II. Project Description

1. Introduction

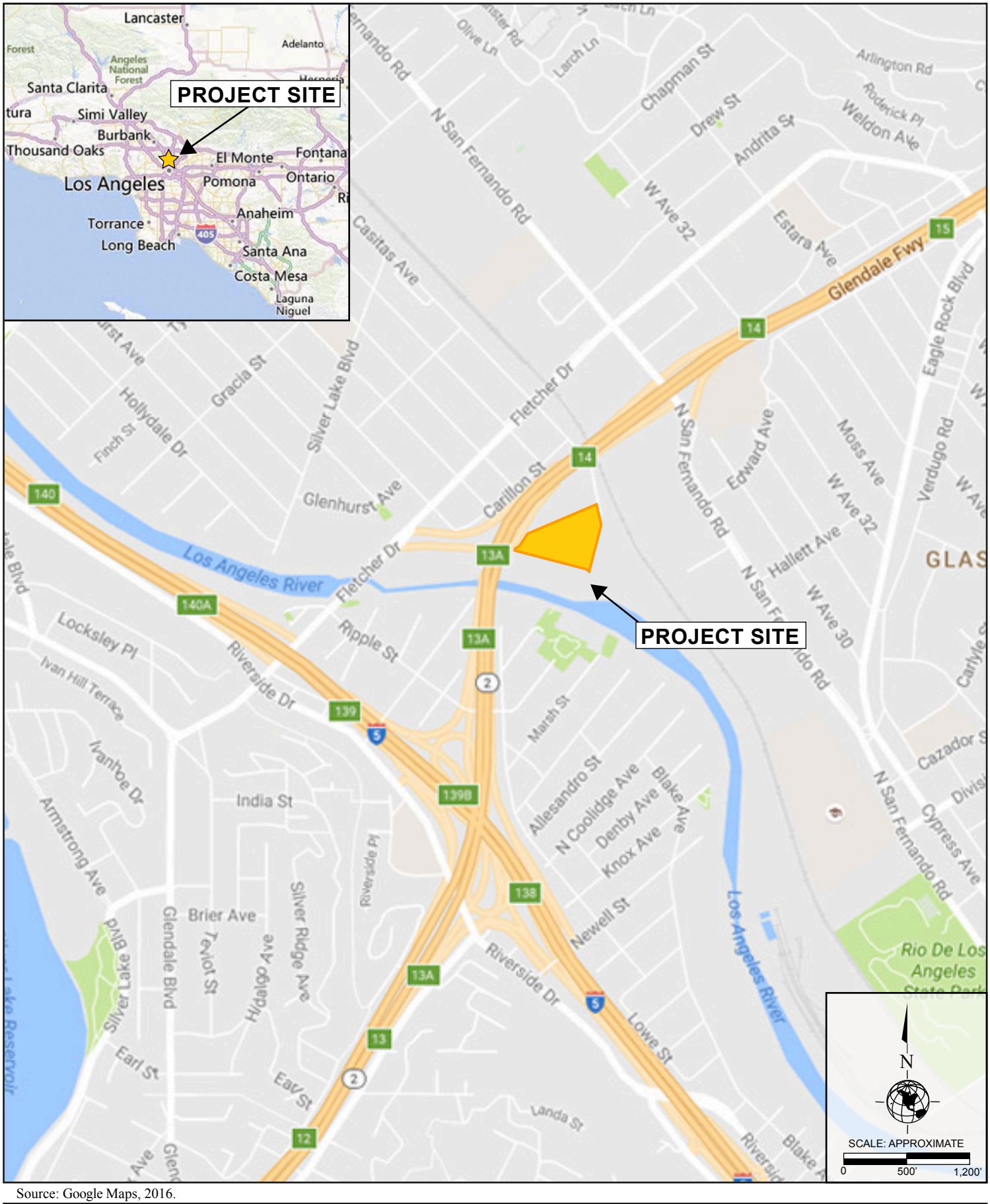
The purpose of this section is to define the characteristics of the 2800 Casitas Avenue Project (proposed Project), formerly referred to as the Bow Tie Yard Lofts Project. The Project would involve the demolition of an existing 117,000-square-foot warehouse/production building on the approximately 5.7-acre (248,190 square feet) Project Site. The Project would construct a new mixed-use development, consisting of five buildings with up to 419 multi-family residential units, up to 64,000 square feet of commercial space, and a multi-story parking structure. Commercial uses on-site would include a mix of restaurant uses, office space, and a rooftop urban farm/greenhouse. The Project's residential and commercial uses would comprise up to 487,872 square feet of total floor area.

This section includes the following information: (1) an overview of the Project location and setting, including a description of the existing zoning and land uses that occur on-site and in the immediate Project Site vicinity; (2) a statement of the Project's objectives; (3) a detailed description of the proposed Project, including the Project's residential and commercial land uses; the Project's building design; open space and recreational amenities; proposed signage and lighting features; access, circulation, and accessibility to public transportation; on-site parking; and floor area ratio (FAR) and building setbacks; (4) a discussion of the Project's construction activities and timeline; and (5) a list of discretionary actions required to implement the proposed Project.

2. Project Location and Setting

a) Project Location

As shown in Figure II-1, Project Location Map on page II-2, the Project Site is located at 2750-2800 West Casitas Avenue, Los Angeles, California 90039 (Project Site). The Project Site includes one parcel (Assessor Parcel Number 5442-002-012) that totals approximately 248,190 square feet of gross lot area (5.7 acres). The Project Site is located within the boundaries of the Northeast Los Angeles Community Plan Area (CPA) in the City of Los Angeles, approximately four miles north of downtown Los Angeles. The Project Site is directly accessible from Casitas Avenue, which terminates at the Project Site.



Source: Google Maps, 2016.

Figure II-1
Project Location Map

As shown in Figure II-2, Aerial Photograph and Photograph Location Map, the Project Site is surrounded by commercial properties and public infrastructure improvements, including a freeway, a Metro-owned rail road right-of-way easement, a LADWP-owned transmission line easement, and the Los Angeles River Channel. The Glendale Freeway (SR-2) is located to the west of the Project Site. The Los Angeles River and transmission line easement are located to the south of the Project Site. A Metro-owned railway is located to the northeast of the Project Site. These three features limit access to the Project Site from the surrounding neighborhood and access to the Project Site is limited to Casitas Avenue. Photographs of the land uses immediately surrounding the Project Site are provided in Figure III-2, Photographs of Surrounding Land Uses (Views 7-12), in Section III, Environmental Setting.

The Project Site is immediately bordered by a self-storage facility to the north (refer to Figure III-2, View 8 and View 9, in Section III, Environmental Setting). Access to the self-storage facility and the Project Site is limited to Casitas Avenue. The Project Site and the self-storage facility are surrounded by open space (OS) and public facilities (PF) that characterize SR-2, the Los Angeles River, and the railway. SR-2 runs in a north-south direction in the vicinity of the Project Site and is located just northwest of the self-storage facility and the Project Site, where it curves around these properties, as shown in Figure II-2, Aerial Photograph and Photograph Location Map. SR-2 is located at a higher elevation than the Project Site and surrounding properties.

b) Existing Conditions

As shown in Figure II-2, Aerial Photograph and Photograph Location Map, the Project Site is largely developed with a light manufacturing facility that is occupied by light manufacturing, warehouse, and film production uses (approximately 117,000 square feet) and a surface parking lot. Landscaping is located throughout the Project Site, specifically along the property perimeter and entrance and throughout the surface parking lot. One ingress/egress driveway from Casitas Avenue is provided for access to the Project Site. The Project Site is currently secured with walls and fencing along the perimeter and a gated driveway. The existing site conditions are depicted in Figure III-1, Photographs of the Project Site, Views 1 through 6, in Section III, Environmental Setting.

Sources: Parker Environmental Consultants, August 2016; and Google Earth, Aerial View, February 2016.

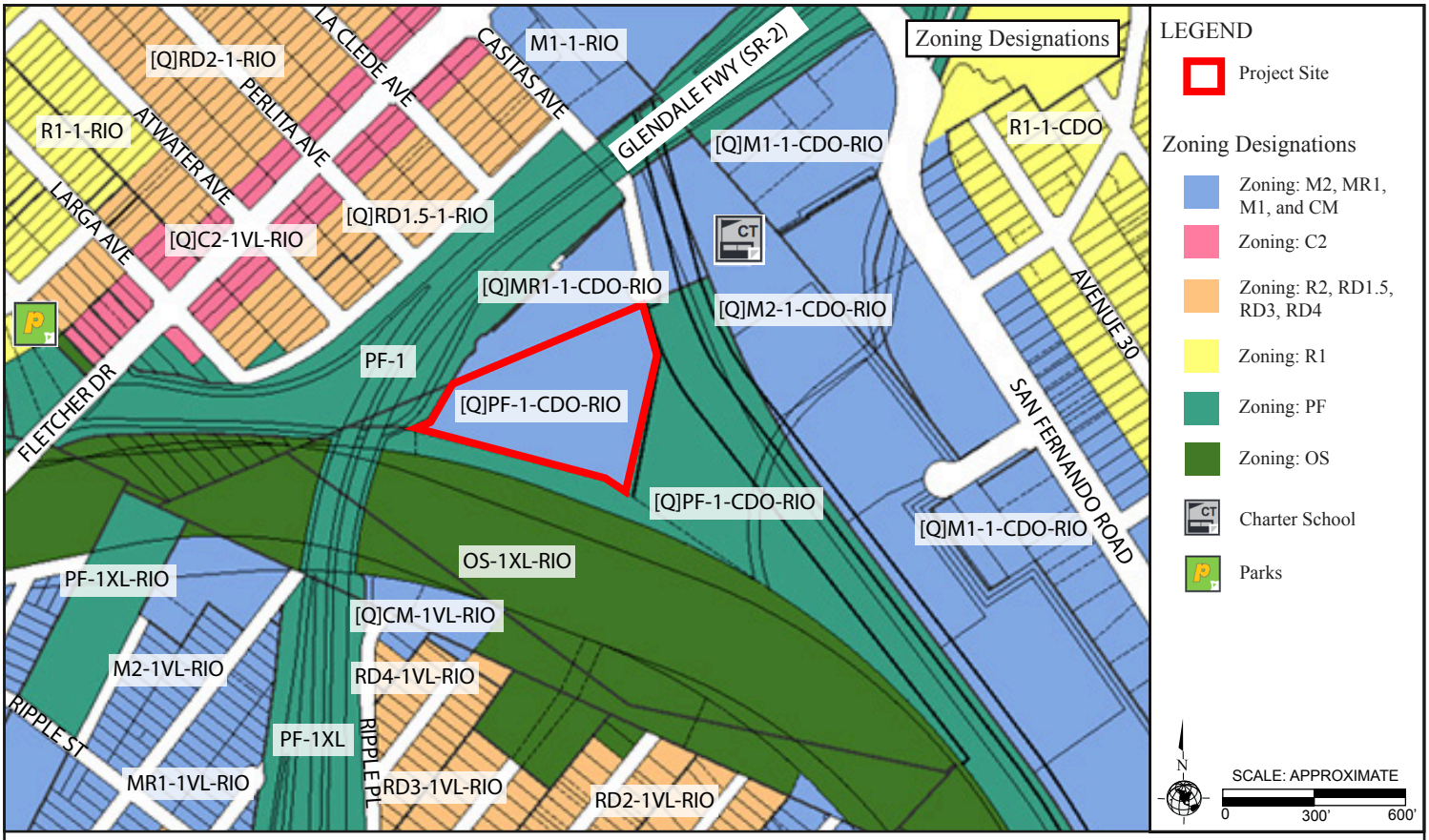
Figure II-2
Aerial Photograph and Photograph Location Map

