

# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

# **City Planning Commission**

**Date:** February 24, 2022 **Time:** After 8:30 A.M.

Place: In conformity with the Governor's Executive

Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/]. The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting

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boards-hearings and/or by contacting

cpc@lacity.org

Public Hearing: December 15, 2021

Appeal Status: Off-Menu Density Bonus Incentives and Waiver are not appealable. Building Line Removal is appealable only by the Applicant to City Council if disapproved in whole or in part.

All other actions are appealable to City Council.

**Expiration Date:** February 24, 2022

Multiple Approval: Yes

PROJECT 1111-1115 West Sunset Boulevard

LOCATION:

PROPOSED PROJECT:

Case No.: CPC-2018-176-DB-BL-VCU-CU-MCUP-DD-SPR

**CEQA No.:** ENV-2018-177-EIR

SCH No. 2018051043

Related Cases: VTT-80315-1A
Council No.: 1 – Cedillo

Plan Area: Central City North

Plan Overlay: None

Certified NC: Historic Cultural North General Plan: General Commercial

Existing Zone: C2-2D

Applicant: Brian Falls

1111 Sunset Blvd., LLC

Representative: Jim Ries

Craig Lawson & Co., LLC

The 1111 Sunset Project (Project) is a multi-building, mixed use development with up to 1,019,034 square feet of new floor area on an approximate 6.19 acre site, however only up to a maximum of 994,982 square feet would be habitable floor area as the Project design includes approximately 24,052 square feet of outdoor unenclosed floor area beneath the Project towers created by the pedestal design that would not be utilized as habitable floor area. The Project proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario. Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. Under the No Hotel Development Scenario, up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. The additional 90 residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building. Under either scenario, the proposed uses would be built within four primary structures above a screened six-level parking podium, which would

be partially below grade and partially above grade, including two residential towers (Tower A and Tower B), a hotel/residential tower (the Sunset Building), and a commercial building that could include office, retail, restaurant, and parking uses (the Courtyard Building). Separate from the four primary structures, three low-rise, non-residential structures would be oriented towards Sunset Boulevard and Beaudry Avenue. In addition, a portion of the proposed residential uses would be located in low-rise residential buildings (not part of Tower A and B) dispersed throughout the eastern and southern portions of the Project Site around the base of Towers A and B. The existing Elysian apartment building, which is located on the Project Site, would remain, is not part of the Project and its surface parking will be relocated with a newly constructed parking facility. The Project also includes the removal of four existing vacant buildings comprising approximately 114,600 square feet of floor area.

# REQUESTED ACTIONS:

#### **ENV-2018-177-EIR**

- Pursuant to Section 21082.1(c)(3) of the California Public Resources Code (PRC), the consideration and certification of the Environmental Impact Report (EIR), ENV-2018-177-EIR, SCH No. 2018051043, for the above-referenced project, and adoption of the Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain.
- 2. Pursuant to Section 21081.6 of the California PRC, the adoption of the proposed Mitigation Measures and Mitigation Monitoring Program.
- 3. Pursuant to Section 21081 of the California PRC, the adoption of the required Findings for the certification of the EIR.

## CPC-2018-176-DB-BL-VCU-CU-MCUP-DD-SPR

- 4. Pursuant to Los Angeles Municipal (LAMC) Section 12.22 A.25, a Density Bonus Compliance Review, reserving at least 11 percent of the Project's base density units for Very Low Income households for a period of 55 years, seeking the following incentives and waiver:
  - an Off-Menu Incentive to allow for a portion of over-dedicated public-right-away areas along Sunset Boulevard and Beaudry Avenue (approximately 3,373 square feet) to be counted towards the Site's lot area and permitted density;
  - an Off-Menu Incentive to permit an approximately 40 percent increase in the maximum allowable floor area ratio (FAR) from 3:1 to 4.19:1, for a total of 1,129,370 square feet, of which 110,336 square feet is allotted to the existing Elysian apartment building; and
  - c. a Waiver of Development Standards to permit a zero-foot building separation between the Elysian Parking Garage building and the 1111 Sunset Project, in lieu of the 114 foot building separation as required by LAMC Section 12.21 C.2(a).
- 5. Pursuant to LAMC Section 12.32 R, a Building Line Removal of a variable building line along Beaudry Avenue, established under Ordinance No. 101,106.
- 6. Pursuant to LAMC Section 12.24 T and 12.24 W.24, a Vesting Conditional Use Permit to allow a hotel use within 500 feet of a R Zone (for the Mixed Use Development Scenario).

- 7. Pursuant to LAMC 12.24 U.14, a Conditional Use Permit for a Major Development Project for the construction of 100,000 square feet or more of non-residential floor area (for the Mixed Use Development Scenario or No-Hotel Development Scenario) of nonresidential floor area and up to 180 hotel guest rooms (for the Mixed Use Development Scenario) in the C2 Zone.
- 8. Pursuant to LAMC Section 12.24 W.1, a Main Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site and off-site consumption within 13 commercial establishments (for the Mixed Use Development Scenario or No-Hotel Development Scenario) and the hotel with one or more operators (for the Mixed Use Development Scenario).
- 9. Pursuant to LAMC Section 12.21 G.3, a Director's Decision to permit 262 trees in lieu of the 293 trees (for the Mixed Use Development Scenario) and 262 trees in lieu of the 315 trees (for the No-Hotel Development Scenario).
- 10. Pursuant to LAMC Section 16.05, Site Plan Review for a development that results in an increase of 50 or more dwelling units and/or hotel guest rooms and over 50,000 square feet of commercial floor area.

# RECOMMENDED ACTIONS:

## **ENV-2018-177-EIR**

If the City Planning Commission denies the appeal of the Vesting Tentative Tract Map (VTT-80315-1A) and sustains the actions of the Advisory Agency:

1. Find, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the 1111 Sunset Project EIR, which includes the Draft EIR, ENV-2018-177-EIR (State Clearinghouse House No. 2018051043), dated March, 2021, the Final EIR, dated November 2021, and the Errata dated December 2021 and January 2022, that will have been considered by the City Planning Commission prior to this case; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR or addendum is required for approval of the Project.

## CPC-2018-176-DB-BL-VCU-CU-MCUP-DD-SPR

- Approve a Density Bonus Compliance Review, reserving at least 11 percent of the Project's base density units for Very Low-Income households, for a period of 55 years, seeking the following incentives and waiver:
  - a. an Off-Menu Incentive to allow for a portion of over-dedicated public-right-away areas along Sunset Boulevard and Beaudry Avenue (approximately 3,373 square feet) to be counted towards the Site's lot area and permitted density;
  - an Off-Menu Incentive to permit an approximately 40 percent increase in the maximum allowable floor area ratio (FAR) from 3:1 to 4.19:1, for a total of 1,129,370 square feet, of which 110,336 square feet is allotted to the existing Elysian apartment building; and
  - c. A Waiver of Development Standards to permit a zero-foot building separation between the Elysian Parking Garage building and the 1111 Sunset Project, in lieu of the 114 foot building separation as required by LAMC Section 12.21 C.2(a).

- 3. **Recommend** that the Mayor and City Council approve a Building Line Removal of a variable building line along Beaudry Avenue, established under Ordinance No. 101,106.
- 4. **Approve** a Vesting Conditional Use Permit to allow a hotel use within 500 feet of a R Zone (for the Mixed Use Development Scenario).
- 5. **Dismiss** a Conditional Use Permit for a Major Development Project for the construction of 100,000 square feet or more (for the Mixed Use Development Scenario or No-Hotel Development Scenario) of nonresidential floor area and up to 180 hotel guests rooms (for the Mixed Use Development Scenario) in the C2 Zone.
- 6. **Approve** a Main Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site and off-site consumption within 13 commercial establishments (for the Mixed Use Development Scenario and No-Hotel Development Scenario) and the hotel with one or more operators for the hotel (for the Mixed Use Development Scenario).
- Approve a Director's Decision to permit 262 trees in lieu of the 293 trees for the Mixed Use Development Scenario and 262 trees in lieu of the 315 trees for the No-Hotel Development Scenario.
- 8. **Approve** a Site Plan Review for a development that results in an increase of 50 or more dwelling units and/or hotel guest rooms and over 50,000 square feet of commercial floor area.
- 9. Adopt the Conditions of Approval.
- 10. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP Director of Planning

Milena Zasadzien Senior City Planner Kathleen King

**ADVICE TO PUBLIC**: \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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## **PROJECT ANALYSIS**

## **PROJECT SUMMARY**

The 1111 Sunset Project (Project) is a multi-building, mixed use development generally bounded by White Knoll Drive to the north, Alpine Street to the east, Beaudry Avenue to the south, and Sunset Boulevard to the west. The Project Site is comprised of the 1111 Sunset Boulevard lot and an airspace lot at 1115 Sunset Boulevard.. The oval shaped Site is currently developed with five buildings, four of which are vacant and would be demolished to allow for construction of the Project. The fifth building, the Elysian apartment building (located 1115 Sunset Boulevard), is located on the Project Site, would remain, but is not part of the development Project.

On January 7, 2022 the Advisory Agency certified the 1111 Sunset Project EIR and approved Vesting Tentative Tract Map No. 80315 to allow for the merger and resubdivision of an approximately six-acre Site into one master lot and 17 airspace lots, including merging portions of Beaudry Street and the Beaudry Triangle, and a haul route for the export of up to 472,000 cubic yards of soil. The decision of the Advisory Agency was subsequently appealed and is pending decision by the City Planning Commission concurrent with the subject case.



Rendering of 1111 Sunset Project - View Looking Southwest

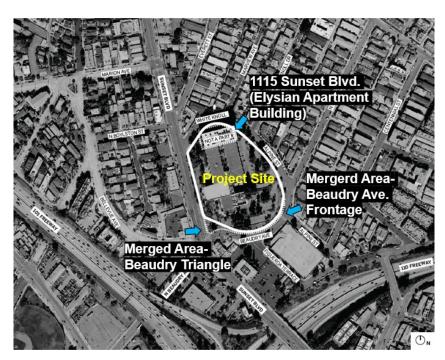
The Project proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario. Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. Under the No Hotel Development Scenario, up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. The additional 90 residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building. Under either scenario, the proposed uses would be built within four primary structures above a screened six-level parking

podium, which would be partially below grade and partially above grade, including two residential towers (Tower A and Tower B), a hotel/residential tower (the Sunset Building), and a commercial building that could include office, retail, restaurant, and parking uses (the Courtyard Building). Separate from the four primary structures, three low-rise, non-residential structures would be oriented towards Sunset Boulevard and Beaudry Avenue. In addition, a portion of the proposed residential uses would be located in low-rise residential buildings (not part of Tower A and B) dispersed throughout the eastern and southern portions of the Project Site around the base of Towers A and B. The existing Elysian apartment building, which is located on the Project Site but not part of the development Project, would remain, and its surface parking will be relocated with a newly constructed parking structure. The Project also includes the removal of four existing vacant buildings comprising approximately 114,600 square feet of floor area.

#### **BACKGROUND**

## Location and Setting

The Project Site is an oval shaped lot totaling 262,437 square feet, prior to the approved merger in conjunction with the Vesting Tentative Tract Map No. 80315, and 269,535 square feet after the merger. Under the Vesting Tentative Tract Map, the Deputy Advisory Agency approved a 7,098 square-foot merger which would allow for the 3,808 square-foot Beaudry Triangle (a triangular paved island) and a 3,290 square-foot portion of Sunset Boulevard and Beaudry Avenue fronting along the Site's southern boundary to be merged with the approximately six-acre Site. The Project Site is comprised of the 1111 Sunset Boulevard lot and an airspace lot at 1115 Sunset Boulevard, although the air space lot (1115 Sunset Boulevard, the Elysian apartment building), is not part of the development Project. The Project Site is generally bounded by White Knoll Drive to the north, Alpine Street to the east, Beaudry Avenue to the south, and Sunset Boulevard to the west. The Project Site is located within the most northwest section of Central City North Community Plan area, northeast of Downtown Los Angeles and northwest of Chinatown. The surrounding area is developed with a mix of residential and commercial uses.



Project Site

## **Project Site Characteristics**

The Project Site slopes downward from the highest elevation at the northern portion on White Knoll Drive to the lowest elevation on Beaudry Avenue with a grade change of approximately 51 feet. The Project Site is not located within a Very High Fire Severity Zone, Flood Zone, or Alquist-Priolo Fault Zone. It should be noted that the Site is located within a hillside area and Special Grading Area (BOE Basic Grid Map A-13372), City Oil Field (based on California Geologic Energy Management Division's (CalGEM) records there is a reasonable basis to assume the presence of six oil wells along the southern and eastern Site boundary), and a Methane Zone.

Unmaintained landscaping, including a variety of trees, are dispersed throughout the Project Site. A total of 104 non-protected trees, of which 50 percent are palms, and one Protected Coastal Live Oak tree are located on the Site. There are 40 trees located within the public right-of-way along the Site's parkway, none of which are protected trees as defined by the LAMC.

## Existing Development

The approximate 6.19-acre Project Site is comprised of the 1111 Sunset Boulevard lot (which includes a 7,098 square-foot portion along Beaudry Avenue and the Beaudry Triangle which was merged to become part of the 1111 Sunset Boulevard lot under Case No. VTT-80315) and the 1115 Sunset Boulevard air space lot. The Project Site is currently improved with five buildings that comprise approximately 224,936 square feet of floor area and range in height from three to nine stories. Four of the five buildings are vacant and would be demolished, along with the surface parking and circulation areas to allow for the construction of the Project. The remaining building, the 110,336 square-foot Elysian apartment building, would not be demolished, is not part of the development Project, but is located on the Project Site.

