C would reflect the high level of street and pedestrian activity that is anticipated in this area. Additionally, certain signs (including electronic/animated signs, off-site signs, supergraphic signs, and roof signs) would only be allowed in Sign District C.

In accordance with the Design Guidelines and Standards, new signage would be architecturally integrated into the design of the new buildings to establish appropriate identification for the retail uses and promote the pedestrian-oriented, mixed-use nature of the site. As such, the signage program would ensure that project signage is appropriate to the proposed uses and compatible with project architecture. The proposed sign regulations for the project are further discussed in Section IV.A.1, Aesthetics/Visual Quality/Views, and Section IV.G, Land Use, of this Draft EIR.

## **f. Security Features**

The project has been designed to enhance site security by maximizing the instances where "eyes on the street" may provide natural surveillance of the neighborhood. For example, wherever possible, street-facing ground level dwelling units would have front stoops and operable windows. In addition, the ground level retail and office uses would have transparent storefront glazing and sidewalk seating, and balconies and terraces would overlook the greens. At the same time, overall building massing, façade articulations, and landscape elements would be designed to provide clear physical and perceptual delineations between public, semi-public, and private spaces. Greens, streets,

and pathways would also be designed to have long sightlines. In addition, as indicated above, the new streets and pedestrian pathways would provide multiple routes through and around the property, while offering clear public access and visibility to new neighborhood park spaces. The project would also provide private on-site security personnel during construction and operation.

## **g. Sustainability Features**

The proposed project is based on principles of smart growth and environmental sustainability, as evidenced in its mixed-use nature, the site's proximity to the downtown Los Angeles employment hub, the accessibility of public transit, and the availability of existing infrastructure to service the proposed uses. In addition, the design of new buildings would incorporate LEED<sup>®</sup> features so as to be capable of achieving Silver certification under the U.S. Green Building Council's LEED-H<sup>®</sup> or LEED-NC<sup>®</sup> Rating System as of January 1, 2011. Such LEED<sup>®</sup> features would include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others. Water conservation features include a range of techniques that enhance site sustainability. As described above, drought-tolerant plants and indigenous species would be utilized as part of the proposed landscaping program. Storm water would be collected and cleansed through a first flush filtration system of rain gardens and urban bioswales, both within the parks themselves and throughout the street network. Permeable pavement would also be used wherever possible. Storm water filtration planters would collect roof water. The following list summarizes a few of the features that would be implemented as part of the project to achieve LEED<sup>®</sup> Silver certification. A matrix summarizing these and numerous other sustainable design features that would be implemented by the project is contained in Table II-3 on page II-41.

### **(1) Water Conservation**

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and no-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Non-residential restroom faucets of a self-closing design (i.e., that would automatically turn off when not in use).

- Residential bathroom and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No more than one showerhead per shower stall, with a flow rate no greater than 2 gallons per minute.
- High-efficiency clothes washers either within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less).
- Individual metering and billing for water use of all residential uses and exploration of such metering for commercial spaces.
- A leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.
- Prohibit the use of single-passing cooling equipment.
- Operation of cooling towers at a minimum of 5.5 cycles of concentration.
- Use of a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.
- High-efficiency Energy Star-rated dishwashers where appropriate.
- Inclusion of language in the Specific Plan to encourage the use of greywater systems within individual buildings/developments.
- Weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/microspray/subsurface irrigation where appropriate.
- Minimum irrigation system distribution uniformity of 75 percent.
- A separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.
- Proper hydro-zoning, turf minimization, and use of native/drought-tolerant plant materials, as feasible. Specifically, approximately 36 percent of all landscaping (approximately 6.7 acres) would consist of drought-tolerant plants and at least 4 percent would consist of native species.
- Use of landscape contouring to minimize precipitation runoff.
- Use of permeable surfaces within common site areas that are not located above subterranean parking.

## (2) Energy Conservation

- Energy Star–labeled products and appliances where appropriate.
- Use of full-cutoff or fully shielded on-street lighting oriented to pedestrian areas/sidewalks so as to minimize overlighting.
- Use of light emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate.
- Incorporation of passive energy efficiency strategies, such as roof overhangs, porches, and inner courtyards.