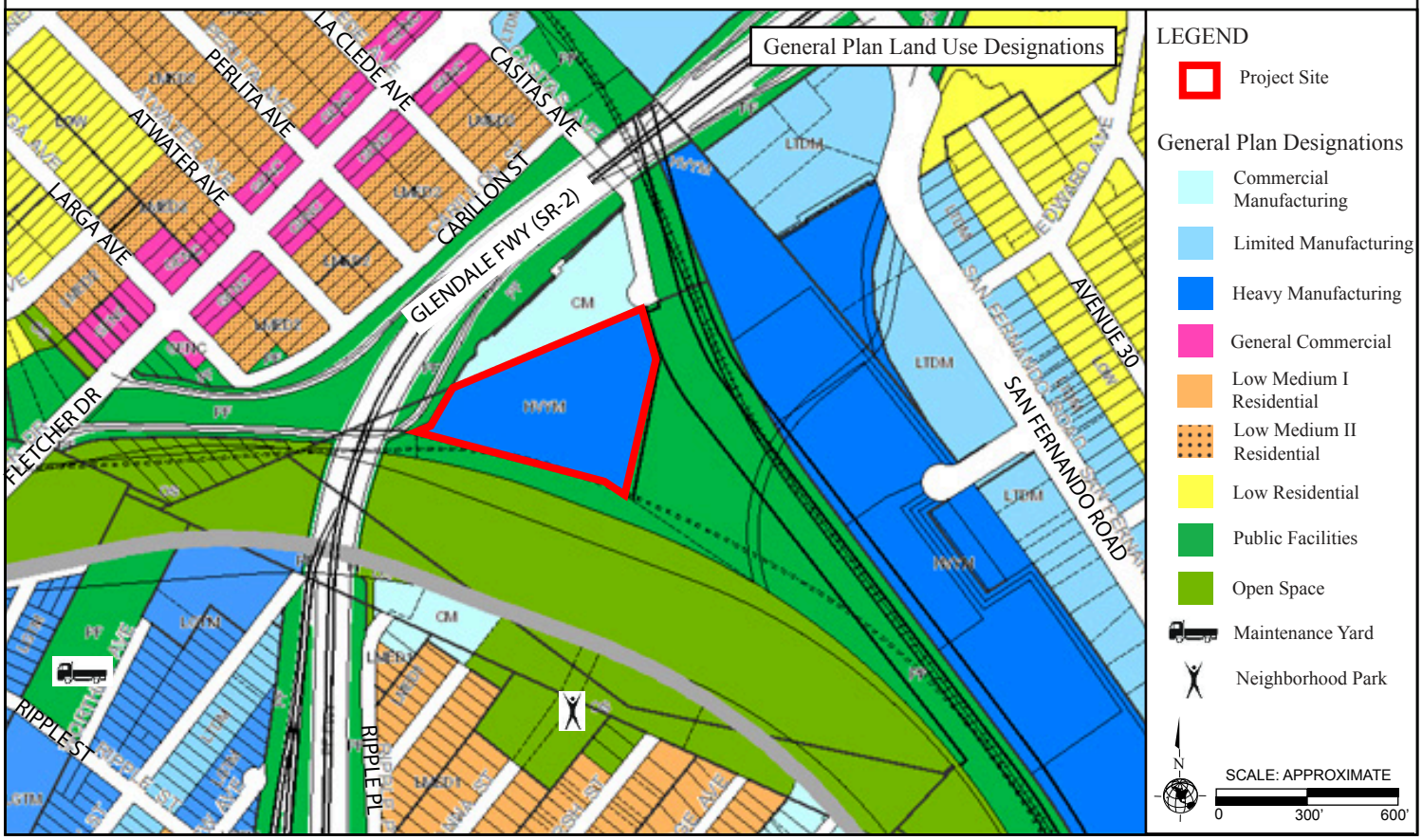
c) Existing Land Use and Zoning

The Project Site consists of one parcel located within the Northeast Los Angeles Community Plan (Community Plan) area within the City of Los Angeles. The Project Site is further located within the Cypress Park and Glassell Park Community Design Overlay (CDO) District and the River Improvement Overlay (RIO) District. As shown in Figure II-3, Zoning and General Plan Land Use Designations, the Project Site has a land use designation of Heavy Manufacturing and is currently zoned as [Q]PF-1-CDO-RIO. In 2010, the City inadvertently rezoned the Project Site from M2-1 to its current zoning, which is not consistent with the Project Site's land use designation under the Community Plan. The "PF" zoning is associated with a land use designation of Public Facilities, which allows for the development of agricultural uses, parking under freeways, fire and police stations, government buildings, public libraries, post offices, public health facilities, and public elementary and secondary schools.

The Project Site is located within Height District No. 1, which allows a maximum FAR on the Project Site of 1.5:1. The CDO designation indicates that the Project Site is located within the Cypress Park and Glassell Park CDO District, which also sets a [Q] qualifying condition. The [Q] condition prohibits and/or limits various auto-related land uses within the Cypress Park & Glassell Park CDO. The RIO indicates that the Project Site is located within the RIO District. The CDO and RIO designations are further explained below. Additionally, the Project Site is located in the East Los Angeles State Enterprise Zone (ZI No. 2129) that regulates parking standards and height. The Metro Rail Project area (ZI No. 1117) is in effect for development within 100 feet of a Metro Rail construction area. In addition, Zone Consistency Review (ZI No. 2456) is in effect on the Project Site, as zoning for this property has recently been under review for consistency with the General Plan Land Use Designation.

The Project Site is within the jurisdiction of the Freeway Adjacent Advisory Notice for Sensitive Uses (ZI No. 2427). ZI No. 2427 requires that all new projects and expansions of existing developments involving sensitive uses within 1,000 feet of a freeway be notified of public health implications of freeway-adjacent projects. Sensitive receptors typically include residences, schools, playgrounds and childcare centers, long-term health care facilities, rehabilitation centers, adult day care/convalescent centers, hospitals, and retirement homes. The Project Site is located within 1,000 feet of SR-2, which is located to the north of the Project Site, and is, therefore, subject to the policies discussed in ZI No. 2427 (effective September 17, 2018). The Project's consistency with these land use policies is addressed in further detail in Section IV.F, Land Use and Planning.





Source: ZIMAS, City of Los Angeles, Department of City Planning, 2016.

Figure II-3
Zoning and General Plan Land Use Designations

3. 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 Project is to redevelop an underutilized property with a vibrant mixed-use project with residential, creative office, restaurants, and an urban farm. As set forth in the CEQA Guidelines, the objectives of the Project are as follows:

- Meet the Community Plan's objective to minimize incompatibilities between residential uses and commercial or industrial use.
    - Achieve greater land use compatibility by replacing existing light industrial uses with uses more compatible with nearby existing and proposed recreational, residential, and school uses, as well as the Los Angeles River.
    - Resolve the current inconsistency between the Project Site's [Q]PF-1-CDO-RIO zoning and its Heavy Manufacturing land use designation under the Community Plan.
- Promote the development of the RIO District by enhancing the visual appearance of and character of the Project Site with well-designed buildings and landscaping.
- Promote and support pedestrian activity along the Los Angeles River and enhance pedestrian access between the Los Angeles River and Casitas Avenue.
- Address the City's critical housing needs by providing a significant amount of housing, including Very Low Income housing units, in a range of housing types and sizes at a location that does not displace existing housing.
- Reduce vehicle trips and vehicle miles travelled.
    - Develop additional housing stock at an infill location that is close to commercial and recreational amenities, employment opportunities, and schools.
    - Provide a mixed-use project with on-site amenities.

  - Provide restaurant and similar amenities within walking distance of the residential neighborhoods on the other side of SR-2, future park users, and the Los Angeles River.

- Promote fiscal benefits to the City, including economic development, job creation, and increased sales taxes.