The Metropolitan Water District (MWD) headquarters was located on the Project Site from 1963 to 1993 and four of the five buildings were constructed between 1963 and 1973 for MWD. In 1994, the Holy Hill Community Church took ownership of the Site and a fifth building was constructed in 1998. During this time, the building which is currently the Elysian apartment building, remained vacant and the Holy Hill Community Church subdivided the Site, creating a separate airspace lot (1115 Sunset Boulevard) that encompassed the building that would become the Elysian apartment building. In 2011 the Holy Hill Community Church sold the 1115 Sunset Boulevard airspace lot and declared bankruptcy in 2014. Since that time, four of the five existing buildings have remained vacant, while the building located on the 1115 Sunset Boulevard airspace lot, was rehabilitated and is now occupied by the Elysian apartment building and a ground floor restaurant.



Northwesterly view of the Site viewed from Alpine Street



Southeasterly view of the Site viewed Sunset Blvd.& White Knoll Dr.



Northeasterly view of the Site across Sunset Blvd. at the intersection of Sunset Blvd. and Bellevue Ave.



Northeasterly view of the Site across Sunset Blvd. at the intersection of Sunset Blvd. and Bellevue Ave.

#### Existing Views of the Project Site

The fifth structure, the Elysian apartment building, is located on the northern portion of the Site, and is comprised of 96 live work units, a 1,110 square-foot ground floor restaurant, and approximately 20 vehicle parking spaces. On June 16, 2000, the Advisory Agency approved Parcel Map No. 1999-3180 which created a single airspace lot (1115 Sunset Boulevard) within the larger ground lot (1111 Sunset Boulevard). The Elysian apartment building is located on the airspace lot and under a separate ownership. In a series of actions between 2008 and 2013, the City approved the conversion of the office tower into 96 live work units through the Adaptive Reuse Ordinance. The office tower is now referred to as the Elysian apartment building, which as stated previously, is not part of the development Project and remains under the control of a separate entity. There are a series of recorded easements and other agreements between the owner of the Elysian apartment building's airspace lot and the Applicant which define and control the relationship between the entities and the properties. Currently, the Elysian apartment building's 168 vehicle parking spaces are provided in a surface parking lot located on the 1111 Sunset Boulevard ground lot. If approved, the Project would relocate the surface parking spaces to a new parking structure, the Elysian parking structure, located within the Project Site.

As the Elysian apartment building gained its development rights from the Project's ground lot the Elysian apartment building's density (96 live work units) and floor area (110,336 square feet) must be deducted from the Site's development potential.

<sup>&</sup>lt;sup>1</sup> Case No. ZA-2004-1323-ZAD and related cases including appeals and Plan Approvals.



Northeasterly View of the Project Site and the Elysian Apartment Building from Sunset Boulevard

## Existing Land Use and Zoning

The Central City North Community Plan designates the Project Site for General Commercial land uses with corresponding zones of C1.5, C2, C4, RAS3, and RAS4. The Project Site is zoned C2-2D (Commercial Zone, Height District 2 with a Development Limitation). The C2 Zone allows for a wide variety of land uses, including retail stores, offices, theaters, hotels, and permits any land use permitted in the C1.5, C1, R3, and R4 Zones, including multiple residential uses. Height District 2 allows a 6:1 FAR, with no height limit in conjunction with the C2 Zone. However, the Project Site is subject to a D Limitation, pursuant to Ordinance No. 174,327, and Footnote 4 of the Central City North Community Plan which restricts the Site to a 3:1 FAR. The permitted density within the Project Site is one dwelling unit per 400 square feet of lot area or one guest room per 200 square feet of lot area. Pursuant to a Los Angeles Department of Building and Safety (LADBS) Yard Determination dated November 2, 2017, the Site only includes front yards; and no setbacks are required for front yards located in the C2 Zone.

## **Surrounding Uses**

The surrounding area is characterized by commercial uses including auto body repair shops, motels, small retailers, and convenience stores, surface parking lots, and single and multi-family residential developments that vary in building style and period of construction.

<u>North</u>: To the north of the Project Site across White Knoll Drive are two-story multi-family residential uses and a one-story auto body repair shop. The multi-family residential structures are designated for General Commercial, Medium Residential, and Low Medium II Residential land uses and are within the C2-1VL, [Q]R3-1VL, and RD1.5-1 Zones. The auto body repair shop is designated for General Commercial and is within the C2-1VL Zone.

<u>East</u>: To the east of the Project Site across Alpine Street are one to three-story multi-family residential and single-family uses. These properties are designated for Medium Residential land uses and are within the R3-1 Zone.

<u>South</u>: To the south of the Project Site across Beaudry Avenue are structured and surface parking and one to two-story commercial uses. These properties are designated for General Commercial land uses within the C1-1, C2-2D, and R4P-1.

<u>West</u>: To the west of the Project Site across West Sunset Boulevard are one-story commercial uses with surface parking. The commercial uses are designated for General Commercial and are within the C2-1VL Zone.

#### Streets and Circulation

West Sunset Boulevard, adjoining the Project Site to the west, is a designated Avenue I per the Mobility Plan 2035 requiring a right-of-way width of 100 feet and a roadway width of 70 feet along the Project Site frontage. A 3-foot wide public sidewalk easement will be provided along Sunset Boulevard adjoining the tract to complete a 15-foot wide sidewalk area. It is a two-way street providing two travel lanes each in the eastbound and westbound directions with a center left turn lane. On-street parking is generally available on both sides of the street. The curb lanes, when available, are restricted to transit bus service, (including the Dodger Stadium Express shuttle to and from Union Station and the South Bay area on gamedays). Sunset Boulevard is improved with a paved roadway, concrete curb, gutter, and sidewalk. This section of Sunset Boulevard is identified as being in the City's High-Injury Network, Transit Enhanced Network, Bicycle Enhanced Network, and Pedestrian Enhanced Network.

North White Knoll Drive, adjoining the Project Site to the north, is a designated Collector Street per the Mobility Plan 2035 requiring a right-of-way width of 66 feet and a roadway width of 40 feet along the Project Site frontage. A 5-foot wide public sidewalk easement will be provided along White Knoll Drive adjoining the subdivision to allow for a construction of full-width concrete sidewalk except at portions of proposed Airspace Lot 2 and 3. It is a two-way street providing one travel lane each in the northbound and southbound direction. On-street parking is generally available on both sides of the street. White Knoll Drive is improved with a paved roadway, concrete curb, gutter, and sidewalk.

West Alpine Street, adjoining the Project Site to the east, is a designated Collector Street per the Mobility Plan 2035 requiring a right-of-way width of 66 feet and a roadway width of 40 feet along the Project Site frontage. A 5-foot wide public sidewalk easement will be provided along Alpine Street adjoining the tract to complete a 13-foot wide sidewalk area. It is a two-way street providing one travel lane each in the northbound and southbound direction. On-street parking is generally available on both sides of the street. Alpine Street is improved with sidewalks, curbs, and gutters. Alpine Street is identified as being in the City's Neighborhood Enhanced Network and High-Injury Network between Broadway and Alameda Street.

North Beaudry Avenue, adjoining the Project Site to the south, is a designated Collector Street per the Mobility Plan 2035 requiring a right-of-way width of 66 feet and a roadway width of 40 feet along the Project Site frontage. A portion of excess right of way that is 13-feet measured from existing curb face of Beaudry Avenue, and the portion of excess right of way that is 13-feet measured from the proposed new curb face along Beaudry Avenue will be merged with the property and includes the removal of the existing traffic island and realignment of the curb line at the intersection of Beaudry Avenue and Sunset Boulevard, approved per the City of Los Angeles Department of Transportation (LADOT) conceptual plan dated November 18, 2021. It is a two-way street providing one travel lane each in the northbound and southbound direction. On-street parking is generally available on both sides of the street. Beaudry Avenue is improved with sidewalks, curbs, and gutters. Beaudry Avenue is is identified as being in the City's Pedestrian Enhanced Network south of Sunset Boulevard.

## Freeway Access and Public Transit

Primary regional access to the Site is provided by State Route 110 (SR-110), which runs in a northeast-southwest direction southeast of the Site and the Hollywood Freeway (US-101), which runs northwest-southeast direction southwest of the Site. Additionally, the Project Site is well-served by a network of regional transportation facilities. Various public transit stops, operated by Los Angeles County Metropolitan Transportation Authority (Metro) and LADOT, are located in close proximity to the Project Site with the closest Metro bus stop located at Sunset Boulevard and Beaudry Avenue. The nearest Metro Station is the Metro L (formerly Gold Line) Chinatown Station is located approximately 0.8 miles southeast of the Project Site. Bus transit access is provided along a number of Metro and LADOT bus routes, with multiple stops located within one block of the Project Site. These bus routes include Metro Rapid Line 704, Metro Local Lines 2, 4, 10, 48, 55, and 92, Metro Limited Lines 302 and 355, LADOT Downtown Area Short Hop (DASH) Lincoln Heights/Chinatown and DASH Pico Union/Echo Park.

## Bicycle Infrastructure

The City's 2010 Bicycle Plan (Bicycle Plan), identifies the City's vision for a more integrated bicycle network throughout the City, including within the Project vicinity. According to the Bicycle Plan, bicycle lanes are proposed adjacent to the Site along Sunset Boulevard.

#### Land Use Policies

The Project Site is located within the Central City North Community Plan area, Freeway Adjacent Advisory Zone, and former Los Angeles State Enterprise Zone.

## General Plan Framework

The City of Los Angeles General Plan Framework Long Range Land Use Diagram generally identifies the Project Site as located along a Mixed-Use Boulevard (Sunset Boulevard), and as such, provides a connection between Neighborhood Districts, Community Centers, Regional Centers, and Downtown Centers. Mixed-use developments are encouraged along Mixed-Use Boulevards with a range of FAR from 1.5:1 to 4:1 and are characterized by three to six story mixed-use buildings between centers and taller buildings within Community, Regional, and Downtown centers.

## Central City North Community Plan and Downtown Community Plan Update

The Central City North Community Plan designates the Project Site as General Commercial. According to the Community Plan, corresponding zones for the General Commercial designation include C1.5 (Limited Commercial), C2 (General Commercial), C4 (General Commercial-retail, including residential), and RAS3 and RAS4 (Residential Accessory, including limited ground floor commercial). The existing C2 zoning is consistent with this designation.

On September 23, 2021, the City Planning Commission recommended approval of the Downtown Community Plan (DTLA 2040). DTLA 2040 is now awaiting adoption from City Council. The purpose of the DTLA 2040 Plan is to develop and implement a future vision for Downtown Los Angeles that supports and sustains ongoing revitalization while thoughtfully accommodating projected future growth. As Downtown has been a rapidly changing setting within the City, it supports a collection of economic opportunities and entrepreneurship, people, culture, and distinct neighborhoods, and sits at the center of the regional transportation network.

DTLA 2040 identifies the Project Site with a land use designation of Community Center, which are areas intended to promote "vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs." Community Center Zones allow for a FAR range of 3:1 to 8.5:1 and include space for "commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses." Under DTLA 2040 the Site's zoning would be comprised of the following form-frontage-development standards-use district-and density: DM1- (Moderate Rise Medium 1) G1- (General 1) 5- (District 5) CX2- (Commercial Mixed 2) FA- (Floor Area) CPIO.

The Site's Form District, DM1 would not impose a maximum height and would permit a maximum FAR of 3.0:1, with a maximum Bonus FAR of 8.0:1. Bonus FAR is available to applicants that provide additional incentives such as affordable housing, publicly accessible open space, community facilities, and historic preservation. The Site's Density District, FA, is an abbreviation for Floor Area, indicating that floor area is the only limit to density in this district and the minimum lot area per dwelling unit is zero feet. As the Project would prioritize the pedestrian experience, provide commercial and residential uses, and comply with the development standards outlined above, the Project would be in conformance with the draft community plan.

#### Transit Priority Area

In September 2013, California Governor Jerry Brown signed Senate Bill 743 (SB 743), which made several changes to CEQA for projects located in areas served by transit. Among other things, SB 743 added California PRC Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." The Project is a mixed-use project, located on an infill site, with an option to add a hotel component. The Project Site is located adjacent to a Metro bus stop for Local 2/302 and 4 Lines. Additionally, the Site is located one block from a Metro bus stop for the Local 10 line, several blocks from a bust stop for Metro Rapid 704 line and a LADOT DASH Lincoln Heights/Chinatown stop, thus the Site is located within a transit priority area.

## Freeway Adjacent Advisory Zone

On April 26, 2016 the Los Angeles City Council amended Articles 5 and 9 of Chapter IX of the LAMC addressing sources of outside air in buildings and requiring all new mechanically ventilated buildings located within 1,000 feet of the freeway to install air filtration media that provides a Minimum Efficiency Reporting Value (MERV) of 13 (Ordinance No. 184245). These measures help introduce less hazardous particulate matter from freeways to residents and other occupants of buildings within the 1,000 foot boundary. As the Project Site is located approximately 600 feet from the US-101 and the SR-110 Freeways, all buildings would be required to install MERV 13 air filters.