## (3) Construction and Design Elements

- Individual project developers shall be encouraged to use Partnership for Advancing Technology in Housing (PATH) construction methods, materials, and mechanical equipment where applicable.
- Recycling and reuse of building and construction materials to the maximum extent feasible, including the on-site recycling and reuse of concrete removed during demolition and salvaging of existing appliances and fixtures.

A matrix summarizing these and the numerous other sustainable design features that would be implemented by the project is contained in Table II-3 on page II-41. These features would be implemented by incorporation into the conditions of approval for the project, through mitigation measures, or pursuant to the regulations or design criteria required by the Specific Plan.

## **h. Proposed Specific Plan**

The project would be implemented according to a proposed Specific Plan entitled the “Boyle Heights Community Project Specific Plan,” which would regulate the nature of future development on the project site. Discretionary approval of the new Specific Plan is sought in association with the proposed project, and its adoption by the City would occur in conjunction with a General Plan amendment and zone change, also requested as part of the project. As shown in Figure IV.A-5 in Section IV.A.1, Aesthetics/Visual Quality/Views, of this Draft EIR, the Specific Plan area is divided into 13 blocks designated Block A through Block M. The proposed General Plan amendment would revise the project site's land use designation from Low Medium II Residential to “Regional Center” and “Medium Residential.” Specifically, Blocks C, D, E, F, G, H, I, J, K and L, which would be primarily residential in character, would be designated as “Medium Residential.” Blocks A, B, and M, which are considered the mixed-use/residential/retail/office blocks of the project, would be designated as “Regional Center.”

**Table II-3  
Project Sustainability Measures**

<b>Proposed Sustainability Measures in Specific Plan</b>		<b>Applicable Project Design Features in EIR</b>
SC 1.14	Reduce Heat Island Effect, for non-roof areas (excluding streets). Use any combination of the following strategies for 50 percent of the site hardscape (including driveways, sidewalks, courtyards, and parking lots: (a) provide shade from the existing trees or landscaping (as measured by the expected canopy at 20 years); (b) provide shade from structures covered by solar panels that produce energy used to offset some nonrenewable resource use; (c) provide shade from architectural devices or structures that have a solar reflectance index (SRI) of at least 29; (d) use hardscape materials with an SRI of at least 29; (e) use an open-grid pavement system (at least 50 percent pervious).	PDF B.2-1
SC 1.15	Design all exterior lighting for low contrast/glare and/or use full-cutoff fixtures. This requirement does not preclude the use of up-lighting to accent architectural features and landscape-accent up-lighting.	PDF A.2-3
SC 1.16	Design exterior lighting so that all site and building-mounted luminaries produce a maximum initial illuminance value no greater than 0.20 horizontal and vertical foot-candle at the site boundary and no greater than 0.01 horizontal foot-candle 15 feet beyond the site.	PDF A.2-4
SC 1.17	Provide new open space areas and landscaping that would assist in carbon intake and minimize surface water runoff.	PDF F-2 PDF J.4-1
SC 2.1	Manage construction waste. Recycle, reuse, and/or salvage nonhazardous construction and demolition materials and debris. Develop and implement a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or co-mingled. Excavated soil and land-clearing debris do not contribute to this credit. Recycle and reuse on-site concrete removed during demolition. Salvage existing appliances and fixtures. Calculations can be done by weight or volume, but must be consistent throughout. The minimum percentage debris to be recycled or salvaged is 50 percent.	PDF B.1-2
SC 2.2	Prevent construction activity pollution. Create and implement an erosion and sedimentation control plan for all construction activities associated with the project, which describes the measures implemented to prevent loss of soil during construction by stormwater runoff, wind, and erosion, prevent sedimentation of storm sewers and to prevent pollution of the air with dust and particulate matter.	MM F-1