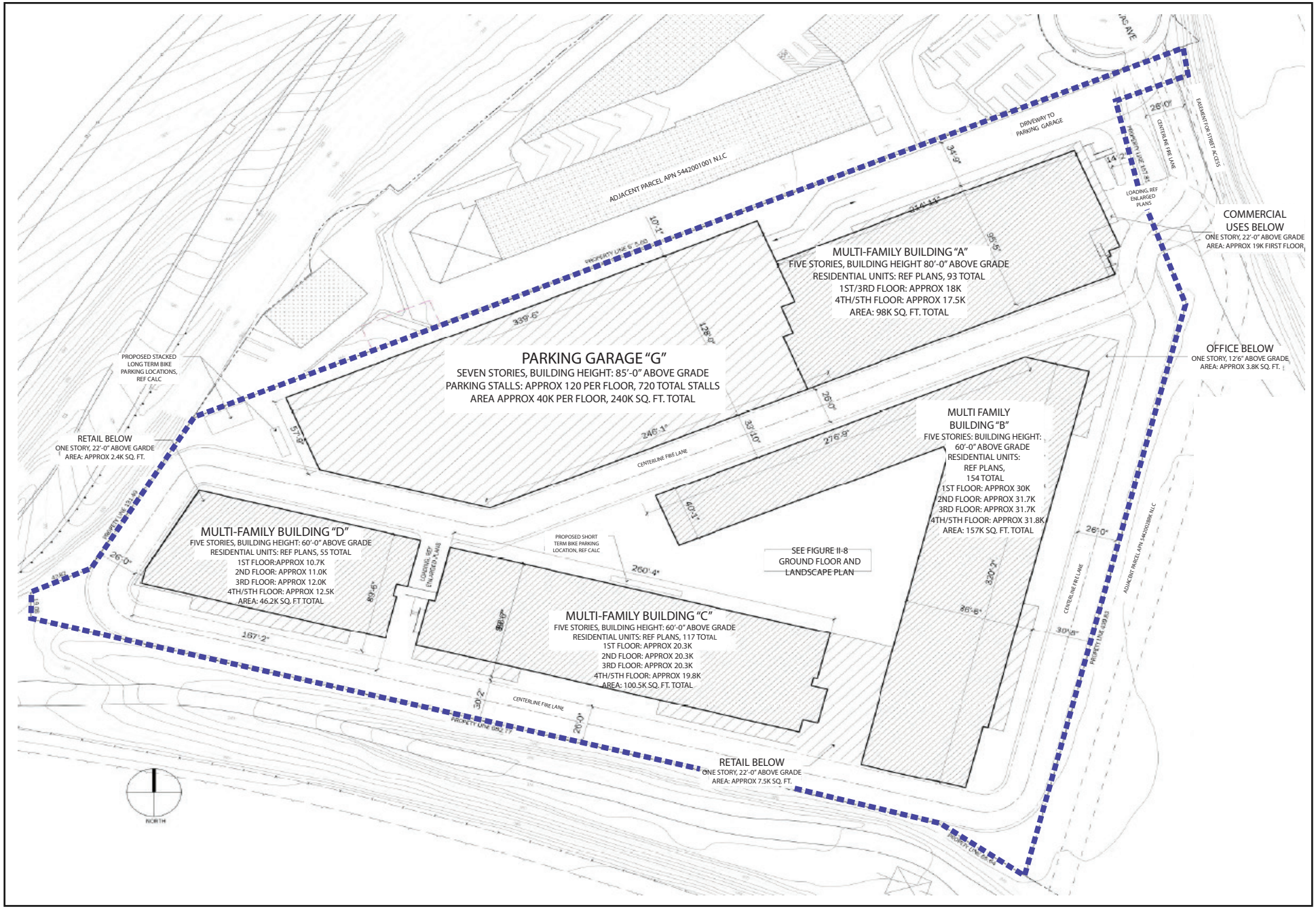
  - Support the existing commercial uses along Fletcher Drive and San Fernando Road with development that will bring new customers.

- Support a growing demand for ecologically sensitive urban farming operations through the provision of an urban farm.

4. Description of the Project

a) Project Overview

The proposed Project includes the demolition of the existing 117,000-square-foot warehouse/production building on the approximately 5.7-acre (248,190 square feet) Project Site, and the construction of a mixed-use development that would consist of five buildings with a maximum height of 85 feet. The proposed Project would provide up to 419 multi-family residential units and up to 64,000 square feet of commercial space. The commercial space would include a mix of restaurant uses, office space, and a rooftop urban farm. The Project's residential and commercial uses would comprise up to 487,872 square feet of total floor area. A seven-story parking garage (Building G), adjacent to Building A, would provide approximately 720 parking spaces for the Project's residential and commercial uses (refer to Figure II-4, Proposed Plot Plan, below). The parking spaces would be provided in levels one through six, and an urban farm is proposed on the roof (seventh) level. Open space and recreational amenities would comprise approximately 58,176 square feet. A summary of the proposed Project with the proposed unit mix and floor area is provided in Table II-1, Summary of Proposed Land Uses. Figure II-4, Proposed Plot Plan, shows the general layout of the proposed Project. Figure II-5 shows the floor plan and landscape plan for the ground floor. Figure II-6 shows the typical floor plan and typical landscape plan for the upper levels.



Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-4
Proposed Plot Plan

Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-5
Ground Floor Plan and Landscape Plan

Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-6
Typical Upper Level Floor Plan and Typical Upper Level Landscape Plan

(1) Residential Uses

The proposed Project would provide up to 419 multi-family residential apartment units, including a combination of studio, 1-bedroom, and 2-bedroom units. A summary of the Project is provided in Table II-1, below. Eleven percent of the base-density residential units (35 dwelling units) would be reserved as Very Low Income units.[1]

Table II-1
Summary of Proposed Land Uses

Land Uses	Dwelling Units	Floor Area (Square Feet)
Residential		
Studio Units	119 du	--
One-Bedroom Units	220 du	--
Two-Bedroom Units	80 du	--
Residential Subtotal	**419 du**	**423,872 sf** [a]
Commercial		
General Office	**--**	19,000
Restaurant	**--**	3,000
Urban Farm	**--**	42,000
Commercial Subtotal	**--**	**64,000 sf**
TOTAL	**419 du**	**487,872 sf**

Notes: du = dwelling unit; sf = square feet
[a] *Includes residential amenity space*
Source: Rios Clementi Hale Studios, September 29, 2016.

(2) Commercial Uses

The proposed Project includes up to 64,000 square feet of commercial uses, including 19,000 square feet of general office, 3,000 square feet of restaurant space (including a beer garden), and an approximate 42,000-square-foot urban farm. The proposed commercial office space is proposed to be located on the ground floor of Building A, which is planned as a mixed-use building with residential units above the first level. The restaurant spaces would be located on the ground floor of Buildings B and C, oriented towards the Los Angeles River.

The proposed urban farm would occupy the seventh (roof) level of Building G and would include an enclosed greenhouse space for production of sustainable agriculture. The concept of the urban farm is to provide for sustainable agriculture production within infill development sites. The urban farm would provide locally sourced, non-GMO, pesticide-

[1] *Pursuant to Section 22.471.1, Very Low Income Units are defined as a household whose income does not exceed 50% of the Los Angeles area Standard Metropolitan Statistical Area (SMSA) median income as established by the U.S. Department of Housing and Urban Development (HUD) and is adjusted for family size.*

free vegetables and herbs for the local restaurant and retail produce markets. The urban farm would utilize ecologically sustainable methods in a 100-percent solar energy-powered, climate-controlled urban greenhouse.

A summary table describing the attributes and characteristics of the proposed Project is provided in Table II-2, Summary of Proposed Development Program, below.

Table II-2
Summary of Proposed Development Program

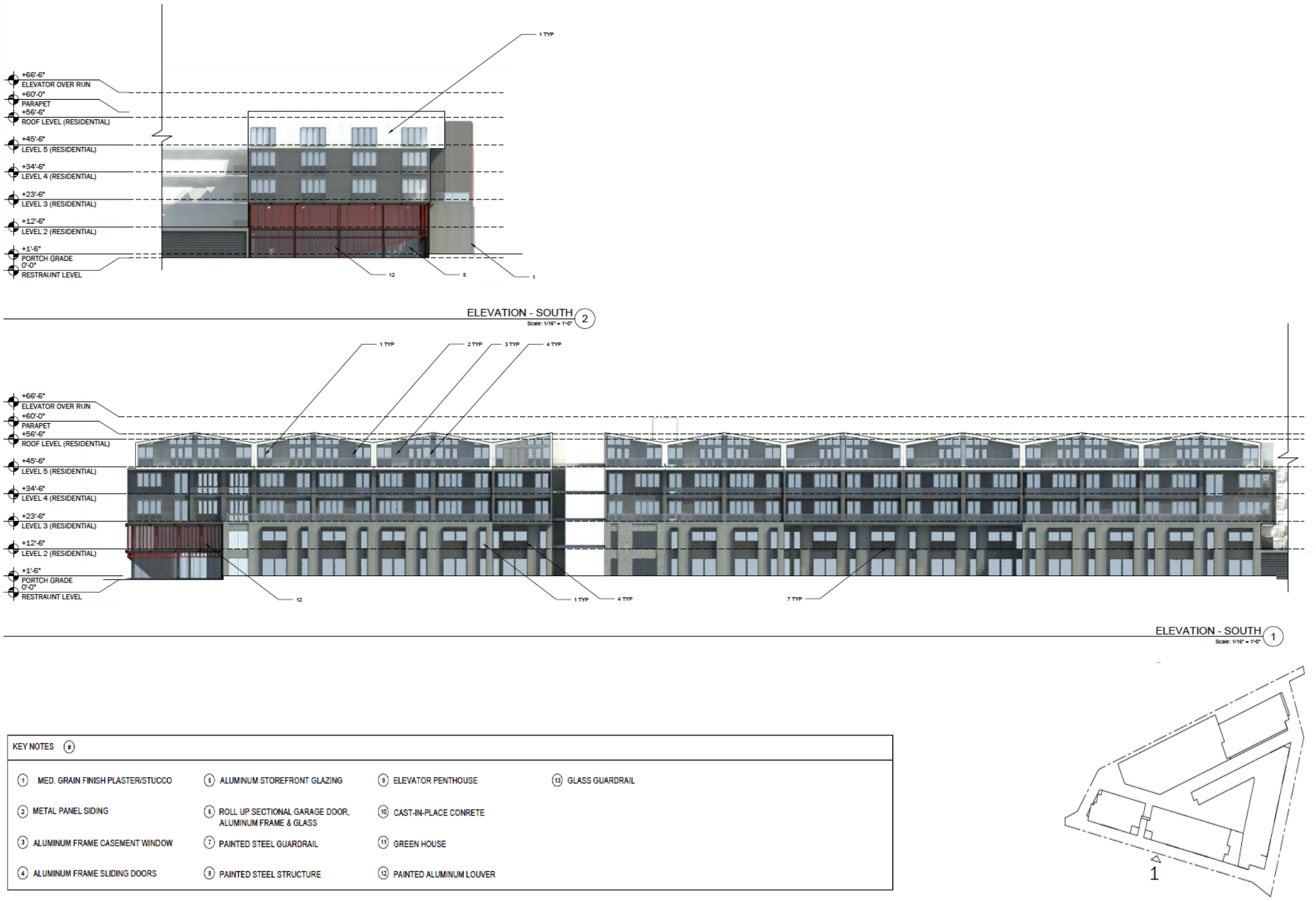
Project Characteristics	Required/Allowed By Code	Proposed Project
Project Site Lot Area	--	248,190 (5.7 acres)
Proposed Floor Area	502,584 [a]	487,872 square feet
Floor Area Ratio (FAR)	2.02 (1.5 base FAR plus 35%)	2.0:1
Maximum Building Height	unlimited	85 feet
Open Space	43,900 square feet	58,176 square feet
Vehicle Parking Spaces	627 stalls	720 stalls
Bicycle Parking Spaces	476 spaces	476 spaces

[a] *Based on a allowable FAR of 1.5:1 and a 35% increase pursuant to the Density Bonus incentive allowed under LAMC Section 12.22.A.25.*

b) Building Design and Architecture

Architectural materials for the proposed buildings include medium grain finish plaster (stucco), concrete fiberboard panel siding, aluminum frame casement windows, aluminum frame sliding doors, aluminum storefront glazing, roll up sectional garage door, glass, painted steel guardrail and design features, and cast-in-place concrete.