## Los Angeles State Enterprise Zone

On July 11, 2013, California Governor Edmund G. Brown Jr. signed legislation that resulted in the repeal of the Enterprise Zone Act and the dissolution of Enterprise Zones. However, the City Council adopted an action on December 18, 2013 that approved the continuation of the reduced parking provision for former Enterprise Zone areas. The Project utilizes the State Enterprise Zone parking reduction for commercial and office uses per LAMC Section 12.21-A,4(x)(3)(6).

#### Relevant Cases

Subject Property:

VTT-80315: On January 7, 2022, the Deputy Advisory Agency approved Vesting Tentative Tract Map No. 80315, for the merger and resubdivision of an approximately six-acre site into one master lot and 17 airspace lots, including merging portions of Beaudry Avenue (3,290 square feet) and the Beaudry Triangle (3,808 square feet); and a Haul Route for the export of up to 472,000 cubic yards of soil. This decision was subsequently appealed by an aggrieved party and is pending decision by the City Planning Commission concurrent with the subject case.

<u>CHC-2016-2438-HCM</u>: On September 15, 2016, the Cultural Heritage Commission took no action on the application for the declaration of the three original Metropolitan Water District Headquarters campus buildings on the Project Site as a Historic-Cultural Monument. The CHC voted on the application with a 2-2 vote, resulting in a no action by the commission. On October 4, 2016, the application for the declaration of the Project Site as a Historic-Cultural Monument was denied due to no action from the CHC within the 75-day period from the public meeting where the proposed designation was taken under consideration.

ZA-2007-4722-CUW: On March 14, 2008, the Zoning Administrator approved a Conditional use to allow the installation, use, and maintenance of an unmanned wireless telecommunications facility consisting of 12 antennas with six associated equipment cabinets and a GPS antenna mounted on a 70-foot monopole disguised as a palm tree including fronds with an equipment shelter located at the ground level of the existing church on the Project Site at 1111 West Sunset Boulevard.

ZA-2004-1323-ZAD: On August 11, 2004, the Zoning Administrator denied a Zoning Administrator's Determination for an adaptive reuse project to permit the conversion of an existing eight-story and basement office building into 71 live work units, with 71 on-site parking spaces, and observing zero rear and side yards on the Project Site at 1111 Sunset Boulevard. The decision was appealed by the applicant. At its meeting on October 13, 2004 and in a determination letter dated January 12, 2005, the East Los Angeles Area Planning Commission as the appellate body granted the appeal, overturned the Zoning Administrator's initial decision, and granted the request as filed. On December 18, 2008, the Zoning Administrator approved plans under Case No. ZA-2004-1323-ZAD-PA1 to permit 92 live work units in lieu of the originally-permitted 71 live work units. This decision was appealed and subsequently denied. On November 15, 2013, a second plan approval under Case No. ZA-2004-1323-ZAD-PA2 permitted an additional increase in density to 96 live work units.

Ordinance 174,327/CPC-1995-352: Effective January 5, 2002, this Ordinance established a Zone and Height District Change of the subject property from a dual zoned C2-2D and R3-1 to C2-2D. The "D" Limitation restricts the subject property's floor area ratio to 3:1.

ZA-2001-1389-CU: On October 25, 2001 the Zoning Administrator approved a Conditional Use Permit to allow the construction, use, and maintenance of a wireless telecommunications facility at 1111 Sunset Boulevard, within the Project Site. The approval was never utilized and expired on November 10, 2003. Subsequent Plan Approval applications under Case Nos. ZA-2001-1389-CU-PA1 and ZA-2001-1389-CU-PA2 were terminated and dismissed on October 12, 2007 and May 10, 2008, respectively.

<u>ZA-1997-866-CUZ:</u> On April 30, 1998, the Zoning Administrator approved a conditional use to permit the construction, use, and maintenance of a one-story, 1,500-seat sanctuary expansion to the existing church on the project site, as well as a Zone Variance to permit a reduction in parking to allow 100 spaces in lieu of 285.

<u>AA-1999-3180-PMLA</u>: On June 18, 2000, the Deputy Advisory Agency approved Parcel Map No. 1999-3180 for one parcel and one air space lot located at 1111 Sunset Boulevard.

<u>ZA-1995-652-CUZ:</u> On December 27, 1995, the Zoning Administrator approved a conditional use to allow a church facility on the Project Site, future sanctuary addition, and additional church parking in an existing parking structure.

<u>CPC-1986-607-GPC</u> and <u>Ordinance No. 164,855</u>: On June 27, 1989, Ordinance No. 164,855 became effective changing the zone of the subject property and other properties within Subarea 490 to from C2-2 to C2-2D and establishing a Development 'D' Limitation limiting the total floor area ratio of the subject property to 3:1.

<u>CPC-1966-20526</u>: On March 23, 1967, the City Planning Commission approved a conditional use for the construction of a multi-story office building at 1111 Sunset Boulevard and to allow the construction and operation of a parking garage on 1.6 acres site located at 1040 Alpine Street to serve associated employees. On December 23, 1971, the City Planning Commission approved a modification to the conditions for the proposed eight-story office building located on the 1111 Sunset Boulevard Site.

Ordinance 83,089: Effective in July 1940 and subsequently amended in 1949 and 1953, the establishment of a Building Line along Beaudry Avenue between Alpine Street and Sunset Boulevard.

The following relevant cases were identified to be within 1,000 feet of the Project Site:

<u>DIR-2014-4745-DB:</u> On April 14, 2016, the Director of Planning approved with conditions a Density Bonus entitlement through the Affordable Housing Incentives Program for a new mixed-use development comprising 26 residential units (including three affordable units), two commercial condominiums, and 52 automobile parking spaces with a 34 percent increase in the allowable Floor Area Ratio to 2:1, for the property at 1021-1027 West Alpine Street and 813-815 North Centennial Street.

<u>CPC-2013-3319-DB-SPR:</u> On May 14, 2018, the City Planning Commission approved with conditions a Density Bonus entitlement through the Affordable Housing Incentives Program with increases in allowable Floor Area Ratio and height as well as Site Plan Review entitlement for a mixed-use development with 204 residential units (including 15 affordable units), 11,334 square feet of retail, 294 automobile parking spaces, and 236 bicycle parking spaces for the property at 1185-1247 ½ West Sunset Boulevard and 917 North Everett Street.

## **PROJECT DETAILS**

The Project would include the construction of a new multi-building, mixed-use development, with up to 1,019,034 square feet of new floor area. However only up to a maximum of 994,982 square feet would be habitable floor area as the Project design includes approximately 24,052 square feet of outdoor unenclosed floor area beneath the Project towers created by the pedestal design that would not be utilized as habitable floor area. The Project proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario. Under either scenario, the proposed uses would be built within four primary structures above a screened six-level parking podium, which would be partially commercial uses would be oriented towards Sunset Boulevard. In addition, a portion of the proposed residential uses would be located in low-rise residential buildings. The components of each development scenario are provided in the table below and discussed in greater detail on the following pages.

1111 Sunset Project Development Scenarios			
Development Scenario	Mixed Use	No-Hotel	
Number of Units	737 du	827 du	
Affordable Units	76 du	76 du	
Hotel Guest Rooms	180 rooms	-	
Commercial	95,000 sf	95,000 sf	
Office	48,000 sf	48,000 sf	
Total New Floor Area <sup>1</sup>	1,019,034 sf	1,019,034 sf	
Total Floor Area to Remain (Elysian Apartment Building)	110,336 sf	110,336 sf	
Total Floor Area Combined	1,129,370 sf	1,129,370 sf	
Floor Area Ratio (FAR)	4.19:1	4.19:1	
Maximum Building Height	49 stories, 572 ft	49 stories, 572 ft	
Open Space	82,925 sf	93,050 sf	
Project Parking	933 spaces	907 spaces	
Elysian Parking	168 spaces	168 spaces	

<sup>&</sup>lt;sup>1</sup>- The Project design includes approximately 24,052 square feet of outdoor unenclosed floor area beneath the Project towers created by the pedestal design that would not be utilized as habitable floor area. After subtracting the outdoor unenclosed floor area, the total new habitable floor area would be 994,982 square feet. *du- dwelling unit* 

#### Towers A and B

Towers A and B would be comprised of residential units and residential amenities. Tower A would be situated along the southern portion of the Site and include approximately 406 residential units and 421,000 square feet of floor area. The 49-story Tower would be a maximum height of 572 feet. Tower B would be situated on the eastern portion of the Site and include approximately 246 residential units and 262,000 square feet of floor area. The 30-story Tower would be a maximum height of 408 feet. Both towers would offer residential amenities such as an indoor/outdoor fitness area, dining terrace, and pool and spa area and Tower A would be designed to include glass sliding doors and provide "Juliet" balconies, while Tower B units would provide private residential balconies. The two residential towers would be built above a 44-foot podium (due to the slope of the Site, the eastern side of the Tower A podium would be 66 feet) that would disguise the towers' structural core and be adorned with colorful murals. The towers' architectural facade and materials, including the clean lines, floor to ceiling windows, uncluttered ornamentation, angular shapes, painted metal and vision glass would draw on the Site's mid-century modern heritage of the former MWD headquarters as well as maximize the width of view corridors into and through the Project Site.

sf- square feet



Site Plan

## **Sunset Building**

The Sunset Building would be comprised of either hotel guest rooms, hotel amenities (e.g., lounge, restaurants, and roof top pool deck), meeting spaces, and restaurant/commercial uses or residential units, residential amenities and commercial uses. The building would be situated along the western portion of the Site, fronting Sunset Boulevard and under the Mixed Use Development Scenario would include 180 hotel guest rooms, 5,800 square feet of lobby/service areas, 20,000 square feet of restaurant/commercial uses, and 4,200 square feet of meeting space. Under the No-Hotel Development Scenario the Sunset Building would include 90 residential units, residential amenities, and 20,000 square feet of commercial uses. The 17-story building would be a maximum height of 211 feet. As with Towers A and B, the Sunset Building would be built above a podium that would disguise the towers' structural core and be adorned with colorful murals, however the podium would be slightly shorter at 31 feet. The Sunset Building's overall design would remain unchanged regardless if the hotel component or residential units are constructed. The building's architecture and materials would be similar to the architectural style of Towers A and B with expansive windows, rectilinear lines, vision glass and aluminum screening.



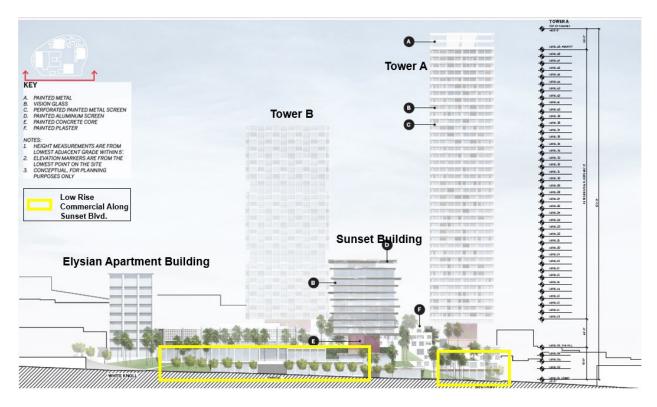
Sunset Building and Low-Rise Commercial Uses Looking Southeast Along Sunset Blvd.

## **Courtyard Building**

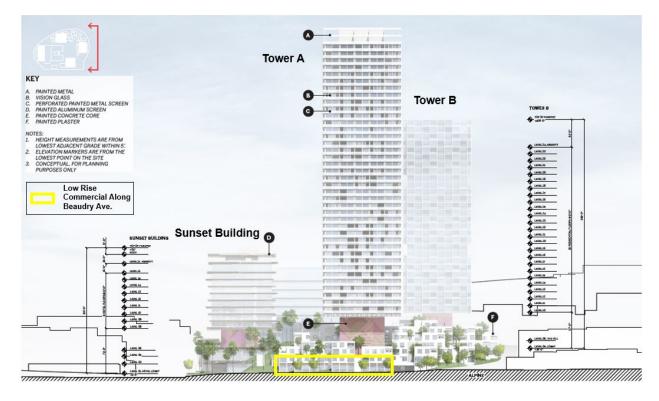
The Courtyard Building would be comprised of office and commercial uses. The building would be situated in the central portion of the Site and include 48,000 square feet of office use and 9,500 square feet of commercial uses. The three-story building would be a maximum height of 91 feet. The Courtyard Building design would not include a podium element, but instead would resemble the existing vacant courtyard building, one of the original MWD buildings designed by William Pereira, when viewed collectively with the Elysian parking structure (discussed in greater detail below).

#### Low-Rise Commercial and Residential Buildings

Separate from the four primary structures, the three low-rise commercial buildings ranging from one to three stories with a maximum height of 64 feet would be clustered near the western portion of the Site, with two of the buildings fronting Sunset Boulevard and the third building slightly set back but oriented towards Sunset Boulevard. The design of the low-rise commercial buildings would include floor to ceiling glass facades along Sunset Boulevard and would provide direct pedestrian access to Sunset Boulevard. As shown in the Sunset Boulevard and Beaudry Avenue elevations below, in addition to the three low-rise commercial buildings described above, commercial uses could be located within the ground floor of several low-rise residential buildings near the corner of Sunset Boulevard and Beaudry Avenue.



Low-Rise Commercial Uses Along Sunset Blvd.



Low-Rise Commercial Uses Along Beaudry Ave.

Up to 26 low-rise residential buildings ranging from one to four stories with a maximum height of 91 feet would be interspersed throughout the eastern and southern portions of the Site around the base of Towers A and B. The massing and scale of the low-rise residential buildings would be

compatible with the residential neighborhood to the east and south. Roof decks would be provided for each low-rise residential building.