**Table II-3 (Continued)**  
**Project Sustainability Measures**

<b>Proposed Sustainability Measures in Specific Plan</b>		<b>Applicable Project Design Features in EIR</b>
SC 3.1	Control the quality of stormwater runoff. Implement a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from the first 0.75 inch of rainfall.  Further, the stormwater management plan should capture and treat 90 percent of the average annual rainfall consistent with LEED NC® standards. These standards determine that 90 percent of the average annual rainfall for the downtown Los Angeles area is equivalent to treating the runoff from 0.5 inch of rainfall. Therefore, capture and treatment of 0.75 inch of rainfall will meet and exceed the LEED® requirements for Stormwater Design Quality Control.	MM F-15
SC 3.2	Reduce freshwater use of the project. Employ strategies that in aggregate use 20 percent less water than the water use calculated for the building (not including irrigation), as indicated by LEED® Water Use Reduction WE Credit 3. Examples of strategies include: using high-efficiency fixtures such as showers and toilets, etc.	PDF L.1-2
SC 3.3	Use weather-based irrigation controllers with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/microspray/subsurface irrigation where appropriate.	PDF L.1-4
SC 3.4	Ensure minimum irrigation system distribution uniformity of 75 percent.	PDF L.1-4
SC 3.5	Use a separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.	PDF L.1-4
SC 3.6	Use proper hydro-zoning, turf minimization, and use native/drought-tolerant plant materials, as feasible. Approximately 36 percent of all shall consist of drought-tolerant plants and at least four percent shall consist of native species.	PDF L.1-4
SC 3.7	Use landscape contouring to minimize precipitation runoff.	PDF L.1-4
SC 3.8	Use a leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.	PDF L.1-2
SC 3.9	Use permeable pavers wherever possible.	PDF L.1-4
SC 3.10	Use storm water filtration planters to collect roof water.	PDF F-4

**Table II-3 (Continued)**  
**Project Sustainability Measures**

<b>Proposed Sustainability Measures in Specific Plan</b>		<b>Applicable Project Design Features in EIR</b>
SC 3.11 (O)	Pre-plumb for future greywater use (install greywater plumbing).	PDF L.1-5
SC 4.1	Use controllable lighting systems for interior spaces. Provide individual lighting controls for 90 percent (minimum) of the building occupants to enable adjustments to suit individual task needs and preferences. Also provide lighting system controls for all shared spaces.	PDF B.2-1
SC 4.2	Use energy-efficient lamps and lighting fixtures exclusively.	PDF B.2-1
SC 4.3	Include light sensors and motion sensors for exterior and common-area lighting.	PDF B.2-1
SC 4.4	Use building overhangs, awnings, louvers, fins, landscaping, etc. on south- and west-facing overhangs and/or use spectrally selective glazing of these facades to reduce solar heat gain.	PDF B.1-3
SC 4.5	Specify Energy Star heating and cooling systems.	PDF B.1-3 PDF B.2-1
SC 4.6	Use programmable thermostats, exclusively.	PDF B.2-1
SC 4.7	Insulate building envelop, and hot water pipes to prevent heat/gain loss.	PDF B.2-2
SC 4.8	When available, offer green power for purchase, for commercial spaces to the extent that it is available. Commercial space leased to tenants that includes an operating expenses pass-through for utility costs shall provide the option to tenants to have their proportional share of the building's power requirements purchased from renewable sources ("green power") at the standard green power premium offered by DWP.	PDF B.2-3
SC 4.9	Utilize tankless water heaters for residential uses.	PDF L.1-3
SC 4.10	Consistent with LAMC Ordinance 181480, construction of new buildings shall exceed Title 24 (2008) energy requirement by 15 percent. In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2008) by more than 15 percent, the proposed project shall comply with the amended Title 24.	PDF B.1-3
SC 4.11	Installation of consumption feedback modules to provide real-time and historical feedback to residents on their homes' energy consumption.	PDF B.2-1