Building elevations depicting the south façade of Buildings C and D are shown in Figure II-7 on page II-14. As shown in Figure II-7, Buildings C and D are proposed to be a maximum height of 60 feet above grade (with the elevator overrun at a height of 66.5 feet). Buildings C and D are connected with pedestrian walkways at Levels 2 through 5. East and north elevations for Building B are shown in Figure II-8 on page II-15. As shown in Figure II-8, Building B is proposed to be a maximum height of 60 feet above grade (with the elevator overrun at a height of 66.5 feet). Figure II-9 on page II-16 depicts the courtyard elevations between Buildings B and C for the south-, east-, and north-facing facades. Podium elevations for Buildings A and G are shown in Figure II-10 on page II-17. As shown in Figure II-10, the height of Building A is proposed to be 77 feet above grade to the top roof level, with a parapet height of 81 feet above grade and an elevator overrun extending to a height of 85 feet above grade. The top of the roof of the urban farm/greenhouse located on top of the 7-level garage building is 85 feet above grade. The south podium elevations are depicted in Figure II-11, Podium Elevations – South, on page II-20. Cross sectional elevations of the proposed buildings are shown in Figure II-12, Site

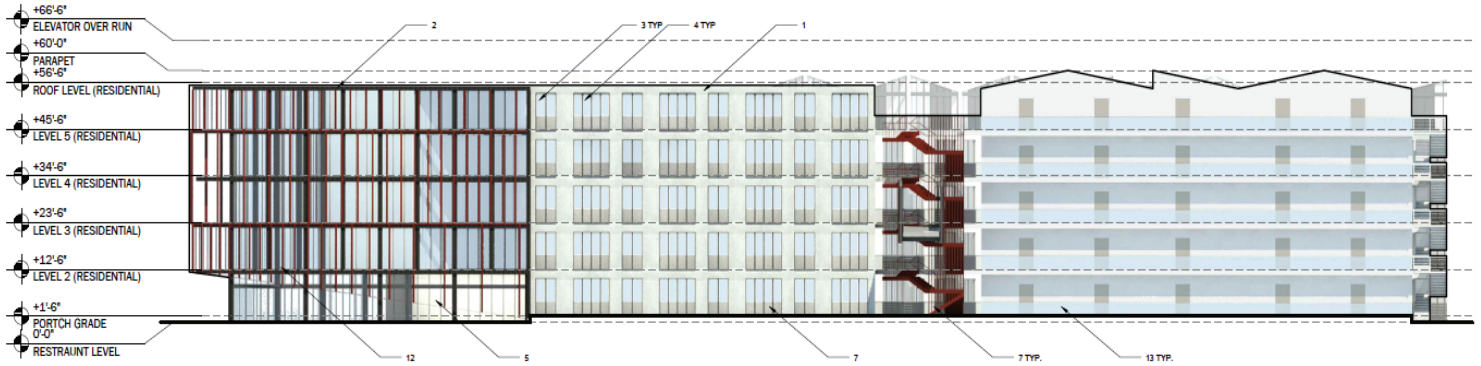


Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-7
Building C and Building D Elevations - South

ELEVATION - EAST 2

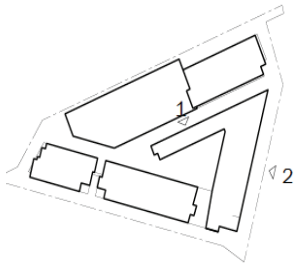
Scale: 1/16" = 1'-0"



ELEVATION - NORTH 1

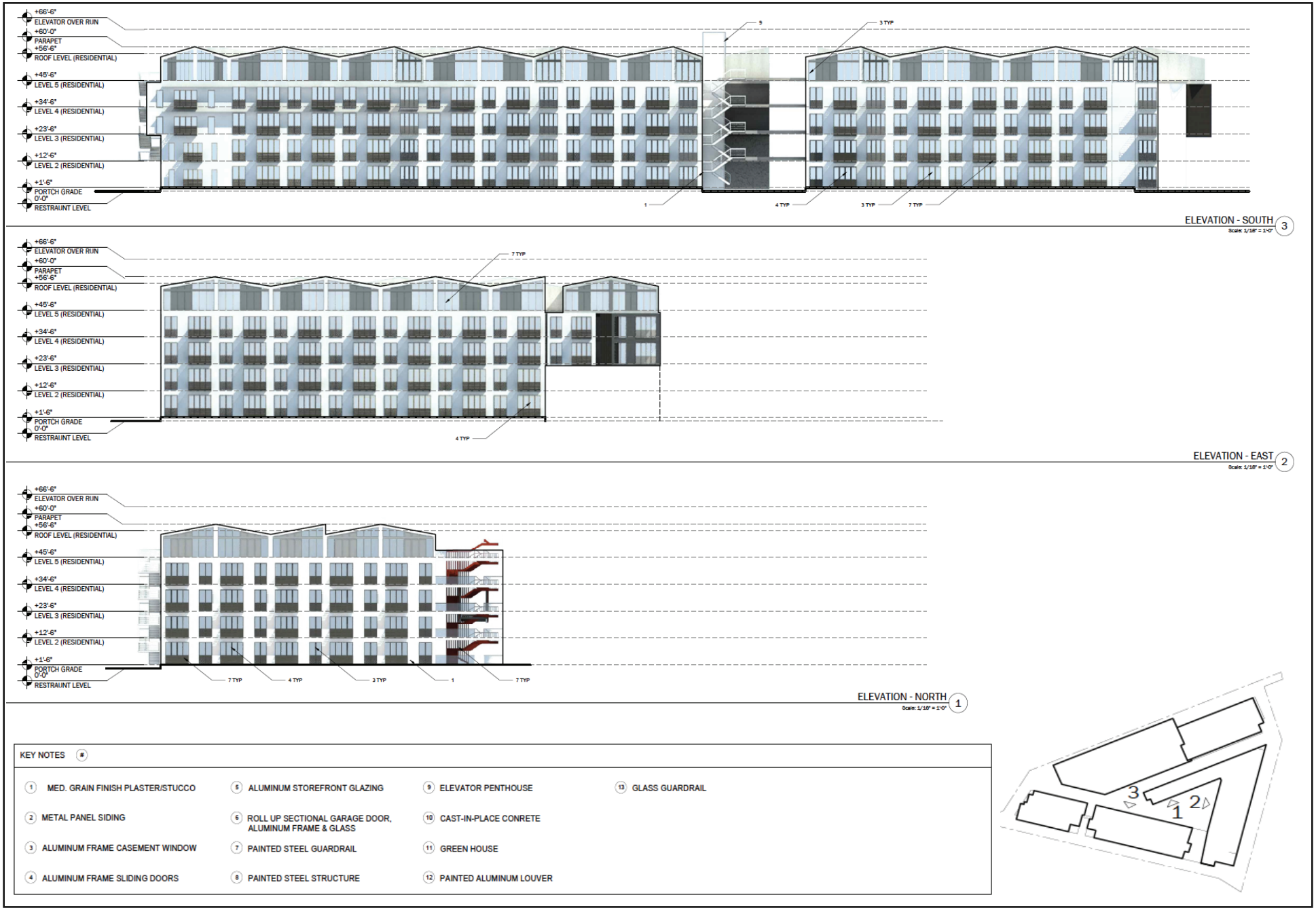
KEY NOTES (#)

(1) MED. GRAIN FINISH PLASTER/STUCCO	(5) ALUMINUM STOREFRONT GLAZING	(9) ELEVATOR PENTHOUSE	(13) GLASS GUARDRAIL
(2) METAL PANEL SIDING	(6) ROLL UP SECTIONAL GARAGE DOOR, ALUMINUM FRAME & GLASS	(10) CAST-IN-PLACE CONRETE	
(3) ALUMINUM FRAME CASEMENT WINDOW	(7) PAINTED STEEL GUARDRAIL	(11) GREEN HOUSE	
(4) ALUMINUM FRAME SLIDING DOORS	(8) PAINTED STEEL STRUCTURE	(12) PAINTED ALUMINUM LOUVER	