Low-Rise Residential Uses Along Beaudry Ave. and Alpine St. Surrounding Towers A and B

## 1111 Sunset Parking Garage and Elysian Parking Structure

The proposed uses would be built above a screened six-level parking podium which would be partially below grade and partially above grade. Due to the topography of the Site, the number of subterranean levels would vary from one to six levels, but all above grade levels would be wrapped or incorporated into the architecture or landscaping. As shown in the sketches below, the vehicle entrances would be the only visible portions of the parking podium.



Multi-Modal Entrance Along Sunset Blvd.



Elysian Parking Structure Entrance Along White Knoll Drive

The parking structure would be constructed beneath a majority of the Site, excluding the area developed with the Elysian parking structure and the existing Elysian apartment building.

In addition to the six-level parking podium, pursuant to an agreement between the Applicant and the Elysian apartment building owner, a separate five-story parking structure would be constructed for the existing Elysian apartment building's 96 live work units and the 1,110 squarefoot ground floor restaurant. Vehicle parking for the Elysian apartment building is currently provided in surface parking lots on the Project Site. A total of 168 existing vehicle parking spaces are provided, which would also be the number provided in the new parking structure. The new Elysian parking structure would be constructed prior to construction of the rest of the Project to ensure the Elysian apartment building residents continue to have access to parking. The Elysian parking structure would be partially visible along Sunset Boulevard and Alpine Street, but would mirror the massing of the original courtyard building and the original façade panels would be replicated as an architectural feature of the new parking structure. The Elysian parking structure would be setback from the Elysian apartment building by approximately 12 feet. It should be noted that the Elysian parking structure and the new Courtyard Building (described above) are separate structures that abut each other but collectively resemble the existing vacant courtyard building. An amenity deck would be located on the rooftop of the Elysian parking structure that would be accessible to the Elysian apartment building residents.

## Building Height, Setbacks, Density, and Floor Area

The Central City North Community Plan designates the Project Site for General Commercial land uses corresponding to the C2-2D Zone. With the exception of the Project's floor area and density, the Project is designed consistent with the underlying C2-2D Zone.

Regardless of the Development Scenario the Project design, including the Sunset Building's design (the building which could include 180 hotel guest rooms or 90 residential units), and the total floor area, would remain unchanged. As discussed above the Project Site would be developed with four primary structures, the tallest being Tower A. Tower A would be 49 stories and reach a height of 572 feet. As the Project Site's topography results in an elevation change of approximately 51 feet and because building heights are measured from the low point of the Site regardless of the Site's elevation, some of the LAMC building heights are higher than the

perceived height of buildings when viewed from the adjacent ground level. Consequently, the architectural plans include a Building Height Diagram that includes heights measured from the low point as required by Code and heights measured from adjacent grade.

As the Site only includes front yards and no setbacks are required for front yards located in the C2 Zone, the Project would have a variable front yard setback with a minimum zero-foot setback along portions of each Site frontage. Landscape buffers would be provided where residential uses abut public streets while the commercial uses would generally be built to the sidewalk. The low-rise residential uses located on the southeast portion of the Site would include street facing units that complement the scale and character of the adjacent residential neighborhood, as compared to the commercial uses along Sunset Boulevard which would be larger in scale and volume and would create a more defined street wall.

As shown in the tables below, in conjunction with the approved mergers associated with Vesting Tentative Tract Map No. 80315 and the Off-Menu Incentive to allow for a portion of over-dedicated public-right-away along Sunset Blvd and Beaudry Avenue to be counted toward the Site's lot area and permitted density, the lot area of the Project Site would be 272,908 square feet which permits a maximum density of 683 dwelling units. In exchange for providing 11 percent of the Project's base density units as Very Low Income units, the Project is entitled to a 35 percent density bonus increase which would allow for a total of 923 units. After subtracting the existing Elysian apartment building's 96 live work units, the Site's remaining allowable density is 827 units. It should be noted that the No-Hotel Development Scenario would include up to 827 residential units. The Mixed Use Development Scenario would include 90 fewer residential units for a maximum of up to 737 residential units and instead would provide 180 hotel guests rooms (200 square feet per hotel guest room (90 residential units at 400 square feet per unit would be equivalent to 180 hotel guest rooms at 200 square feet per unit)).

Mixed Use Development Scenario Density			
Project Site	Size	C2 Zone Residential Units Permitted Density	Total Residential Units
Original Site Area	262,437 sq. ft.		657 units
Post-Merger Area	269,535 sq. ft. <sup>1</sup>	400 square feet	674 units
Off-Menu Incentive	272,908 sq. ft. <sup>2</sup>		683 units
35% Density Bonus	683 units³	-	923 units
Elysian Apartment Building	(96 units)	-	827 units
Mixed Use De	737 units		
Remaining Number of units permitted with a density of 400 square feet			90 units
Number of hotel guest rooms permitted with a density of 200 square feet			180 guest rooms

#### Notes

<sup>1-</sup> Requested merger totals 7,098 square feet and includes the 3,808 sq. ft Beaudry Triangle and a 3,290 sq. ft portion of Beaudry Avenue.

<sup>2-</sup> Off-Menu Incentive to allow for a portion of over-dedicated public right-away areas along Sunset Boulevard and Beaudry Avenue (approximately 3,373 sq. ft) to be counted towards the Site's lot area and permitted density. 3- (683 units\*1.35=923)

No-Hotel Development Scenario Density			
Project Site	Size	C2 Zone Residential Units Permitted Density	Total Residential Units
Original Site Area	262,437 sq. ft.		657 units
Post-Merger Area	269,535 sq. ft. <sup>1</sup>	400 square feet	674 units
Off-Menu Incentive	272,908 sq. ft. <sup>2</sup>		683 units
35% Density Bonus	683 units³	-	923 units
Elysian Apartment Building	(96 units)	-	827 units
No-Hotel Development Scenario Proposed Density			827 units

#### Notes:

As shown in the table below, in conjunction with the approved mergers associated with Vesting Tentative Tract Map No. 80315 and the requested Off-Menu Incentive to permit an approximately 40 percent increase in the maximum allowable FAR from 3:1 to 4.19:1, the total floor area permitted would be 1,129,370 square feet. After subtracting the existing Elysian apartment building's 110,336 square feet, the remaining allowable floor area is 1,019,034 square feet.

Project Floor Area Ratio				
Project Site Area	Size	Maximum Floor Area <sup>2</sup>		
Original Site Area	262,437 sq. ft.	787,311 sq. ft.		
Post-Merger Area	269,535 sq. ft. <sup>1</sup>	808,605 sq. ft.		
Off-Menu Incentive	approximately 40% increase in maximum allowable FAR <sup>3</sup>	1,129,370 sq. ft.		
Elysian Apartment Building	(110,336 sq. ft.)	1,019,034 sq. ft.		
Outdoor Uninhabitable Floor Area	(24,052 sq. ft.)	994,982 sq. ft.		

#### Notes.

As stated above, the Project would include the construction of a new multi-building, mixed-use development, with up to 1,019,034 square feet of new floor area however only up to a maximum of 994,982 square feet would be habitable floor area as the Project design includes approximately 24,052 square feet of outdoor unenclosed/uninhabitable floor area beneath the Project towers. As shown in the elevation and illustration below, the uninhabitable floor area would be created by

<sup>1-</sup> Requested merger totals 7,098 square feet and includes the 3,808 sq. ft Beaudry Triangle and a 3,290 sq. ft portion of Beaudry Avenue.

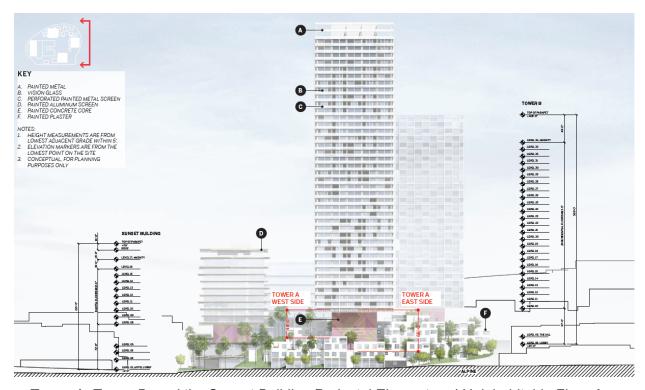
<sup>2-</sup> Off-Menu Incentive to allow for a portion of over-dedicated public right-away areas along Sunset Boulevard and Beaudry Avenue (approximately 3,373 sq. ft) to be counted towards the Site's lot area and permitted density. 3- (683 units\*1.35=923)

<sup>1-</sup> Requested merger totals 7,098 square feet and includes the 3,808 sq. ft Beaudry Triangle and a 3,290 sq. ft portion of Beaudry Avenue.

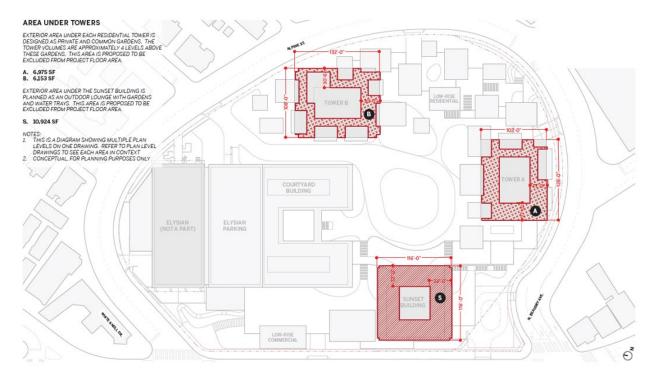
<sup>2-</sup> The Site's maximum permitted FAR is 3:1.

<sup>3-</sup> Off-Menu Incentive to permit an approximately 40 percent increase in the maximum allowable FAR from 3:1 to 4.19:1

the three building's pedestal design; the Project has been conditioned to allow a maximum of 994,982 square feet of habitable floor area, consistent with the floor area evaluated in the EIR.



Tower A, Tower B, and the Sunset Building Pedestal Element and Uninhabitable Floor Area

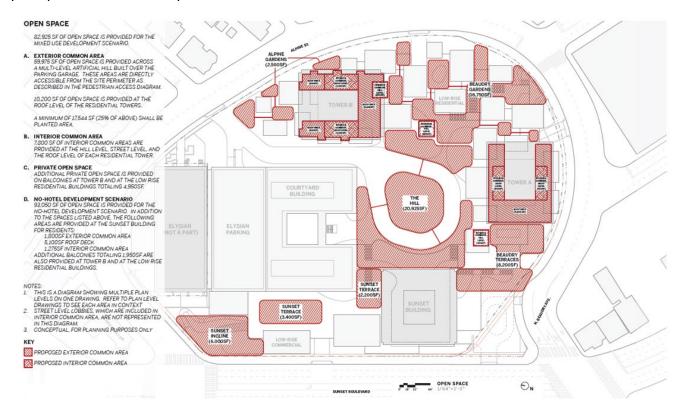


Uninhabitable Floor Area located beneath Tower A, Tower B, and the Sunset Building

## Open Space and Landscaping

Based on the number of units and the mix of unit types proposed, 82,925 square feet of open space is required under the Mixed Use Development Scenario as compared to 93,050 square feet under the No-Hotel Development Scenario. As shown in the table below, both development scenarios would provide the total amount of open space (which meets the minimum dimensional requirements per LAMC Section 12.21 G) required.

The Mixed Use Development Scenario would include 70,175 square feet of exterior common open space, of which at least 20,925 square feet ("The Hill" in the center of the site) would be publicly accessible, and the No-Hotel Development Scenario would include 77,075 square feet of exterior common open space, of which the 20,925 square-foot Hill would also be publicly accessible (as conditioned). As shown in the figure below, the open space (shaded in red) is distributed throughout the Site, ensuring that residents, employees, patrons, and visitors would have access to open space from each building and the various pedestrian access points. In addition to the common open space, the Mixed Use Scenario would provide a total of 4,950 square feet of private open space and the No-Hotel Development Scenario would provide 6,900 square feet of private open space, in the form of private balconies.



Location of Exterior and Interior Common Open Space

Common open space exclusive to residential tenants would include roof decks, fitness areas, game rooms, lounges, pools, and meeting rooms. In addition, under the Mixed Use Development Scenario, a spa and other common areas, such as a lobby with an outdoor terrace, lounge, meeting spaces, restaurants, and a pool would be included as part of the hotel. A roof deck would be provided for residents of the Elysian apartment building and would be located on the roof of the new Elysian parking structure. The roof deck would only be accessible to the Elysian residents and is not counted towards the Project's required open space.

Open Space Provided  Common Exterior Open Space			
Alpine Gardens	2,500 sf	2,500 sf	
Beaudry Gardens	16,750 sf	16,750 sf	
The Hill <sup>1</sup>	20,925 sf	20,925 sf	
Sunset Incline	6,000 sf	6,000 sf	
Sunset Terrace	5,600 sf	5,600 sf	
Roof Decks <sup>2</sup>	10,200 sf	15,300 sf	
Beaudry Terraces <sup>2</sup>	8,200 sf	10,000 sf	
Total Common Exterior Open Space Provided	70,175 sf	77,075 sf	
Common Indoor (	Open Space		
Tower A	2,600 sf	2,600 sf	
Tower B	3,400 sf	3,400 sf	
Low-Rise Residential	1,800 sf	1,800 sf	
Sunset Building <sup>2</sup>	NA	1,275 sf	
Maximum Indoor or Covered OS Permitted (25%)	20,731 sf	23,263 sf	
Total Common Indoor Open Space Provided	7,800 sf	9,075 sf	
Private Open Space			
Balconies (50 sf / balcony)	4,950 sf	6,900 sf	
Total Open Space Provided	82,925 sf	93,050 sf	

<sup>&</sup>lt;sup>1</sup> - Publicly accessible open space.