**Table II-3 (Continued)**  
**Project Sustainability Measures**

<b>Proposed Sustainability Measures in Specific Plan</b>		<b>Applicable Project Design Features in EIR</b>
SC 5.1	Introduce daylight into interior commercial office spaces. Ensure that 75 percent or more of all regularly occupied commercial office spaces achieve daylight illuminance levels of a minimum of 23 foot-candles (fc) and a maximum of 500 foot-candles in a clear sky condition on September 21 at 9 A.M. and 3 P.M.	PDF B.2-4
SC 6.1	Ensure minimum indoor air quality performance. Meet the minimum requirements of Sections 4 through 7 of ASHRAE Standard 62.1-2010 or 62.2-2010, Ventilation for Acceptable Indoor Air Quality OR complete all the requirements of the US Environmental Protection Agency's Energy Star with Indoor Air Package (IAP).	PDF B.1-4
SC 6.2	Use low emitting paints. Architectural coatings applied to interior walls and ceilings must not exceed the VOC content limits established in the Green Seal Standards GS-11, Paints, 1st Edition, May 20, 1993.	PDF B.2-1
SC 6.3	Use low emitting coatings and finishes. Wood finishes, floor coatings, stains, primers, and shellacs, applied to interior elements must not exceed the VOC content limits established in the South Coast Air Quality Management District Rule 1113, Architectural Coating, 2004.	PDF B.2-1
SC 6.4	Manage refrigerant use for reduction in ozone depletion. Do not use any chlorofluorocarbon (CFC) - based refrigerants in new base building heating, ventilation, air conditioning, and refrigeration systems.	PDF B.2-1
SC 6.5	Reduce indoor air pollutants from an adjacent garage. Example strategies include: sealing surfaces between garage and conditions spaces, placing all air-handling equipment and ductwork outside of the fire-rated envelope of the garage, and installing exhaust fan(s) in the garage that run continuously or are controlled by an automatic timer/sensor.	PDF B.1-5
SC 6.6	Install carbon monoxide monitors.	PDF B.1-6
SC 6.7	Install a Minimum Efficiency Reporting Value 6 or higher filters on central air and heating systems.	PDF B.2-1
SC 7.1	Use green and/or cool roofs. Use roofing materials with a solar reflective index (SRI) equal to or greater than the values indicated and/or use landscaped roof areas ("green roofs") for a minimum of 75 percent of the roof surface. Low-sloped roof (less than or equal to 2:12): 78 SRI. Steep-sloped roofs (greater than 2:12): 29 SRI.	PDF B.2-1

**Table II-3 (Continued)**  
**Project Sustainability Measures**

<b>Proposed Sustainability Measures in Specific Plan</b>		<b>Applicable Project Design Features in EIR</b>
SC 7.2	Store and collect recyclables. Provide recycling containers on-site for the collection and storage of recyclable materials for the entire building. Materials must include at a minimum paper, corrugated cardboard, glass, plastics, and metals.	PDF L.3-3 PDF L.3-6 MM L.3-3
SC 7.3	Encourage the use of recycled-content materials for the proposed retail and office uses. Incorporate a statement or brochure instructing occupants about source reduction, recycling, and procurement of recycled content materials into ownership agreements, property management agreements, and tenant agreements.	PDF L.3-4 PDF L.3-5
SC 7.4	Institute an employee participation recycling program whereby employees are given individual containers/bins to separate newspaper, white, and/or colored paper for regular collection by recyclers.	PDF L.3-6
SC 7.5	Educate residents about proper household hazardous waste collection programs.	PDF L.3-7
SC 7.6	Specify all Energy Star appliances (such as refrigerators, ceiling fans, clothes washers, dishwashers, etc.), and windows,	PDF B.1-3 PDF L.1-2 PDF L.1-3
SC 7.7	Use recycled, salvaged, refurbished, or reused materials. Use building materials with 10 percent recycled-content for the construction of the project. Example materials include: recycled-content floor tile, carpet and pads, cabinets, and countertops, recycled aggregate in concrete and recycled-content, formaldehyde-free fiberglass insulation, cellulose insulation, or other green insulation products.	PDF L.3-1
SC 7.8	Use regionally sourced materials that are extracted, harvested, or recovered, and manufactured within 500 miles of the project site for at least 10 percent of the project's construction materials.	PDF L.3-2
SC 7.9 (O)	Where applicable, use Partnership for Advancing Technology in Housing (PATH) construction methods, materials, and mechanical equipment.	PDF B.1-1
SPO: Section 7	The Specific Plan area shall be designed to incorporate LEED® features so as to be capable of achieving certification under the U.S. Green Building Council's LEED-ND® Rating System.	PDF B.1-3

**Table II-3 (Continued)  
Project Sustainability Measures**

Proposed Sustainability Measures in Specific Plan		Applicable Project Design Features in EIR
SPDG 2.18	The project shall install light-emitting diodes for traffic and street lighting.	PDF B.2-1
<p>SC = Sustainability Checklist Items included as Appendix B to the Specific Plan                      SPDG = Specific Plan Design Guidelines                      SPO = Specific Plan Ordinance proposed to be adopted by the City                      MM = Mitigation Measures                      PDF = Project Design Feature                      (O) = Optional or Encouraged in Specific Plan</p>		