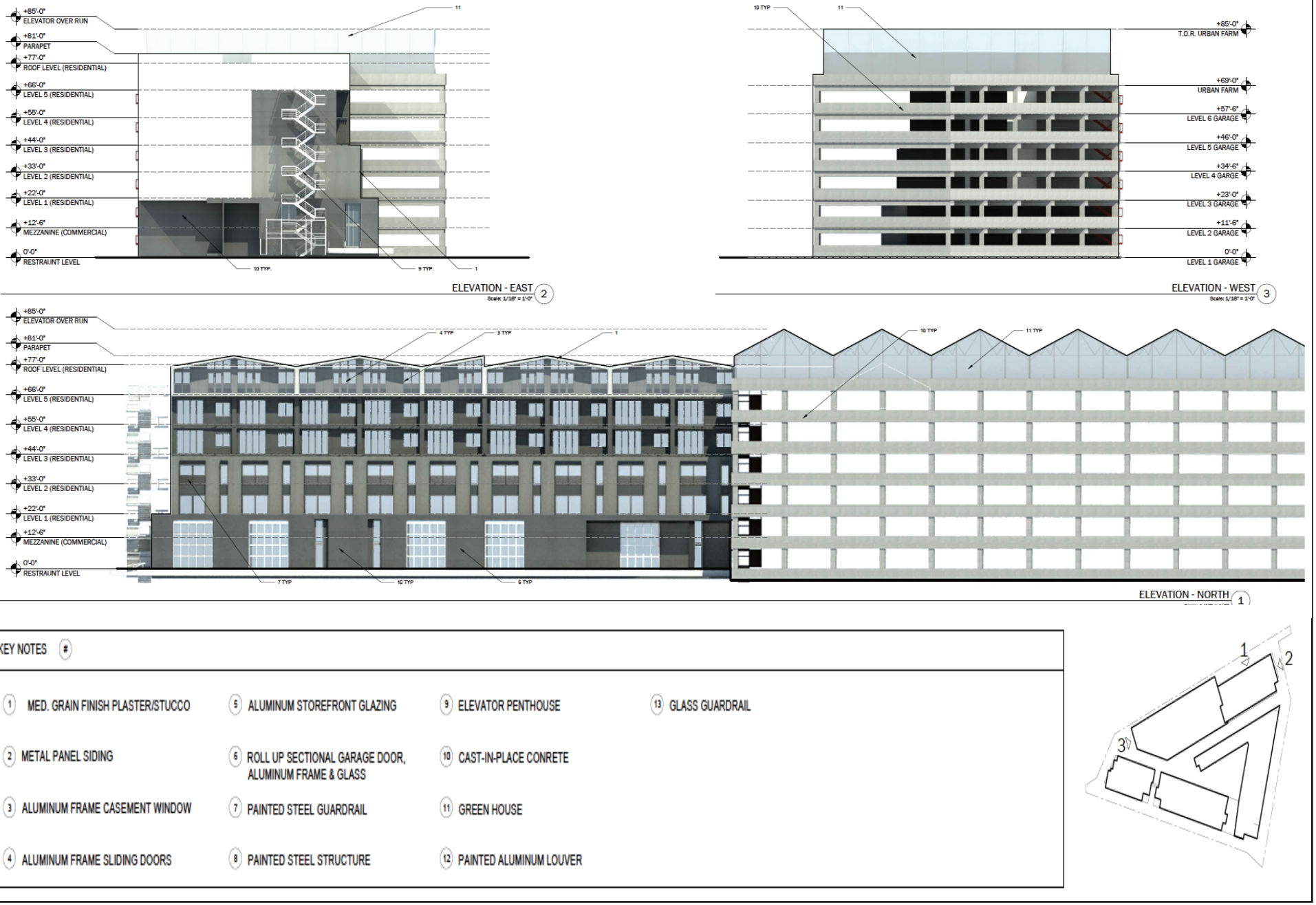
Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-8
Building B Elevations - East and North



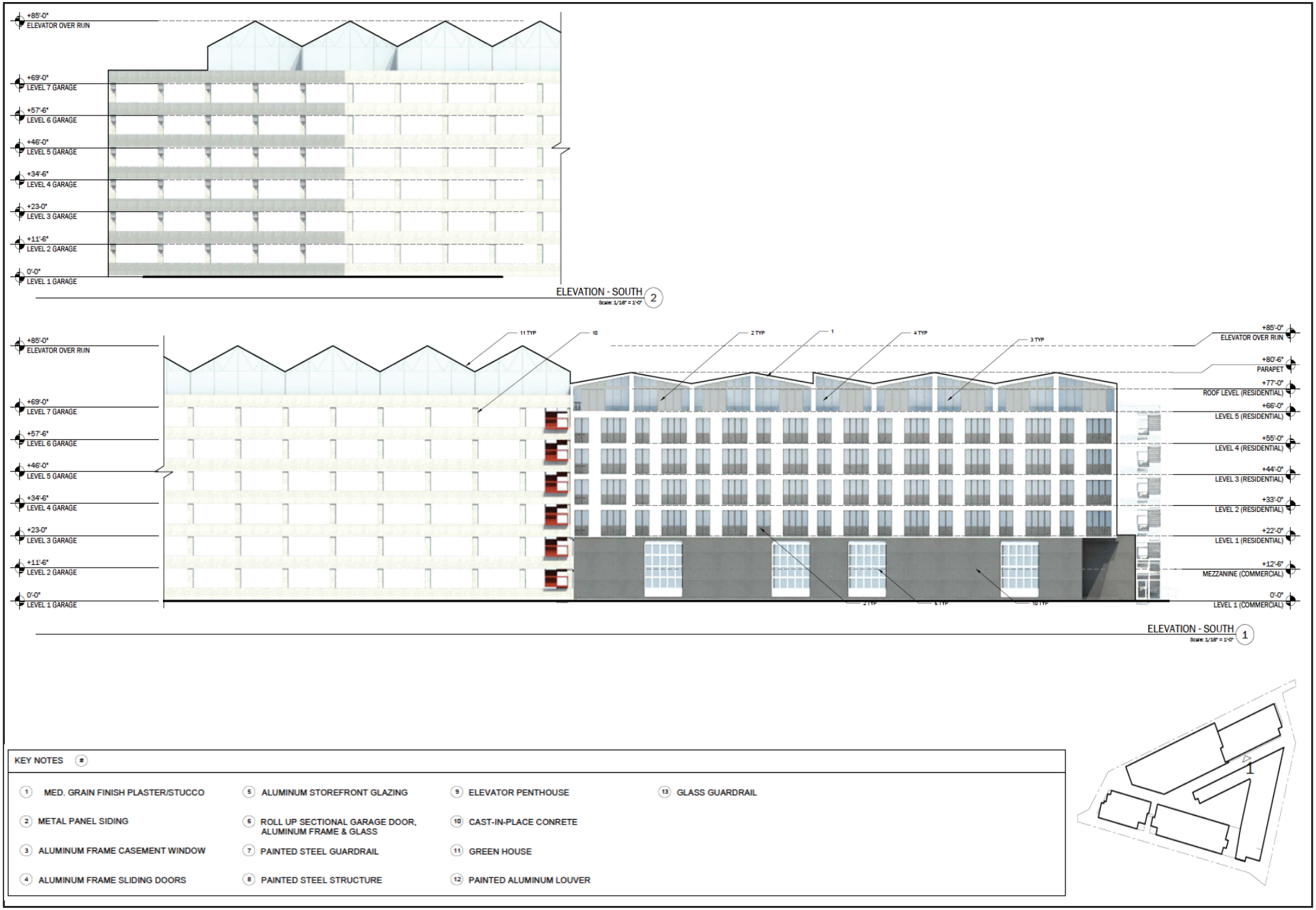
Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-9
Courtyard Elevations - South, East and North



Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-10
Podium Elevations - West and North



Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-11
Podium Elevations - South

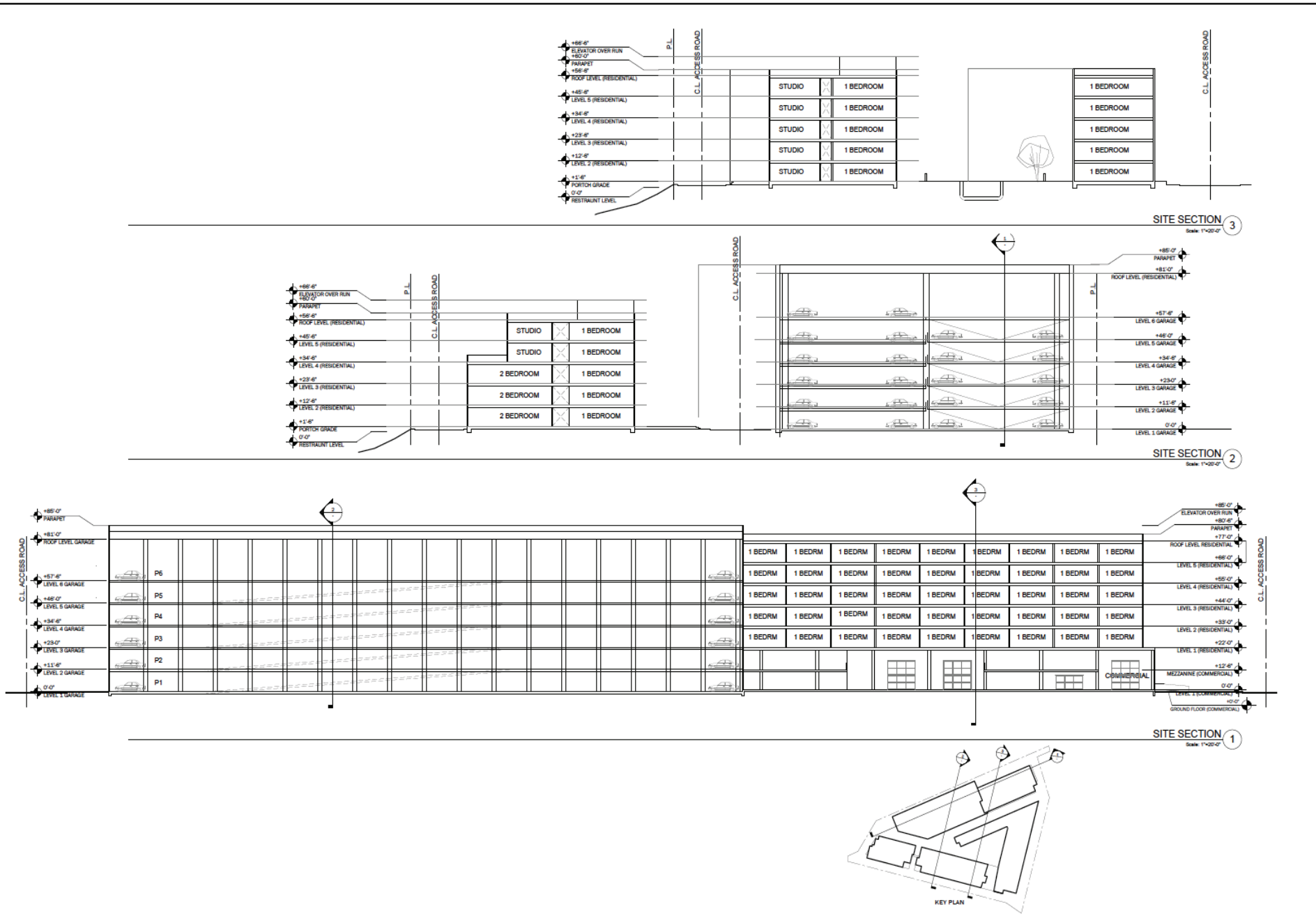
Sections of the Proposed Buildings, on page II-20. Illustrative renderings depicting the views from the southeast corner of the Project Site (depicting Buildings B, C, and D) and the northeast corner of the Project Site (depicting Buildings A and B) are shown in Figure II-13, Illustrative Renderings on page II-21.

c) Open Space and Recreational Amenities

The proposed Project would include 58,176 square feet of open space. The open space requirements and amount of open space proposed for the proposed Project are summarized in Table II-3 below. As shown, the proposed Project exceeds the amount of open space required by the LAMC by approximately 14,276 square feet.