## Public Open Space

As shown in the tables above, both development scenarios would provide the required amount of open space of which 20,925 square feet would be accessible to the public. The primary open space feature would be a 20,925-square-foot open space feature called The Hill that would be located at the center of the Project Site. The Hill would be programmed with active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown Los Angeles skyline. This open space areas would be accessible to the public and no gates and/or fences would be constructed to restrict the public's access. These parameters have been included as Conditions of Approval.

<sup>&</sup>lt;sup>2</sup> - Under the No-Hotel Development Scenario 90 residential units would be located in the Sunset Building, in place of the 180 hotel guests rooms proposed under the Mixed-Use Development Scenario. Thus, under the No-Hotel Development Scenario an additional 5,100 square-foot roof deck would be provided for residents at the Sunset Building as well as 1,275 square feet of interior common open space, and 1,800 square feet of common exterior open space would be provided at the Beaudry Terraces area.

sf- square feet



View from The Hill Looking Southwest

Additional publicly accessible common open space areas would include a series of gently sloping pedestrian walkways and stairs which would crisscross the Site providing cut through access for surrounding residents and would be reminiscent of the neighborhood stairs found in nearby neighborhoods.

## Landscaping

Pursuant to LAMC Section 12.21 G(a)(3), a minimum of 25 percent of the outdoor common open space area is required to be planted with ground cover, shrubs, or trees. The Mixed Use Development Scenario would provide 17,544 square feet of landscaped area throughout the Project Site and the No-Hotel Development Scenario would provide 19,269 square feet. The landscaping would be comprised of four separate plan zones, Alpine Gardens, Lush Interior, Mediterranean, and Lush Interior and would include drought-tolerant native plants, shrubs, perennials, and groundcover. Outdoor open spaces, such as the Sunset Incline, Sunset Terrace, The Hill, The Beaudry Gardens, and the Alpine Gardens would include planting areas and/or trees. Additional landscaping would be provided along the street edges.

The Project Site currently contains 104 non-protected trees, one protected tree, and 40 street trees. All onsite trees (nonprotected and protected), as well as nine street trees would be removed. Pursuant to City requirements, the Applicant would be required to replace all removed non-protected trees at a 1:1 ratio, protected trees at a 4:1 ratio and street trees at a 2:1 ratio. Thus the Project would be required to provide 104 trees to replace the nonprotected trees being removed, four additional trees to replace the Protected tree being removed, and 18 street trees to replace the nine street trees being removed. In addition, at least one 24-inch box tree for every four dwelling units shall be provided onsite and may include street trees in the parkway. The Mixed Use Development Scenario proposes a total of 737 residential units and is therefore required to provide a total of 185 trees. The No-Hotel Development Scenario proposes a total of 827 residential units and is therefore required to provide a total of 207 trees.

Thus, a total of 293 onsite trees would be required under the Mixed Use Development Scenario and 315 trees under the No-Hotel Development Scenario as well as 18 street trees. The Project proposes to provide 262 onsite trees as well as 18 street trees and the Applicant has requested a Director's Decision to permit 262 trees in lieu of the 293 trees (for the Mixed Use Development Scenario) and 262 trees in lieu of the 315 trees (for the No-Hotel Development Scenario).



Project Planting Plan

## Parking and Access

The Project would be a pedestrian and transit-oriented development that would provide access for all travel modes.

#### Vehicle Parking

Vehicle parking for the Project would be provided in a screened six-level parking podium. Based on the proposed unit mix, number of hotel guest rooms, and commercial and office uses square footage, the Mixed Use Development Scenario would be required to provide a total of 933 vehicle parking spaces and the No-Hotel Development Scenario would be required to provide 907 vehicle parking spaces. The Applicant has elected to proceed with a residential parking option pursuant to Assembly Bill (AB) 744, which, under Government Code Section 65915 states that for mixed-income residential projects within 0.5 miles of a major transit stop to which the project has unobstructed access, the City may not impose a parking requirement in excess of 0.5 spaces per bedroom. The Mixed Use Development Scenario would require 553 residential parking spaces be provided pursuant to AB 744, 94 hotel guest spaces pursuant to LAMC 12.21 A.4(b) and 12.21 A.4(x)(3), and 286 commercial parking spaces pursuant to LAMC 12.21 A.4(x)(3). Alternatively under the No Hotel Development Scenario 621 residential parking spaces and 286 commercial spaces would be required.

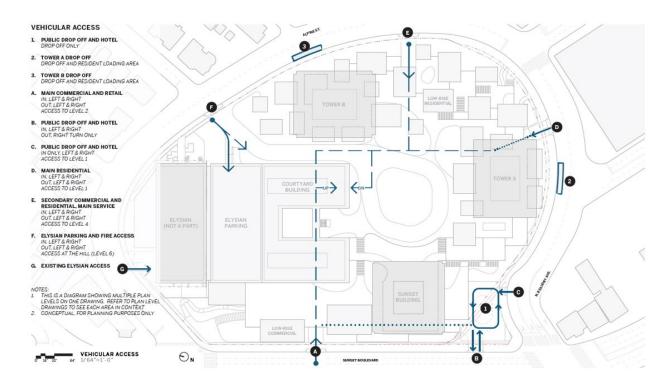
As stated above, a separate parking structure would be constructed for the Elysian apartment building's 96 live work units and a 1,110 square-foot ground floor restaurant to replace the existing 168 surface parking lot spaces located on the Project Site. The five-level parking structure would

be adjacent to the Elysian apartment building, partially visible from Sunset Boulevard and Alpine Street, and would be constructed prior to the Project's other construction activities beginning.

## Vehicle Access

There are currently two existing ingress/egress driveways along Alpine Street and two ingress/egress driveways along White Knoll Drive, one of which provides vehicle access to 20 vehicle spaces located at the ground floor of the Elysian apartment building. As the Project would develop all portions of the Site and provide frontage along Sunset Boulevard (designated as an Avenue I by the Mobility Plan 2035) as well as along White Knoll Drive, Alpine Street, and Beaudry Avenue (designated as Collector Streets by the Mobility Plan 2035), as shown in the figure below, vehicular access to the Project Site would be provided by driveways located on White Knoll Drive, Sunset Boulevard, Alpine Street, and Beaudry Avenue.

The Project Site street frontage is approximately 1,800 linear feet. The new driveways would range between 30 to 150 feet in width and be a minimum of 148 feet apart with a majority of the driveways being more than 230 feet apart. Thus a majority of the Site frontage would remain unobstructed. The centrally located Sunset Boulevard driveway (Driveway A) would serve as the main entrance/exit for the commercial and office uses which would front Sunset Boulevard, while the driveways located at the corner of Sunset Boulevard and Beaudry Avenue (Driveways B and C) would serve as the hotel valet (for the Mixed Use Development Scenario) and transportation network company services (such as Uber, Lyft, taxis, etc.) drop-off and pick-up for both development scenarios. The primary residential vehicular entrance to the Site would be located along the eastern portion of the Site (driveway D), along Beaudry Avenue, while secondary commercial and residential vehicular access would be provided by a driveway accessible on Alpine Street (driveway E). Vehicular access to the new Elysian parking structure would be provided from a driveway along White Knoll Drive (Driveway F). The existing driveway along White Knoll Drive that currently provides approximately 20 onsite vehicle parking spaces for the Elysian apartment building would remain unchanged. In addition to the new driveways, two residential loading zones would be provided adjacent to the two residential towers (Towers A and B), along Alpine Street and Beaudry Avenue. All commercial loading zones would be provided on-site and within the six-level parking podium.



Project Site Vehicular Access, Public/Hotel Drop-Off Area, and Residential Loading Zones

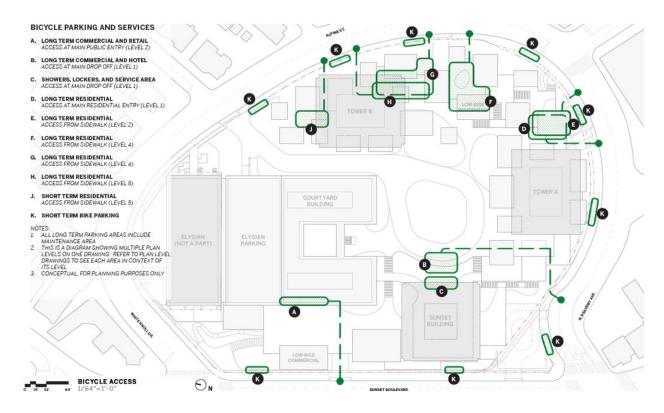
While the Project would result in an increase in the number of driveways as compared to existing conditions, LADOT confirmed in the Project's Transportation Impact Analysis, dated November 2, 2020, that the proposed site plan was acceptable, however, a final approval of the Project's internal circulation schemes and driveway dimensions would still be required. The number and location of driveways around the Site would allow the lower volume residential vehicles to access the Site via the Collector Streets (i.e., White Knoll Drive, Alpine Street, and Beaudry Avenue) and minimize potential vehicle queuing along the surrounding roadways.

## Bicycle Parking

The Mixed Use Development Scenario would provide a total of 435 bicycle parking spaces, consistent with the LAMC 12.21 A.16 (Ordinance No. 185,480, effective May 9, 2018), including 259 long-term residential, 20 long-term hotel bicycle spaces, and 58 long-term commercial/office bicycle spaces; 26 short-term residential bicycle spaces, 20 short-term hotel bicycle spaces, and 52 short-term commercial bicycle spaces. The No-Hotel Development Scenario would provide a total of 421 bicycle parking spaces, consistent with the LAMC 12.21 A.16, including 282 long-term residential and 58 long-term commercial/office bicycle spaces and 28 short-term residential bicycle spaces and 53 short-term bicycle spaces.

## **Bicycle Access**

As shown in the figure below, nine dedicated bicycle parking areas would be accessible throughout the Site with a percentage of the short-term bicycle parking provided at the ground level and the remaining short-term and long-term bicycle parking on various levels of the parking garage and in compliance with LAMC design standard sitting requirements for both short and long-term bicycle parking. Each of the long-term bicycle parking areas would include a bicycle maintenance area and a dedicated locker and shower area would be provided onsite.

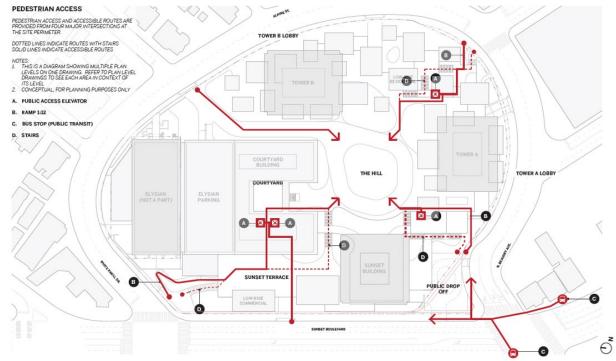


Project Site Bicycle Access and Parking

## Pedestrian Access

Pedestrian access to the Project Site would be provided via sidewalks on all street frontages, as well as a through a series of gently sloping pathways and stairways located throughout the Project Site, connecting the surrounding neighborhoods to Sunset Boulevard and the onsite publicly accessible open space amenities and commercial uses. Pedestrian access would be provided from five main access points (as shown in the figure below) and would include separate dedicated entrances from Sunset Boulevard and Beaudry Avenue and Sunset Boulevard and White Knoll Drive, as well as from the commercial uses that front Sunset Boulevard.

The Project would provide a variety of public improvements along the surrounding roadways that would facilitate pedestrian connectivity through and to the Site. These improvements would include standard width sidewalks in accordance with the Mobility Plan 2035, installation of a pedestrian crosswalk with continental crosswalk markings along Sunset Boulevard at White Knoll Drive and the installation of a traffic signal, the addition of an all-way stop control at the existing continental crosswalk located at the intersection of Beaudry Avenue and Alpine Street (across Beaudry Avenue), and as approved under associated Case No. VTT-80315 the merger of the Beaudry Triangle, a triangular paved island that divides Beaudry Avenue and Sunset Boulevard. The existing Beaudry Triangle, which is paved and landscaped with trees and shrubs that are unmaintained and in poor condition creates two pedestrian and vehicle crossing points along Sunset Boulevard and a vehicle slip lane for motorists traveling west along Beaudry Avenue and looking to make a right turn onto Sunset Boulevard. As the slip lane prioritizes vehicle speed and results in two pedestrian crossing points, the Project's improvements to the Sunset Boulevard and Beaudry Avenue intersection, which would include the merger of the Beaudry Triangle into the Project Site and the removal of the vehicle slip lane would result in a better organized intersection with improved vehicle and pedestrian control, resulting in a safer pedestrian environment.



Project Site Pedestrian Access

## **Transportation Center**

As part of the Project, an onsite Transportation Center would be provided at the corner of Beaudry Avenue and Sunset Boulevard to encourage alternative modes of transportation, making it convenient to access the Site without the use of an automobile, support multi-modal mobility options by providing space to store/park bicycle and scooter sharing services, and address first-mile and last-mile connectivity issues with the surrounding public transit options.