The proposed Specific Plan would establish a new zoning designation for the project site, referred to as the Boyle Heights Mixed-Use Specific Plan Zone. Via implementation of this zone, the Specific Plan would govern the permitted uses, permitted total floor area of such uses, maximum development density, building heights, yards, and setbacks throughout the site. It would also establish standards for parking, loading requirements, and other related development characteristics. As in other types of mixed-use zones in the City, such as the Residential/Accessory Services (RAS4) zone, the total floor area permitted on the project site would be limited to three times the area of the net site area (i.e., an FAR of 3:1). The maximum FAR for any individual Block may be 6:1 so long as the aggregate floor area developed over the entire project site does not exceed 3:1. Building heights would be consistent with Height District 1, except for locations along the northern and northeastern edges of the site, which would be consistent with the more restrictive heights of the 1L and 1VL districts. As with other Specific Plans adopted for areas throughout the City, the Boyle Heights Mixed-Use Specific Plan would supersede any conflicting requirements specified in the Boyle Heights Community Plan or the City’s zoning code.

## 6. Construction

Construction of the project is expected to occur in five phases commencing in 2015 and ending by 2030. As shown in Table II-4 on page II-47 and illustrated in Figure II-16 on page II-48, construction phasing would be scheduled and geographically planned such that existing and/or new housing would be available on-site in order to allow current residents with the opportunity to relocate to a similar unit elsewhere within the site until new construction is complete. As also indicated in Table II-4, approximately 15 percent of the housing developed in each phase would consist of affordable housing for low and very low income families (with first priority given to existing site residents). Each construction

**Table II-4  
Proposed Construction Phasing Schedule**

<b>Phase</b>	<b>Existing Buildings Removed</b>	<b>Existing Dwelling Units Removed</b>	<b>Market Rate Dwelling Units Constructed</b>	<b>Affordable Dwelling Units Constructed</b>	<b>Commercial/Civic Floor Area Constructed</b>
Phase 1 (2015–2017)	42	331	815	144	261,000 sq. ft.
Phase 2 (2018–2021)	34	270	972	171	13,000 sq. ft.
Phase 3 (2023–2025)	37	296	730	129	40,000 sq. ft.
Phase 4 (2026–2028)	33	234	757	134	11,000 sq. ft.
Phase 5 (2028–2030)	7	56	466	82	0 sq. ft.
<b>Total</b>	<b>153</b>	<b>1,187</b>	<b>3,740</b>	<b>660</b>	<b>325,000 sq. ft.</b>