As illustrated in the landscape plans, depicted in Figure II-5 and Figure II-6, above, the proposed Project would feature a variety of trees, shrubs, vines, and perennials. Proposed landscaping would also feature a variety of ornamental streetscape and common area landscaping. The Project would include a communal patio, pool deck, lounge seating, outdoor barbeque, amenity deck, and community room space. Pursuant to the minimum tree requirements specified in LAMC Section 12.21-G,2 (i.e., 1 tree per every 4 dwelling units), the Project would require a minimum of 105 trees. The proposed Project would include 140 trees. As shown in Figure II-5, Ground Floor Plan and Landscape Plan, and Figure II-6, Typical Upper Level Floor Plan and Typical Upper Level Landscape Plan, the landscaping features would be provided at grade, on the porch levels (private balconies), on the upper deck on balconies, and in the common open space areas.

The proposed open space plan is depicted in Figure II-14 on page II-22. Additional building elevations depicting the Project with the proposed landscaping features are shown in Figure II-15, Landscape Exterior Elevations, and Figure II-16, Landscape Courtyard Elevations, on pages II-23 and II-24, respectively.



Source: Rios Clementi Hale Studios, June 22, 2018.

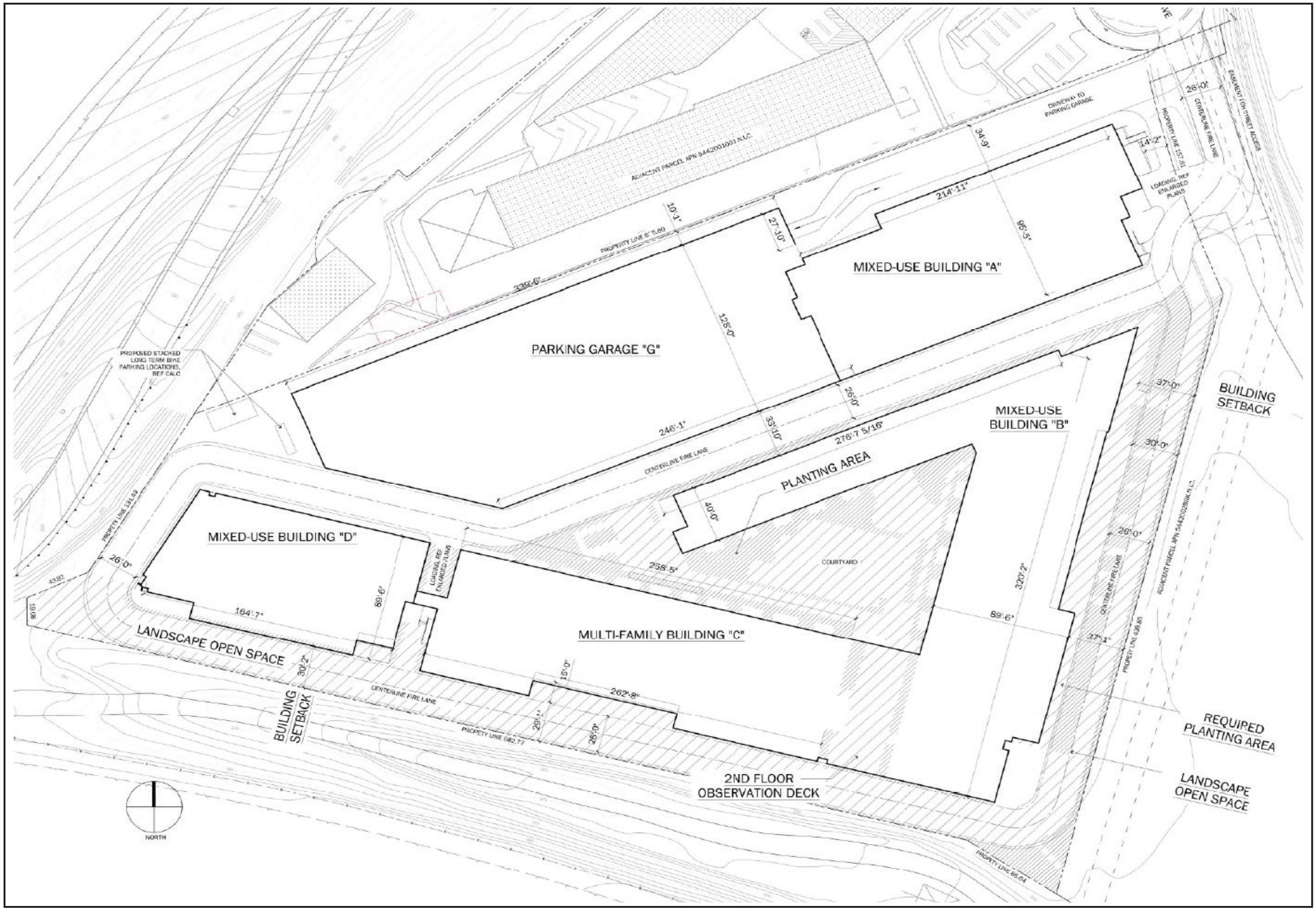
Figure II-12
Site Sections of the Proposed Buildings

View from the southeast corner of the Project Site, looking west at Buildings B, C, and D.

View from the northeast corner of the Project Site, looking southwest at the Buildings A and B.

Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-13
Illustrative Renderings



Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-14
Open Space Plan

Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-15
Landscape Exterior Elevations

Source: Rios Clementi Hale Studios, June 22, 2018.

Figure II-16
Landscape Courtyard Elevations

Table II-3
Required and Proposed Open Space Calculations

Open Space Code Requirements			
Type	**Number of Units**	**Square Feet Required [a]**	**Total Square Feet Required**
Less than three habitable rooms (studio units and 1-bedroom units)	339	100 sf / du	33,900
Three habitable rooms (2-bedroom units)	80	125 sf / du	10,000
		TOTAL	**43,900**
Open Space Areas		**Area Proposed (Square Feet)**	
Ground Level		35,478	
Porch Level		18,888	
Second Level		3,810	
TOTAL OPEN SPACE PROPOSED		**58,176**	

[a] *LAMC Section 12.21-G,2*
Source: Rios Clementi Hale Studios, September 29, 2016.

d) Signage and Lighting

The proposed Project would provide site identification and tenant signage for the commercial land uses and way-finding signage in accordance with the requirements of the LAMC. Interior spaces and exterior walkways, accessways, open space areas, and fire lanes would be illuminated with low-level and directional lighting futures to provide for safe and secure pedestrian lighting environment. Lighting and illumination would conform to the illumination standards of the LAMC. Lighting fixtures would be designed and installed to ensure the direct light source cannot be seen from adjacent residential properties and/or the public right-of-way.

e) Access, Circulation, and Public Transportation

Vehicular access to the Project Site would be provided by a full-access driveway off of Casitas Avenue, which would allow ingress and egress to and from the parking structure on-site. A separate driveway for loading would be located on the east side of Building A to allow delivery trucks to temporarily park on the Project Site. A designated fire lane would traverse the Project Site connecting from the northeast corner to the southwest corner of the Project Site; the fire lane would then run along the southern and eastern property lines of the Project Site where it connects back to Casitas Avenue. The fire lane

along the southern and eastern property lines would also serve as a bike path and landscaped area for pedestrian use.

(1) Parking

The proposed Project would provide approximately 720 parking spaces, all located within the proposed parking structure (Building G), which includes residential and commercial designated parking spaces. With approximately 720 parking spaces provided on-site, the proposed Project would provide 93 more spaces than the minimum spaces required by the LAMC. The proposed parking inventory would provide 1.4 spaces per dwelling unit to meet the proposed Project's anticipated parking demand. A summary of the proposed Project's required and proposed parking spaces are provided in Table II-4, below.

Table II-4
Summary of Required and Proposed Vehicle Parking Spaces

Description	Quantity	Parking Required by Code [a]		Parking Provided
		Rate	Spaces	
Residential				
For each Residential Unit of 0-1 bedroom	339 du	1 space / du	339	--
For each Residential Unit of 2-3 bedrooms	80 du	2 spaces / du	160	--
		Residential Subtotal	***499***	**--**
Commercial [b]				
Commercial	64,000 sf	1 space / 500 sf	128	--
		Commercial Subtotal	***128***	**--**
		TOTAL	**627**	**720**

Notes: du = dwelling unit, sf = square feet
[a] *LAMC Section 12.22-A, 25(d)(1).*
[b] *The Project Site is located within an Enterprise Zone, which requires a minimum of 1 space / 500 sf for all commercial uses.*
Source: Rios Clemente Hales Studios, September 29, 2016.

The proposed Project would provide bicycle parking in accordance with the City's Bicycle Ordinance. As summarized in Table II-5, Summary of Required and Proposed Bicycle Parking Spaces, below, the proposed Project would be required to provide 476 bicycle spaces, which includes 427 long-term bicycle spaces and 49 short-term bicycle spaces. Bicycle parking spaces would be provided on the first level of the proposed parking structure (Building G) and in outdoor bike parking areas located throughout the Project Site.