## **Project Design**

The overall design would include tower elements compatible with Downtown Los Angeles, less than two miles from the Site, while also constructing low-rise residential uses on the southern and eastern portion of the Site with a massing and scale that would be compatible with the residential neighborhood to the east and south. The design focuses on the visitor and residences' experience at the ground level and would maximize open space and create view corridors of the Downtown Los Angeles skyline by minimizing the building footprints and breaking up the residential programming into smaller volumes. This approach would afford the incorporation of numerous landscaped and open space areas in between the building footprints, while the creation of The Hill would provide a 20,925 square-foot publicly accessible open space that would also conceal the Site's parking podium.

The Project's architecture is a contemporary adaptation of the midcentury modern heritage of the former MWD headquarters and would be compatible with the modernist architectural character of the existing onsite Elysian apartment building. While each component would include distinct architectural elements, the Site's overall design would include complimentary architectural and materials including clean and rectilinear lines, floor to ceiling windows, uncluttered ornamentation, angular shapes, painted metal, vision glass, and aluminum screening.

## **Citywide Design Guidelines**

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives, and the Guidelines may be used as a basis to condition a project. The design guidelines focus on three main design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design. These design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including enhancing the quality of the pedestrian experience along the border of the project and public space; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the commercial environment.

## Pedestrian-First Design

The Project would achieve Pedestrian-First Design goals and would create an active pedestrian experience along all Project frontages, plant new street trees and landscape parkways, and provide new pedestrian walkways from White Knoll Drive, Alpine Street, Beaudry Avenue, and Sunset Boulevard. The Project's design focuses on the visitor and residences' experience at the ground level as the Site's design would maximize open space and landscaped areas, including the 20,925 square-foot publicly accessible common open space area referred to as The Hill.

Pedestrian access would be provided from five main access points and would include separate dedicated entrances from Sunset Boulevard and Beaudry Avenue as well as from the commercial uses that front Sunset Boulevard. The commercial buildings located along Sunset Boulevard would be between one and three stories and include expansive windows that would engage pedestrians at the street level with active uses and landscaping. The active ground floor commercial uses would enhance the Project Site's connections to surrounding sidewalks, streets, and land uses.

Further, the surrounding public realm improvements, as described above, would include sidewalk widening, the planting of 18 new street trees, the installation of a signalized crosswalk at the intersection of White Knoll Drive and Sunset Boulevard, the addition of an all-way stop control at the existing Beaudry Avenue crosswalk, and intersection improvements at the Sunset Boulevard and Beaudry Avenue intersection, including the removal of a vehicle slip lane, all of which would improve the pedestrian environment on and around the Site.

#### 360-Degree Design

In order to facilitate a 360 Degree Design, the Project design would embrace the Site's front yard designation along all frontages and utilize a variety of massing, building materials, and building forms as it embraces and responds to the existing Site features, namely the Elysian apartment building and the surrounding built environment, including the low-scale residential neighborhoods to the north and east and the Downtown Los Angeles skyline, less than two miles from the Site.

The Project's placement and design of the commercial and residential uses as well as the publicly accessible open space, ensure that all of the Project's frontages, including internal frontages throughout the Site, would be activated with uses. Further, the fenestration and glazing of the four primary structures are universally applied to all sides of the building, allowing for 360-degree design visible from surrounding neighborhoods. The overall building arrangement results in a

Project that is oriented outward with circulation that encourages residents to engage with their surrounding community, in addition to making use of the Project's publicly accessible open space.

Lastly, the Project would be comprised of a collection of building forms, taking into consideration the residential neighborhood to the east and south as well as the commercial uses along Sunset Boulevard. Low-rise residential buildings would be located along Alpine Street and Beaudry Avenue and would complement the adjacent neighborhood, while the high-rise commercial buildings would be located along Sunset Boulevard, creating a defined street wall.

## Climate-Adaptive Design

The Project would achieve Climate-Adaptive Design by complying with the most current regulations regarding sustainable building design, solar installation, water-wise landscape, and electric vehicle (EV) parking requirements. The Project's design would incorporate energy-efficient design methods and technologies, such as high-performance window glazing; passive energy efficiency strategies, such as façade shading, roof overhangs, and porches; high efficiency domestic heaters; and enhanced insulation to minimize solar heat gain. The Project would also include operable windows, shading of unit fenestration through balcony overhangs to prevent excess heat, use of natural light and installation of photovoltaic panels. The Project would comply with the Los Angeles Green Building Code and 15 percent of the total roof area will be solar ready.

## **Urban Design Studio: Professional Volunteer Meeting**

The Project (both Development Scenarios) was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on May 19, 2020. Comments received by staff about the Project are as such, with responses summarized.

#### Pedestrian-First Design

- Consider reducing the number of driveways into the Site to reduce pedestrian conflicts.
- Consider additional crosswalk improvements such as, bulb outs, or other features to ensure pedestrian safety along the streets surrounding the Project Site.
- The residential parking entrance (Driveway D) large roll-up door should be revised and additional information is needed to illustrate how the vehicles will be separated from pedestrians.
- Incorporate features such as wayfinding and more direct pedestrian paths for a clear indication that the open space areas are publicly accessible.
- Additional information about nighttime access and security to The Hill should be provided.

The required number of driveways are provided in order to accommodate the multiple uses and buildings throughout the site. Approximately 91 percent of the frontage is dedicated to pedestrian access, and the various driveway access points are spread apart by at least 148 feet, with the majority separated by 230 feet or more. The Project also includes modifications of the Beaudry Triangle to reduce vehicle and pedestrian conflicts along Sunset Boulevard, as well as other improvements which were determined through extensive coordination with LADOT to ensure pedestrian safety, including driveway locations, crosswalks and intersections. Based on input from LADOT, there will no longer be a traffic signal or pedestrian crosswalk across Sunset Boulevard at the garage access point. The Driveway D roll up door will be pushed back from the entry to comply with LADOT requirements, and the garage entrance will be set back away from the street. Additional illustrations and plans were provided to demonstrate vehicle and pedestrian access to the Site. Later phases of design will include a comprehensive signage and wayfinding program. Pedestrian paths will be clearly marked and articulated to encourage public access. No

fencing will be provided, and The Hill will generally be publicly accessible from dusk to dawn. Primary access control will be achieved through security and operational measures.

## 360 Degree Design

- Generally supportive of the Site design, including the incorporation of smaller buildings, stepping down and staggering of the lower-scale housing to transition to the surrounding neighborhood and retain a sense that The Hill is a prominent feature of the Site.
- Architectural quality should be retained under either Development Scenario.
- Styles between Tower A and B should have a more cohesive design.
- Tower A seems take a more commercial architectural tone, while Tower B seems to be more residential. Consider staggered fenestration patterns that might help to break down the scale and bulk of the towers.
- Address potential for the towers to shade the low-rise units and impact their access to light.
- Provide additional greenery to the tower bases to help soften their appearance.

The exterior design of the Sunset Building will be substantially similar for both Development Scenarios. The towers have been designed to create some resemblance but also allowing for a unique expression. Each tower has the same floor plan proportion, core and structural design. Each tower has a screen or brise soleil concept designed to increase energy performance while enhancing user comfort at the balconies. The screen concept is intended as a reference to the mid-century architecture of the Site that responds to the unique southern California climate. The Tower A facade is designed with a single sliding glass door type, representing the residential nature of the building. The use of a single unit achieves economies of scale, and the sliding feature will give the building its character as each door is open or closed by the residents. This expresses the residential nature of the building. Tower B has a staggered pattern of balconies that breaks down the scale and bulk of the tower. The spacing and proportion of Towers A and B is intended to provide adequate space above and around the bungalows and limit shading. The spacing of the low-rise residential units has also been considered to allow adequate space between each volume. The bungalow design allows for units at the lower portion of the Project to have multiple windows facing multiple directions, as in a residential home, whereas typical podium multifamily buildings allow for windows in only one side of the unit, limiting access to daylight and views. There will be adequate access to daylight and views from each bungalow. The landscape design will be further developed in detailed phases of design to enforce the landscape concept of " A Botanical Oasis."

## Climate-Adaptive Design

- The Hill could be a significant, public open space resource and should not be reduced in quality if sufficient cover of soil is not provided to sustain trees.
- Additional native landscaping should be incorporated, including shade trees.

The Project's soil depths would be consistent with the Urban Design Studio's soil depth guidelines and while a portion of The Hill would be paved for LAFD access, the paving would be decorative. A variety of trees are proposed to be planted onsite. The Preliminary plant palette includes Incense Cedar, Sweet Acadia, Jacaranda, and Water Gum trees and the intent of the landscape design is to include native plants and shade trees.

In response to the PVP comments and Applicant's responses, staff has recommended several Conditions of Approval to address public access to The Hill, onsite soil depths, and landscaping around the Tower A, Tower B, and Sunset Building's podium bases.

## **Entitlement Analysis**

## Density Bonus Compliance Review

The Project includes a request for a Density Bonus Compliance Review, which would enable the Project to qualify for a 35 percent density bonus and to utilize certain development incentives and waivers in exchange for setting aside 76 Very Low Income units (11 percent of total base units) for a period of 55 years. This set aside qualifies the project for two (2) Density Bonus Incentives.

## Off-Menu Incentives and Waiver of Development Standards

The Applicant has requested two Off-Menu Incentives and one Waiver of Development Standards that are not listed on the Menu of Incentives. In accordance with LAMC Section 12.22 A.25(g)(3), these requests are processed through the City's "off-menu" process, and must demonstrate that the Waiver is required in order to accommodate the proposed Project and affordable housing. California Government Code Section 65915 (e)(2) states that a proposal for the waiver or reduction of development standards shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled. Therefore, the following Off-Menu Incentives and Waiver require approval by the City Planning Commission:

- a. an Off-Menu Incentive to allow for a portion of over-dedicated public-right-away areas along Sunset Boulevard and Beaudry Avenue (approximately 3,373 square feet) to be counted towards the Site's lot area and permitted density; and
- b. an Off-Menu Incentive to permit an approximately 40 percent increase in the maximum allowable floor area ratio (FAR) from 3:1 to 4.19:1, for a total of 1,129,370 square feet, of which 110,336 square feet is allotted to the existing Elysian apartment building;
- c. a Waiver of Development Standards to permit a zero-foot building separation between the Elysian Parking Garage building and the 1111 Sunset Project, in lieu of the 114-foot building separation as required by LAMC Section 12.21 C.2(a).

In conjunction with the approved mergers associated with Vesting Tentative Tract Map No. 80315 and the Off-Menu Incentive to allow for a portion of over-dedicated public-right-away along Sunset Blvd and Beaudry Avenue to be counted toward the Site's lot area and permitted density, the lot area of the Project Site would be 272,908 square feet which permits a maximum density of 683 dwelling units. In exchange for providing 11 percent of the Project's base density units as Very Low Income units, the Project is entitled to a 35 percent density bonus increase which would allow for a total of 923 units. After subtracting the existing Elysian apartment building's 96 live work units, the Site's remaining density is 827 units. It should be noted that the No-Hotel Development Scenario would include up to 827 residential units. The Mixed Use Development Scenario would include 90 fewer residential units for a maximum of up to 737 residential units and instead would provide 180 hotel guests rooms (200 square feet per hotel guest room (90 residential units at 400 square feet per unit would be equivalent to 180 hotel guest rooms at 200 square feet per unit)).

In addition to the Off-Menu Incentive described above, the Project is requesting a second Off-Menu Incentive to permit an approximately 40 percent increase in the maximum allowable FAR from 3:1 to 4.19:1, the total floor area permitted would be 1,129,370 square feet. After subtracting the existing Elysian apartment building's 110,336 square feet, the remaining floor area is 1,019,034 square feet.

Lastly, the Project is requesting a Waiver of Development Standards to permit a zero-foot building separation between the Elysian Parking Garage building and the 1111 Sunset Project, in lieu of

the 114-foot building separation as required by LAMC Section 12.21 C.2(a). As the vast majority of the Project is designed with a common subsurface parking podium base, which in accordance with the City of Los Angeles Building Code Section 503.1.2 creates a single integrated structure/building, the building separation section requirement would only apply to buildings not located above the parking podium base which would include the Elysian apartment building and the Elysian parking structure.

# Housing Replacement

Pursuant to Government Code Section 65915(c)(3), applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. While not part of the Project, but located on the Project Site, the Project would not demolish/replace the 96 live work units located in the Elysian apartment building, thus no replacement units are required.

## **Building Line Removal**

The Project includes a request for a Building Line Removal of a variable building line along Beaudry Avenue, established under Ordinance No. 101,106. The request to remove the Building Line would allow for the Project design to better utilize the area along Beaudry Avenue as the existing structures are variably set back from the street, but located roughly 75 feet from Beaudry Avenue at its closest point. The 40-foot Building Line would otherwise require that Tower A and the low-rise commercial and residential buildings would be shifted away from Beaudry Avenue, closer to the center of the Site, reducing the total amount of open space which breaks up the mass of the Project and reducing street activation along this portion of the frontage.

#### Vesting Conditional Use Permit

The Mixed Use Development Scenario includes a request for a Vesting Conditional Use Permit to allow a hotel use within 500 feet of a R Zone. The Mixed Use Development Scenario would provide 180 hotel guest rooms integrated into the Project's design, which would complement the other commercial and residential uses within the Site, and would support the existing commercial and economic base in the surrounding area, including Chinatown, Echo Park, and Downtown Los Angeles.