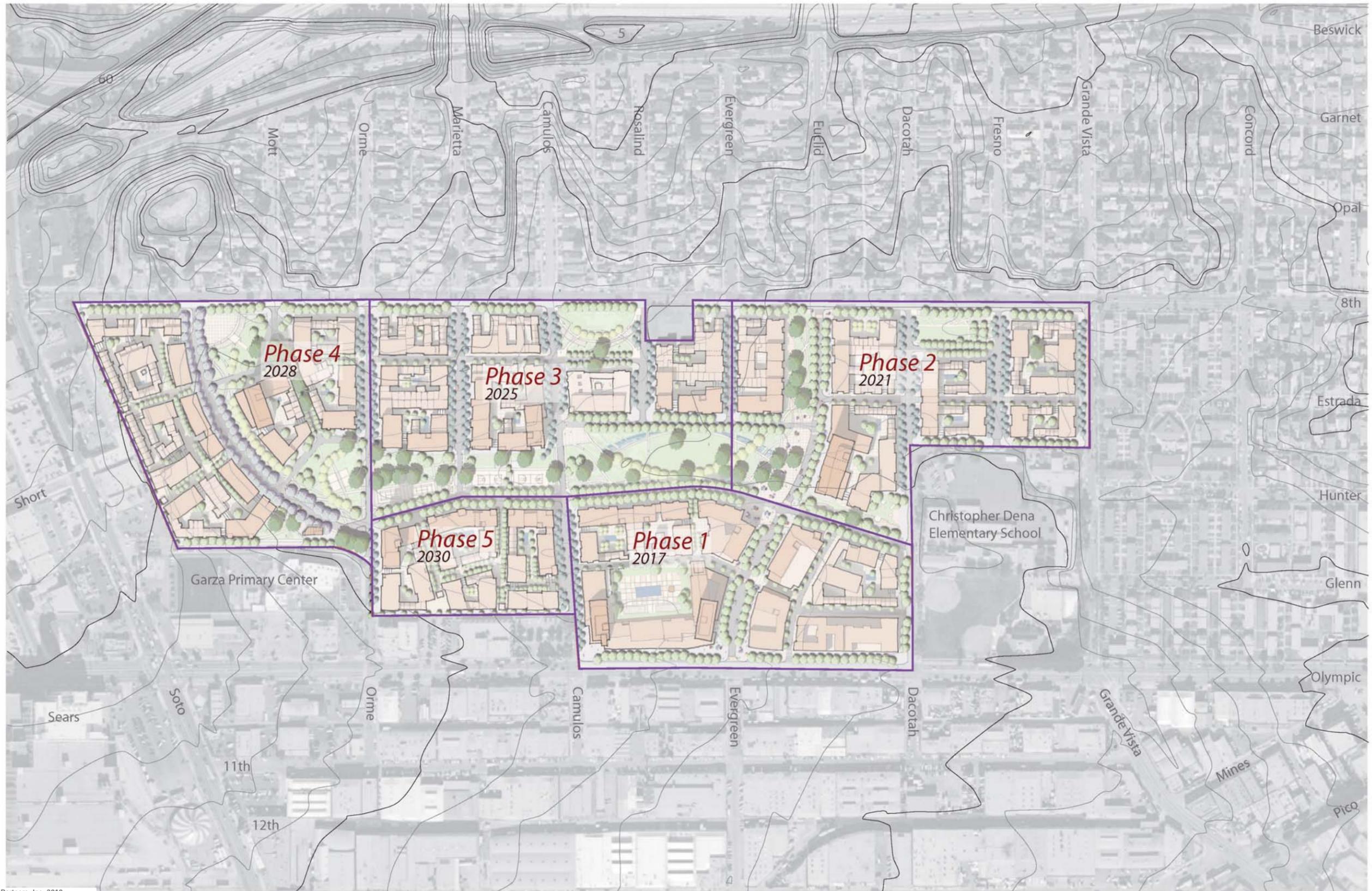
*Source: Fifteen Group Land and Development, 2010.*

phase/area would involve distinct demolition, site preparation and excavation, building construction, and building finishing activities; however, it is possible that some of these activities may coincide among the five phases/areas (e.g., demolition for a particular phase could potentially overlap with building finishing of the previous phase).

Project construction would ultimately involve the removal of all existing development on-site, totaling approximately 1,002,090 square feet of floor area, including all residential, non-residential, and garage structures. Construction materials would be recycled/reused to the maximum extent feasible and would include the on-site recycling and reuse of concrete removed from existing facilities, the salvaging of existing appliances and fixtures, and additional off-site sorting of construction materials by the waste hauler. Project construction would also result in the excavation of approximately 1,084,400 cubic yards of grading, of which approximately 123,200 cubic yards would be used for fill on-site and the remaining 961,300 cubic yards would be exported off-site.<sup>6</sup> Following sorting for recycling, construction debris would likely be disposed of at the Chiquita Canyon Landfill in Castaic, and exported soil would likely be disposed of at the Puente Hills Landfill in Whittier and/or the Nu-Way Live Oak Landfill in Irwindale. The haul routes to these sites would run from the project site to Olympic Boulevard west, Soto Street north, to either I-5 north (to Castaic) or SR-60 east (to Whittier/continuing to I-605 north to Irwindale).

Project construction would comply with SCAQMD Rule 403 which requires implementation of best available dust control measures during construction activities which generate fugitive dust, such as earth-moving activities, grading, demolition and equipment

<sup>6</sup> Numbers may not sum precisely due to rounding.



Source: Torti Gallas and Partners, Inc. 2010.