Table II-5
Summary of Required and Proposed Bicycle Parking Spaces

Description	Quantity	Bicycle Parking Requirements [a]		Total Spaces Required	Parking Provided
		Short Term	Long Term		
Residential					
Dwelling Units 1-25	25	2	25	27	27
Dwelling Units 26-100	75	5	50	55	55
Dwelling Units 101-200	100	10	50	60	60
Dwelling Units 201+	219	5	55	60	60
Subtotal Residential	***419 du***	***22***	***180***	***202***	***202***
Commercial					
Office (1 space /10K sf and 1 space/5K sf	19,000 sf	2	2	4	4
Restaurant (1 space/2K sf)	3,000 sf	2	2	4	4
Urban Farm (1 space/10 K sf)	42,000 sf	4	4	8	8
Subtotal Commercial		**8**	**8**	**16**	**16**
TOTAL		**30**	**188**	**218**	**218**

Notes: du = dwelling unit, sf = square feet
[a] *Parking requirements pursuant to LAMC Section 12.22-A.25(d)(1).*
Source: Rios Clemente Hales Studios.

(2) Public Transportation

The Project area is currently served by a total of three local Metro transit service lines, including one Metro Rapid Bus line (794), four Metro Local Bus lines (90, 91, 94, and 96) and one Metro Circulator Bus line (603). Located north of the Project Site, Fletcher Drive carries one Metro Circulator Bus line (603). To the west of the Project Site, Riverside Drive carries one Metro Local Bus line (96). Located east of the Project Site, San Fernando Road carries three Metro Local Bus lines (90, 91, and 94) and one Rapid line (794). Walking distance to the nearest bus stop (Line 603) on Fletcher Drive is 0.25 miles. The nearest stop to lines 90,91,94, 603 and 794 on San Fernando Road are located approximately 0.5 mile walking distance from the Project Site. Line 96 on Riverside Drive is an approximately 0.87 mile walk from the Project Site. Additionally, the Project area is served by two inter-city transit operators, including Metrolink and Amtrak, as the Project Site is located approximately 1.6 miles south of the Glendale Metrolink and Amtrak station.

The proposed Project would support the use of public transit, pedestrian, and bicycle facilities by accommodating bicycle and pedestrian access through the Project Site and

providing connectivity between Casitas Avenue, the pedestrian path along the Los Angeles River, and the Taylor Yard.

(3) Emergency Access

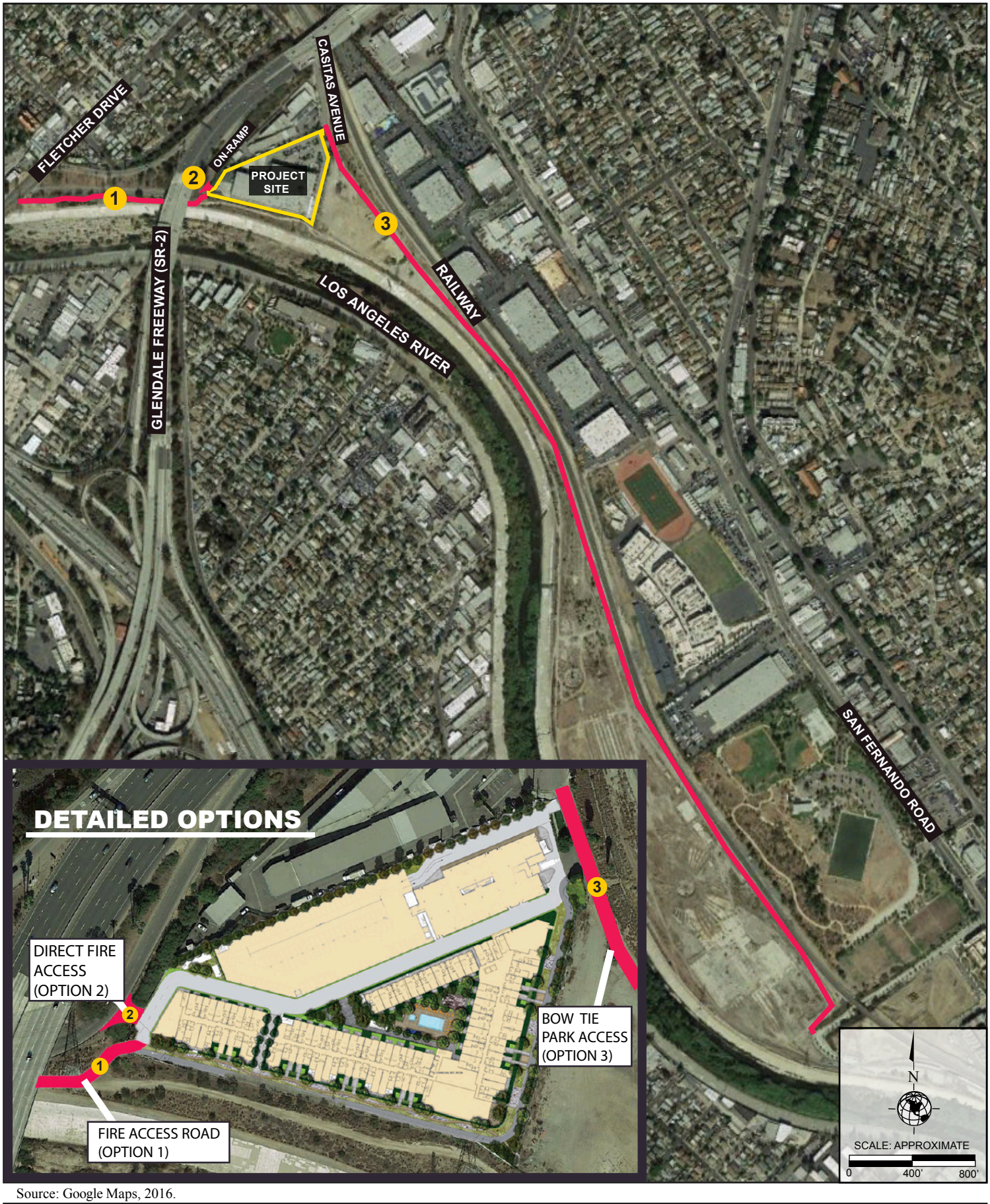
Primary access to the Project Site is available via a main access driveway on Casitas Avenue. This driveway serves as the primary and main point of access to the Project Site for all vehicles, including emergency vehicles. Due to the Project Site's limited access, the Los Angeles Fire Department (LAFD) has requested the Applicant to identify a secondary access point for emergency access and evacuation purposes. It is therefore anticipated that an emergency secondary access/egress to/from the Project Site will be required as a condition of Project approval. Because a secondary emergency access route would be subject to approval by local and/or state entities, the Applicant would implement one of the following three potential emergency access options shown in Figure II-17 Secondary Emergency Access Options to satisfy this condition:

- Option 1: An emergency access gate from the west side of the Project Site connecting to the existing LADWP-owned easement improved with a paved service road on the east bank of the Los Angeles River Channel accessible via Fletcher Drive. This option would require obtaining permission from LADWP, which owns this land (as shown in Figure II-17, Secondary Emergency Access Options);

- Option 2: An emergency access gate and driveway from the northbound on-ramp of SR-2, immediately north of an adjacent to the Project Site. This option would require approval from Caltrans; and

- Option 3: An emergency access gate on the south side of Casitas Avenue providing access through the State Park property. This option would necessitate improving and paving an approximate 1.2-mile access road through a currently vacant site (which is planned for future parkland) and would require obtaining the permission of the State Parks Department.

Each of the three options, which would require permissions by the respective local/state entities, are identified and delineated in Figure II-17 Secondary Emergency Access Options.



Source: Google Maps, 2016.

Figure II-17
Secondary Emergency Access Options

f) Floor Area Ratio (FAR) and Setbacks

The Project Site includes a total of 248,190 gross square feet of lot area. The Project Site is located in Height District No. 1, which limits development to an FAR of 1.5:1 but has no restriction on building height. Pursuant to LAMC Section 12.2.1, the Project Site has an allowed floor area ratio (FAR) of 1.5 to 1. Since the proposed Project would reserve 11 percent of its residential units as Very Low Income housing units, the Project is eligible for a base FAR increase of 35 percent. As such, the Project would be allowed a maximum floor area of 502,584 square feet. The Project consists of up to 487,872 square feet of total floor area (up to 2.0:1 FAR). The proposed Project includes five buildings. Building A would include a maximum of six stories and would be up to 81 feet above grade to the top of the parapet. Buildings B, C, and D would include a maximum of five stories and would be up to 60 feet above grade to the top of the parapet. The parking garage and rooftop urban farm/greenhouse proposed in Building G would include seven stories with a building height of up to 85 feet above grade. The building elevations and cross sections of the proposed buildings are illustrated in Figure II-7 through Figure II-11.

Pursuant to the LAMC Section 12.17.1, setbacks for the residential portions of the proposed Project would be required to comply with setback requirements for the R4 Zone with the exception that no front yard setback is required. No front yard setback is required for a CM zone. The R4 Zone requires a minimum of a 5-foot side yard setback with an additional foot added to the width of each side yard for each additional story above the second story. The R4 Zone also requires a minimum of a 15-foot rear yard setback with an additional foot added to the width to of the rear yard for each additional story above three stories. Table II-6, provides a summary of the required and proposed setbacks for each building. As summarized in Table II-6, the Proposed Project would be consistent with the yard requirements of the LAMC. The side yards and rear yards are used as a driveway, fire access lane, pedestrian path, bicycle path and landscaping. Therefore, the proposed Project would be consistent with setback requirements for the Project.

Table II-6
Summary of Required and Proposed Building Setbacks

Bldg.	Stories	Setback Required			Setback Provided		
		Front	Side	Rear	Front	Side	Rear
A	6	0’	5’ +4’ = 9’	15’ + 3’ = 18’	14’	34’	> 350’
B	5	0’	5’ +3’ = 8’	15’ + 2’ = 17’	50’	26’ to 37’	26’
C	5	0’	5’ +3’ = 8’	15’ + 2’ = 17’	> 250’	69’	26’
D	5	0’	5’ +3’ = 8’	15’ + 2’ = 17’	> 250’	26’	30’
G	7	0’	5’+ 4’ = 9’	15’ + 4’ = 19’	228’	10’ 1”	> 100’
Source: Rios Clemente Hale, September 29, 2016.							