### Conditional Use – Major Development Project

The Project includes a request for a Conditional Use Permit for a project that results in the construction of 100,000 square feet or more of non-residential uses (Mixed Use Development Scenario and No-Hotel Development Scenario) in the C2 Zone. LAMC Section 12.24 U.14 for the Conditional Use states that a Conditional Use is needed for "Major' development projects, otherwise permitted by right in the zone(s) in which they are located...". Staff has recommended that the City Planning Commission dismiss the Major Development Project Conditional Use Permit request as the Project is not otherwise permitted by right and is subject to other discretionary actions, and therefore the Conditional Use is not required.

# Main Conditional Use – Alcoholic Beverages

The Project includes a request for a Main Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site and off-site consumption within 13 establishments, including a grocery store, restaurant uses and/or retail uses located throughout the Site. In addition, under the Mixed Use Development Scenario, six establishments located within the hotel are proposed. The sale of alcoholic beverages would be in line with the expected services and products provided from the hotel, restaurants and retail stores. The Project's commercial uses would primarily front Sunset Boulevard, adjacent to other commercial uses. The proposed alcohol consumption within the proposed commercial and hotel spaces would support the growing number of residents and visitors to the area and would complement other existing mixed-use developments in the areas that also serve alcohol. The proposed sales and services would continue to add to the diversification of commercial activities being conducted in the area and would not adversely affect the surrounding neighborhood.

#### Director's Decision

The Project would remove all of the existing 104 non-protected onsite trees, one Protected onsite tree, as well as nine of the existing 40 street trees. The Project includes a request for a Director's Decision to permit 262 trees in lieu of the 293 trees required under the Mixed Use Development Scenario and 262 trees in lieu of the 315 trees required under the No-Hotel Development Scenario. Overall, both options would provide more trees onsite as compared to existing conditions. As a majority of the Site would be built over the Project's parking podium, all new trees would need to be planted in raised planters or topographically mounded areas, which combined limit the open space areas suited for trees.

## Site Plan Review

In addition, the Project is subject to Site Plan Review approval as it is a development project which results in 50 or more dwelling units and/or hotel guest rooms and over 50,000 square feet of commercial floor area.

# **Environmental Impact Report**

The City of Los Angeles released the Final Environmental Impact Report (EIR), ENV-2018-177-EIR (SCH No. 2018051043), in November 2021, detailing the relevant environmental impacts resulting from the Project. The Certified EIR includes the Draft EIR for the 1111 Sunset Project published on March 11, 2021, the Final EIR published in November 2021 and the Errata published in December 2021 and January 2022.

The EIR identified the following significant and unavoidable impacts: Air Quality (Project and Cumulative Regional Construction Air Quality); Noise and Vibration (Project and Cumulative On-Site Construction Noise; Off-Site Construction Vibration Impacts for Human Annoyance; and Project and Cumulative Off-Site Construction Vibration Impacts for Human Annoyance).

The EIR was certified by the Deputy Advisory Agency (DAA) on January 7, 2022, in conjunction with the approval of Case No. VTT-80315. The decision of the DAA was subsequently appealed and is pending decision by the City Planning Commission immediately prior to the subject case.

# Terminated Zoning Administrator Case and Amended Density Bonus Request

The Project's original application requested the Advisory Agency to utilize LAMC Section 17.03 to not count up to 24,052 square feet of unenclosed floor area located beneath Tower A (approximately 6,975 square feet), Tower B (approximately 6,153 square feet), and the Sunset Building (approximately 10,924 square feet) as floor area. Prior to the public hearing notice issued for the Deputy Advisory Agency/Hearing Officer Hearing, the original request was changed from an Advisory Agency request to a Zoning Administrator's Interpretation (ZAI) permitted by LAMC Section 12.21 A.2. Consequently, an Erratum was prepared in December 2021 that concluded no significant new information was added to the EIR and recirculation of the EIR was not necessary. However, after the December 15, 2021 Public Hearing, staff determined that the unenclosed areas under the buildings could be accounted for as part of the Project's requested Density Bonus entitlement request and thus Case No. ZA-2021-9399-ZAI was terminated. An Erratum was prepared in January 2022 concluding that termination of Case No. ZA-2021-9399-ZAI does not result in significant new information that would require recirculation of the EIR.

In addition to the termination of the Project's requested ZAI, the conditions issued by the City of Los Angeles Bureau of Engineering (BOE) for the Project's Vesting Tentative Tract Map (Case No. VTT-80315) resulted in a reduction of 3,373 square feet of lot area within the Project Site from the originally proposed Tract Map. The Tract Map originally proposed merging a 3,373 square foot over-dedicated public right-of-way area into the Site, which then was not approved by BOE. Based on these changes, the Applicant amended the Project's requested Density Bonus entitlement to include two Off-Menu Incentives to allow for a portion of over-dedicated public-right-away areas along Sunset Boulevard and Beaudry Avenue (approximately 3,373 square feet) to be counted towards the Site's lot area and permitted density and to permit an approximately 40 percent increase in the maximum allowable FAR from 3:1 to 4.19:1, for a total of 1,129,370 square feet, in order to accommodate the 24,052 square feet of unenclosed floor area.

As modifications to the Project's requested Density Bonus entitlement were submitted after the public hearing notice was issued for the December 15, 2021 Deputy Advisory Agency/Hearing Office Hearing, a public hearing notice that included the Project's requested modified Density Bonus entitlements, was mailed out to all owners and occupants within 500 feet of the Site as well as all interested parties 24 days prior to the Commission Meeting, in compliance with LAMC Section 12.36.

## **ISSUES**

#### **Public Testimony**

A joint public hearing was held by the Deputy Advisory Agency and a Hearing Officer on behalf of the City Planning Commission on Wednesday, December 15, 2021 at 11:00 a.m. via teleconference (see Public Hearing and Communications, Page P-1). The Notice of Public Hearing was posted at the Project Site on December 3, 2021. In addition, six comment letters were submitted. Public testimony focused on the following primary topics:

Support for the Project as it would:

- Provide critical housing, including market-rate and affordable units
- Provides a vast amount of publicly accessible open space
- Improve the Site and provide excellent design/architecture

- Provide a vibrant and pedestrian-oriented environment
- Help the economy through job creation
- Provide construction workers with living wages

## Opposition against the Project due to:

- Lack of onsite parking provided
- Traffic and congestion impacts to the neighborhood
- Traffic associated with Dodger Stadium events
- Length of the Project's construction period, air quality and noise construction impacts
- Indoor air quality impacts as a result of formaldehyde emissions
- Limited number of affordable units and hotel use
- Future of the onsite trees
- Impacts to the neighborhood and quality of life
- · Lack of sidewalk improvements in the surrounding area

## Vehicle Parking, Beaudry Avenue Access, and Dodger Traffic

One individual raised concerns regarding the lack of on-street parking in the area, Beaudry Avenue providing primary access in/out of the surrounding neighborhood, and congestion associated with Dodger Stadium events.

Vehicle parking for the Project would be provided in a screened six-level parking podium and comply with Code requirements. Based on the proposed unit mix, number of hotel guest rooms, and commercial and office uses square footage, the Mixed Use Development Scenario would be required to provide a total of 933 vehicle parking spaces and the No-Hotel Development Scenario would be required to provide 907 vehicle parking spaces. Thus, residents, patrons, and visitors would be able to park onsite and would not need to rely on street parking to visit the Site. Further, as 168 vehicle spaces are currently provided on the Project Site for use by the Elysian apartment building residents, a separate parking structure would be constructed for the Elysian apartment building's 96 live work units and a 1,110 square-foot ground floor restaurant to ensure residents and visitors to the Elysian apartment building can continue to park onsite.

Additionally, the Project Site is well-served by a network of regional transportation facilities. Various public transit stops, operated by Metro and LADOT are located in close proximity to the Project Site with the closest Metro bus stop located at Sunset Boulevard and Beaudry Avenue. The nearest Metro Station is the Metro L (formerly Gold Line) Chinatown Station located approximately 0.8 miles southeast of the Project Site. Bus transit access is provided along a number of Metro and LADOT bus routes, with multiple stops located within one block of the Project Site. These bus routes include Metro Rapid Line 704, Metro Local Lines 2, 4, 10, 48, 55, and 92, Metro Limited Lines 302 and 355, LADOT DASH Lincoln Heights/Chinatown and DASH Pico Union/Echo Park. Finally, as part of the Project, an onsite Transportation Center would be provided to encourage alternative modes of transportation, making it convenient to access the Site without the use of an automobile, support multi-modal mobility options such as bicycle and scooter sharing services, and address first-mile and last-mile connectivity issues with the surrounding public transit options.

Regarding vehicle congestions generated by events held at Dodger Stadium, Appendix C of the Project's Transportation Assessment, (Appendix Q of the Draft EIR), includes an analysis of traffic conditions during a Dodger gameday. It should be noted that this appendix was included for information purposes only as the California Environmental Quality Act does not require the analysis and/or mitigation of impacts generated by existing environmental conditions on a project's future residents/visitors. As described in the analysis, the Project would not substantially change intersection delay in the Project vicinity and in some cases intersection delay would be improved.

Regarding access to Beaudry Avenue, during construction of the Project, the Applicant would be required to comply with Project Design Feature (PDF) TR-PDF-1 which would require a detour plan, street/lane closure information, haul routes, and a staging plan to be in place prior to construction activities beginning. Additionally as required by the PDF, a Worksite Traffic Control Plan, which would facilitate traffic and pedestrian movement and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians, would be required. Construction trucks would not be permitted to close or restrict access to any of the surrounding properties and the Project would be required to comply with all applicable codes and ordinances regarding emergency access. With regard to emergency access during operation, existing vehicular access to the Project Site would be improved as vehicles would be able to access the Site from multiple driveways and not just along Beaudry Avenue. The Project's driveways would be designed to meet all applicable building code requirements, including emergency vehicle access and the Project would not install any barriers that could impede emergency access. Further, as concluded in the Draft EIR, the traffic generated by the Project would not significantly impact emergency vehicle response to the Site and/or surrounding neighborhood, including along City-designated disaster routes such as Sunset Boulevard.

# Project Construction Period Length, Air Quality and Noise Impacts, Affordable Dwelling Units, and Proposed Hotel Use

Several comments were received noting the Project's length of construction, including the permitted hours of daily construction, concerns regarding noise and air pollution, the number of affordable dwelling units proposed and the proposed hotel use.

In accordance with LAMC Section 41.40, construction activities would be permitted from 9 AM to 7 PM Monday through Friday, 8 AM to 6 PM on Saturday, and prohibited on Sunday and/or national holidays. The Project's construction would occur in sequential phases (demolition, grading/foundation, and building construction), and is anticipated to be completed in 2028. For purposes of conservatively analyzing construction impacts and to account for the potential overlap of construction phases, it was assumed that the Project's construction schedule could be compressed (with phases overlapping), and completed in 44 months.

As evaluated in Section IV, Environmental Analysis of the Draft EIR, the Project would result in significant impacts with regards to regional air quality during construction and on-site and off-site Noise during construction at both the Project and Cumulative level. Specifically, the Project would exceed the South Coast Air Quality Management District (SCAQMD) regional significance threshold for nitrogen oxides (NOx) during construction due to the overlapping phases over an approximate 12-month duration, which presents a worst-case scenario. Implementation of all feasible mitigation measures would reduce, but not eliminate impacts under this scenario. Further, in compliance with the SCAQMD's direction, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Thus, the Project's construction activities would have a cumulative impact due to construction-related regional NOx emissions, which would be significant and unavoidable.

The estimated on-site noise levels during all phases of Project construction would exceed the significant noise threshold for the residential buildings along Sunvue Place (to the west of the Project Site), the Elysian apartment building, and the residential uses to the east. While temporary noise barriers would be implemented, construction related noise would still exceed the significance threshold. As no other feasible mitigation measures to further reduce the construction noise at the receptors described above were feasible, impacts from on-site construction noise sources would be significant and unavoidable. Further, there would potentially be cumulative noise impacts at the nearby residential uses located in proximity to the Project Site and a Related Project (Sunset Everett Mixed Use Project) in the event of concurrent construction activities.

Noise impacts associated with off-site construction trucks from the Project could occur. The estimated construction trucks noise along Alpine Street, Figueroa Terrace, and College Avenue would exceed the 5-dBA significance threshold during the Project's concrete pour (specifically along Figueroa Terrace, College Avenue, and Alpine Street) and during all other construction phases (along Alpine Street). There are no feasible mitigation measures to reduce off-site construction noise impacts associated with the construction trucks and therefore, Project-level off-site construction noise impacts would be significant and unavoidable. In addition, cumulative noise due to construction truck traffic from the Project and other related projects has the potential to exceed the ambient noise levels along the haul route by 5-dBA, and as there are no feasible mitigation measures to reduce the temporary significant noise impacts associated with cumulative off-site construction trucks, cumulative off-site noise impacts would e significant and unavoidable.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project, if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's benefits rendered acceptable its unavoidable adverse environmental effects. The Final EIR determined that the Project would result in significant and unavoidable environmental impacts and thus the City is required to adopt a Statement of Overriding Considerations. On January 7, 2022, the Deputy Advisory Agency approved Vesting Tentative Tract Map No. 80315, certified the 1111 Sunset Project EIR, and adopted the Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain. This decision was subsequently appealed by an aggrieved party and is pending decision by the City Planning Commission concurrent with the subject case.