Boyle Heights Mixed Use Community Project



**Figure II-16**  
Proposed Build-Out by Phase

travel on unpaved roads. Dust control measures include frequent application of water or chemical surfactants, providing dirt track-out prevention devices, covering stockpiles and sweeping of streets adjacent to the construction site. In addition, project construction contractor(s) would comply with the California Air Resources Board's (CARB's) Airborne Toxic Control Measure (ATCM), which limits heavy duty diesel engines from idling for more than 5 minutes at any given time. The ATCM applies to diesel-5 vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered, and would thus apply to any heavy duty diesel vehicles idling at the project site. To minimize construction noise, project contractor(s) would equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards. In addition, construction activities would occur in accordance with LAMC requirements, which limit noise-generating construction activities to 7:00 A.M. to 9:00 P.M., Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturdays and national holidays. No construction activities would occur on Sundays.

Additionally, a construction traffic management program would be implemented to ensure that adequate and safe access and parking remains available within the project site during construction activities. This program would specifically identify traffic control measures, signs, and delineators to be implemented by the construction contractors. As part of the plan, truck queuing, equipment staging, and construction worker parking would be confined to the project site (off-street) and/or would occur at a nearby off-site lot. Also as part of the construction traffic management program, most truck trips would be scheduled during the first eight hours of the permitted construction work period (7:00 A.M. to 3:00 P.M.) to minimize generating truck trips during the P.M. peak hours.

### **a. Boyle Heights Job Collaborative**

As part of the project, the Applicant would implement the Boyle Heights Job Collaborative (BHJC) (see Appendix J.2 of this Draft EIR) that would provide access to career oriented employment focused on residents of the project site and surrounding areas in Boyle Heights. The BHJC would create a pipeline to about 6,400 construction jobs directly associated with the redevelopment of the project site. The BHJC would include 30 percent local and 10 percent at-risk hiring goals for all construction work associated with the project. In addition, as discussed in Section IV.I.1, Employment, of this Draft EIR, the project would support another 6,900 indirect and induced jobs in a wide range of industries throughout the County, for a total of over 13,000 jobs that would be associated with project construction.

## 7. Required Approvals

In order to implement the project, a series of approvals, permits, and actions would be required by the City of Los Angeles and other responsible agencies. City departments, commissions, and councils that may use this EIR in their decision-making process include the Department of City Planning, Department of Building and Safety, Department of Public Works, Planning Commission, and the City Council. Other responsible agencies include the Los Angeles Regional Water Quality Control Board and the South Coast Air Quality Management District. Such approvals and permits would include, but are not limited to, the following:

- General Plan Amendment pursuant to LAMC Sections 11.5.6 and 12.32(E) to:
  - Revise the project site's land use designation from Low Medium II Residential to Medium Residential and Regional Center;
  - Amend the Boyle Heights Community Plan by adding a General Plan policy specific to the project site that would require future approval of a Specific Plan before development could occur and then provide flexibility in the types of uses permitted under the General Plan;
  - Amend the Regional Center and Medium Residential land use designations in the Boyle Heights Community Plan to reflect that the Boyle Heights Mixed Use Specific Plan Zone (BHMUSP) is a consistent and permitted zone under the Regional Center and Medium Residential land use designations;
- Adoption of the Boyle Heights Mixed-Use Community Project Specific Plan pursuant to LAMC Section 12.32(E);
- Zoning Code Amendment/Zone Change pursuant to LAMC Section 12.32(E) and (F) to:
  - Create the Boyle Heights Mixed-Use Specific Plan Zone (BHMUSP), requiring all future development on the subject site to conform to the Boyle Heights Mixed-Use Community Project Specific Plan;
  - Zone change of the project site from RD 1.5-1 to the Boyle Heights Mixed-Use Specific Plan Zone;
- Development Agreement pursuant to California Government Code §65864, et seq. (to memorialize various project design features and commitments, and vest rights for project development);
- Subdivision Map;
- Haul Route approval, as necessary;

- Coverage under the National Pollution Discharge Elimination System (NPDES) Permit by the Los Angeles Regional Water Quality Control Board;
- Issuance of all required ministerial permits necessary to implement the project (e.g., grading, building, certificate of occupancy, water, sewer, storm drain, etc.) by the City of Los Angeles; and
- Any additional actions as may be deemed necessary.