5. Project Construction and Scheduling

a) Construction Activities

All construction activities would be performed in accordance with all applicable state and federal laws, and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M., Mondays through Fridays, and between 8:00 A.M. and 6:00 P.M. on Saturdays or any national holiday. No construction activities are permitted on Sundays. The Project will comply with these restrictions.

Due to the Project's location at the terminus of Casitas Avenue, construction activities are not anticipated to require any lane closures on local streets. Site deliveries and the staging of all equipment and materials would be organized on-site in the most efficient manner possible to avoid and minimize any temporary impacts upon the surrounding neighborhood. Construction equipment would be staged on-site for the duration of construction activities. Additionally, all construction workers would be required to park on-site or within a designated off-street parking lot as specified in the Construction Traffic Control/Management Plan.

b) Construction Schedule

This analysis assumes a construction schedule of approximately 30 months, with final buildout occurring in 2023. Construction activities associated with the proposed Project would be undertaken in six main activities: (1) demolition, (2) site clearing/preparation, (3) excavation/grading, (4) building construction, (5) paving, and (6) architectural coatings/finishing.

The demolition and site clearing phases would include the demolition of approximately 117,000 square feet of the existing building and the removal of the asphalt paved parking lot (3,000 cubic yards of asphalt) on the Project Site. The site clearing phase would include the removal of street trees, walls, fences, and other parking lot related debris. The demolition and site clearing would be completed in approximately two months. It is estimated that approximately 10,800 cubic yards of demolition debris would be hauled from the Project Site during the demolition phase. Pursuant to Section 4.408.1 of the California Green Building Code (CALGreen) and the City of Los Angeles Bureau of Sanitation (LASAN) requirements, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.

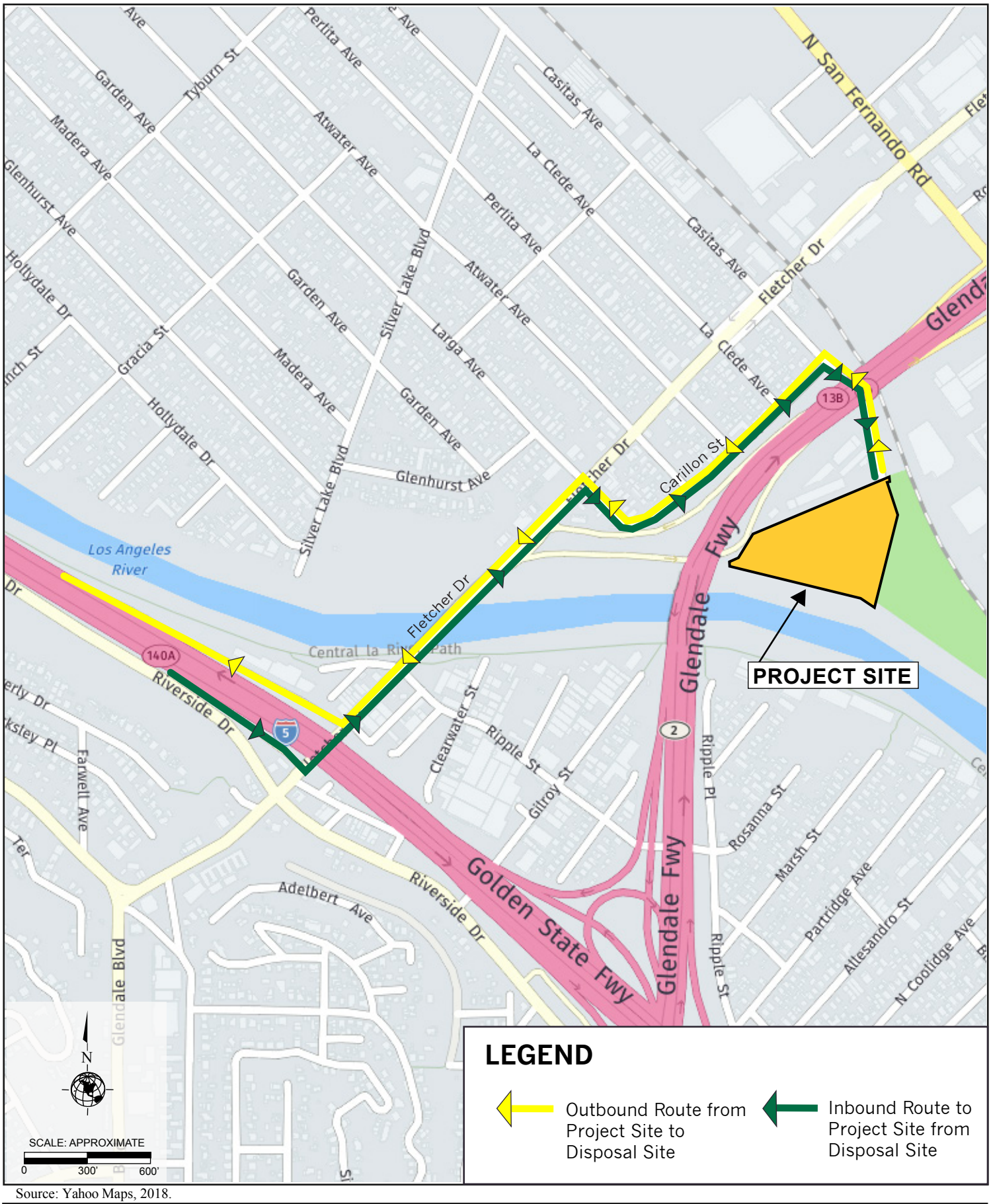
After the completion of demolition and site clearing, the grading/excavation phase for the Project would occur for approximately two months and would involve excavations up to approximately 15 feet for earthwork removal and recompaction. No subterranean parking is proposed as part of the Project, and all proposed uses would be above grade. The Project would require approximately 10,000 cubic yards of soil to be hauled off-site and 10,000 cubic yards of soil to be imported in order to ensure a proper base for the building foundations.[2] As part of the Project, a Construction Traffic Control/Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Control/Management Plan and Truck Haul Route Program would be subject to Los Angeles Department of Transportation (LADOT) review and approval. The anticipated haul route to and from the I-5 Freeway is depicted in Figure II-18, Proposed Haul Route on page II-33.

The building construction phase is expected to occur for approximately 20 months. Building construction activities would include pouring the building foundations, structural framing, and installing plumbing, electrical, heating, natural gas, and heating ventilation and air conditioning (HVAC) systems.

The paving phase would involve pouring concrete for sidewalks and driveway access lanes and laying irrigation for landscaping. It is estimated that paving would occur for one month, which includes cementing the fire lanes and bike lanes.

The architectural coatings/finishing phase would include installing window and fascade elements, painting, and installing wayfinding signage. The architectural coatings would occur over the final three months of the construction process.

[2] *To provide additional flexibility during the earthwork and grading phases and the potential for unsuitable fill materials to be encountered during construction, the EIR analyzes 10,000 cy of soil export and 10,000 cy of soil import.*



Source: Yahoo Maps, 2018.

Figure II-18
Proposed Haul Route

6. Necessary Approvals

Under CEQA, the public agency that has the principal responsibility for carrying out or approving a project is referred to as the Lead Agency (State CEQA Guidelines Section 15367). For purposes of the 2800 Casitas Avenue Project, formerly the Bow Tie Yard Lofts Project, the City of Los Angeles is the primary governmental agency responsible for approving the proposed Project. As such, the EIR must be certified and the proposed Project must be approved by the City of Los Angeles before the Project can commence. Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the proposed Project.

Approvals required for development of the Project may include, but not be limited to, the following:

1) Pursuant to LAMC Section 11.5.6, a **General Plan Amendment** to the Northeast Los Angeles Community Plan to change the land use designation from Heavy Manufacturing to Limited Industrial;

2) Pursuant to LAMC Section 12.32-Q, a Vesting **Zone Change and Height District Change** from [Q]PF-1-CDO-RIO to [Q]CM-1-CDO-RIO;

3) Pursuant to LAMC Section 16.05-C,1(b), **Site Plan Review** for the development of up to 419 residential units and up to 64,000 square feet of commercial uses;

4) Pursuant to California Government Code Section 65915(f)(3) and LAMC Section 12.22-A,25, a **Density Bonus Compliance Review** for the Project providing 11 percent of the total units (excluding density bonus units) as Very Low Income Units to permit a mixed-use development with the following development incentive and waiver:

    a. Density Bonus to allow a 35-percent increase in the permitted density to allow 419 units in lieu of the 310 units otherwise permitted in the CM zone;

    b. One on-menu incentive to allow a maximum 35-percent increase in Floor Area Ratio (FAR); and

    c. One off-menu waiver to use the lot area of the site as the buildable area for calculating floor area;

5) Pursuant to LAMC Section 13.08, **Design Overlay Plan Approval**;

6) Pursuant to LAMC Section 12.24-W,1, a **Conditional Use Permit (CUB)** to

allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with (a) a proposed restaurant with 1,435 square feet of interior space and 838 square feet of exterior space and 104 total seats, inclusive of outdoor seating; and (b) a proposed beer garden with 845 square feet of interior space and 1,951 square feet of exterior space and 105 total seats, inclusive of outdoor seating; and

7) Pursuant to LAMC Section 17.15, a **Vesting Tentative Tract Map** for the subdivision of one lot into one ground lot and 17 airspace lots.

Other approvals may be necessary, including demolition permits, haul route approval, grading, and associated building permits. On-site parking would be provided pursuant to LAMC Section 12.22-A,25(d)1.

Federal, state, and regional agencies that may have jurisdiction over some aspect of the project include, but are not limited to:

- California Regional Water Quality Control Board (RWQCB);
- California State Parks;
- Los Angeles Department of Water and Power (LADWP);
- Caltrans; and the
- South Coast Air Quality Management District (SCAQMD).