In regards to the number of affordable dwelling units, the Project includes a request for a Density Bonus Compliance Review, which would enable the Project to qualify for a 35 percent density bonus and to utilize certain development incentives and waivers in exchange for setting aside 76 Very Low Income units (11 percent of total base units) for a period of 55 years.

As described above, the Project includes two development proposals, one of which, the Mixed Use Development Scenario, includes a hotel option. The Mixed Use Development Scenario includes a request for a Vesting Conditional Use Permit to allow a hotel use within 500 feet of a R Zone. Thus, if the Vesting Conditional Use Permit is approved by the City Planning Commission, the proposed hotel use would be permitted under the Mixed Use Development Scenario.

### **Indoor Air Quality**

A comment letter was submitted on the day of the hearing, December 15, 2021, by Lozeau Drury, LLP on behalf of Supporters Alliance for Environmental Responsibility (SAFER). SAFER states that the Project would have a significant impact on indoor air quality as a result of formaldehyde emissions associated with composite wood products being released into the air. The City

reviewed the comment letter and provided a written response which is included as part of the City's administrative case file. The Project would comply with the existing codes and regulations in California, which adequately address potential emissions and risks from building materials to ensure safe practices and healthy indoor air.

### **Removal of Onsite Trees**

A commenter requested clarity on what would happen to the onsite trees, specifically the mature palms, and suggested that the large palms be considered for relocation in the surrounding area. The Project Site currently contains 104 non-protected trees, one Protected tree, and 40 street trees. Due to lack of irrigation, drought, long-term neglect, and overcrowding, a number of the trees are stressed and competing for light, soil, water, space and nutrients. All onsite trees (nonprotected and protected), as well as nine street trees would be removed. Pursuant to City requirements, the Applicant would be required to replace all removed non-protected trees at a 1:1 ratio, Protected trees at a 4:1 ratio and street trees at a 2:1 ratio. As the majority of the existing trees are palms of which provide no shade, stormwater capture, or carbon sequestration and the Applicant does not have access to a separate site where the trees could be relocated, all of the onsite trees would be removed. However, once construction is complete, more than twice as many existing trees would be located on the Site.

## **CONCLUSION**

The Project would present an opportunity to provide a multi-building, high-rise and low-rise, mixed-use development within the Central City North Community Plan area, which under the Mixed Use Development Scenario would allow up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area to be constructed and under the No Hotel Development Scenario would allow up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area to be constructed. Both development scenarios would provide a substantial amount of open space, including publicly accessible open space, and onsite residential amenities. The Project would enhance the built environment through the unified development of the Site and include essential and beneficial uses through the balance of residential and commercial components, all within close proximity to public transit. The Project would benefit the community by providing more housing options for the increasing population of Downtown Los Angeles and provide employment opportunities for the area residents, which support the City's goals for housing and economic development. The mixeduse development would be compatible with State and local incentive programs for affordable housing, and the Project Site's Mixed Use Boulevard designation from the General Plan Framework, General Commercial land use designation of the Community Plan, and the policies of the General Plan.

Requests for Density Bonus Compliance Review, Building Line Removal, Vesting Conditional Use Permit to allow a hotel use within 500 feet of a R Zone (for the Mixed Use Development Scenario), Main Conditional Use Permit for alcohol sales, Director's Determination, and Site Plan Review would all help facilitate a beneficial density and mix of uses and allow for a cohesive site design, creating active and safe pedestrian environments, and offering a variety of public benefits, amenities, and open space features. The Project's location, uses, height, and other features would be compatible with the surrounding neighborhood, and would not adversely affect public health, welfare, and safety.

In consideration of both support and concerns of the Project, and within the context of the pattern of development within the surrounding neighborhoods, the Department of City Planning recommends that the City Planning Commission conditionally approve the Project and the

requested entitlements, with the exception of the Major Development CUP which staff has requested to be dismissed. The resulting mixed-use project would support planning policies for development within the community, including policies for affordable housing and job creation, resulting in a balance of residential jobs-producing office and commercial components near transit, which would enhance the built environment and create a link between the surrounding neighborhoods including Downtown Los Angeles, Chinatown, Angelino Heights, and Echo Park, while providing substantive community benefits.

## **CONDITIONS OF APPROVAL**

The following conditions of approval account for the Mixed Use Development Scenario and No-Hotel Development Scenario when the term "Project" is used unless stated otherwise.

Pursuant to Los Angeles Municipal Code (LAMC) Sections 12.22 A.25, 12.32 R, 12.24 T, 12.24 W.1, 12.24 W.24 (for the Mixed Use Development Scenario), and 16.05 and State Government Code Section 65915 (State Density Bonus Program), the following conditions are hereby imposed upon the use of the subject property:

# **Density Bonus Conditions**

Site Development. Except as modified herein, the Project shall be in substantial conformance with the plans and materials, stamped "Exhibit A1" and dated January 2022 (hereafter referred to as "Exhibit A1"), and attached to the subject case file. No change to the plans (except as conditioned) will be made without prior review by the Department of City Planning, Major Projects Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the Project conditions.

# 2. **Density**.

- a. The <u>Mixed Use Development Scenario</u> shall be limited to a maximum density of 737 residential units and 180 hotel guest rooms.
- b. The <u>No-Hotel Development Scenario</u> shall be limited to a maximum of 827 residential units and shall not include guest rooms.
- 3. **Affordable Units.** A minimum of 11 percent (76 units) of the base dwelling units permitted in the C2 Zone (683 units), shall be reserved as affordable units for Very Low Income Households, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2). Affordable units required as replacement units, per Government Code 65915, shall be an equivalent size or type, or both, as those units being replaced.
- 4. **Changes in Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units shall be consistent with LAMC Section 12.22 A.25 (a-d).
- 5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 11 percent (76 units) of the base density dwelling units, available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the Applicant reduces the proposed density of the Project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of HCIDLA. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The Project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination for more information.

- 6. **Off-Menu Incentive Lot Area for Density Calculation.** A portion of over-dedicated public-right-away areas along Sunset Boulevard and Beaudry Avenue (approximately 3,373 square feet) shall be permitted to be counted towards the Site's lot area and permitted density. Density shall be calculated based off of a lot area of 272,908 square feet.
- 7. **Off-Menu Incentive Floor Area Ratio (FAR).** A maximum 40 percent increase in the site's allowable FAR shall be permitted. The Site's FAR shall be limited to a maximum FAR of 4.19:1, or 1,129,370 square feet of floor area, in lieu of the 3:1 FAR otherwise permitted by the C2-2D zone.
- 8. **Waiver of Development Standard Building Separation** A zero-foot building separation between the Elysian parking garage building and the 1111 Sunset Project buildings shall be permitted, in lieu of the minimum 114-foot building separation that is otherwise required by LAMC Section 12.21 C.2(a).
- 9. **VTT-80315.** Prior to issuance of any permits, submit the Letter of Determination for Case No. VTT-80315 to the Department of City Planning, Major Projects Unit, demonstrating the approval of the mergers.
- 10. **Automobile Parking for Residential Uses.** In accordance with AB 744 a ratio of 0.5 parking spaces per bedroom shall be provided.
- 11. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of all Restricted Affordable Units, which shall include any required parking in the base rent or sales price, as verified by HCIDLA.
- 12. **Adjustment of Parking**. In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms), or the Applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

#### **Vesting Conditional Use Conditions**

- 13. Hotel Guest Rooms.
  - a. A maximum of 180 hotel guest rooms uses shall be permitted under the <u>Mixed Use Development Scenario</u>.
  - b. No hotel guest rooms shall be permitted under the <u>No-Hotel Development</u> Scenario.

### **Main Conditional Use Permit for Alcohol Conditions**

- 14. All other use, height and area regulations of the LAMC and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
- 15. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit A1 dated January 2022, except as may be revised as a result of this action.

- 16. All graffiti on the Site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
- 17. Authorized herein is the sales and service of a full line of alcoholic beverages for:
  - a. On-site and off-site consumption, in conjunction with a maximum of 13 commercial establishments and associated outdoor dining areas for the <u>Mixed Use Development Scenario</u> or the <u>No-Hotel Development Scenario</u>.
  - b. In addition, on- and/or off-site consumption, in conjunction the hotel use with up to six operators for the Mixed Use Development Scenario.
- 18. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.
- 19. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.
- 20. The Applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her control to assure such conduct does not disturb the peace adjoining residents, property owners, and businesses.
- 21. "No Public Drinking" signs shall be posted in and outside of the subject facility.
- 22. The Applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.
- 23. The Applicant(s) shall comply with 6404.5(b) of the Labor Code, which prohibits smoking within any place of employment. The Applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.
- 24. **Additional Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.
- 25. **Security.** A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days.
- 26. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.

- 27. Main Plan Approval (MPA) Requirement. Each individual venue shall be subject to a Main Plan Approval (MPA) determination pursuant to LAMC Section 12.24 M, or as otherwise provided for in the LAMC for on-site alcohol sales in conjunction with the operation of restaurants and bars, in order to implement and utilize the Master Conditional Use authorization granted. The purpose of the Main Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises subject to analysis of the venue's individual mode and character of operations including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. These conditions may include additional conditions not included in the Main Conditional Use Conditions of Approval. A Plan Approval without a hearing may be granted by the Chief Zoning Administrator if the operator agrees to the Conditional Use Permit Conditions.
- 28. **Lease Agreements.** All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.
- 29. Building Plans. A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
- 30. **Ownership/Operator Change**. Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the new business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination has been provided to the prospective owner/operator, including the conditions required herewith, shall be submitted to the BESt (Beverage and Entertainment Streamlined Program) in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the BESt (Beverage and Entertainment Streamlined Program) within 30 days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.
- 31. **MViP Monitoring, Verification and Inspection Program**. Prior to the effectuation of this grant, fees required per LAMC Section 19.01-E,3 Monitoring of Conditional Use Permits, Inspection, and Field Compliance for Review of Operations, and Section 19.04 Miscellaneous ZA Sign Offs shall be paid to the City.
  - a. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file.
  - b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.

32. Covenant and Agreement. Within 30 days of the effective date of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center or the BESt (Beverage and Entertainment Streamlined Program) for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center or BESt (Beverage and Entertainment Streamlined Program) for inclusion in the case file.

# **Director's Decision Conditions**

- 33. **Trees**. The Applicant shall provide a minimum of 262 trees on-site and/or in the parkway, to the satisfaction of Urban Forestry. Final landscape plans shall show the location, height, and caliper of all trees. The trees that cannot be accommodated onsite shall be provided through the payment of the In-Lieu Fee-Development Tree Planting Requirement as specified in Article 2, Chapter VI, Section 62.177(b)(1) of the LAMC for each tree to be planted offsite. The priority for the location of offsite plantings shall be within the Central City North Community Plan Area (or an adjacent Community Plan Area), subject to the acceptances of a donor site. A receipt showing proof of payment shall be provided to the Department of City Planning prior to issuance of a grading permit. In the event that the number of dwelling units should be reduced, no modification of this determination shall be necessary, and the number of required trees shall be recalculated.
- 34. **In-Lieu Fee.** In accordance with Ordinance No. 185,573 an in-lieu fee shall be paid to cover the cost to procure and plant each required tree that cannot be accommodated on-site. The following tree requirements are applicable to the Project:
  - a. All removed Non-protected trees must be replaced at a 1:1 ratio.
  - b. All removed Protected trees must be replaced at a 4:1 ratio.
  - c. All removed street trees must be replaced at a 2:1 ratio.
  - d. At least one 24-inch box tree for every four dwelling units shall be provided onsite and may include street trees in the parkway.

#### 35. Tree Wells.

- a. The minimum depth of tree wells shall be as follows:
  - i. Minimum depth for trees shall be 42 inches.
  - ii. Minimum depth for shrubs shall be 30 inches.
  - iii. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
- b. Minimum depth for an extensive green roof shall be three inches.
- c. The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:
  - i. 220 cubic feet for a tree 15 19 feet tall at maturity.
  - ii. 400 cubic feet for a tree 20 24 feet tall at maturity.

- iii. 620 cubic feet for a medium tree or 25 29 feet tall at maturity.
- iv. 900 cubic feet for a large tree or 30 34 feet tall at maturity.
- d. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.
- e. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.

# **Site Plan Review Conditions**

- 36. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit A1, dated January 2022. No change to the plans will be made without prior review by the Department of City Planning, Major Projects Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions. The project shall be in substantial conformance with the following description:
  - a. <u>Mixed Use Development Scenario:</u> 737 dwelling units (including 76 Very Low Income Restricted Affordable units), 180 hotel guest rooms, 95,000 square feet of commercial, and 48,000 square feet of office.
  - b. <u>No Hotel Development Scenario:</u> 827 dwelling units (including 76 Very Low Income Restricted Affordable units), 95,000 square feet of commercial, and 48,000 square feet of office.
- 37. **Floor Area Ratio.** The Site's FAR shall be limited to a maximum FAR of 4.19:1, or 1,129,370 square feet of floor area, including the 110,336 square-foot Elysian apartment building. The Project's maximum new habitable floor area shall be limited to 994,982 square feet, in accordance with the environmental analysis for the Project. As such, the Project's 24,052 square feet of floor area beneath the podium element of Tower A, Tower B, and the Sunset Building shall remain outdoor unenclosed/unhabitable floor area, in substantial conformance with Exhibit A1, page 20.
- 38. **Floor Area Covenant.** As proposed through the recordation of an appropriate "Covenant and Agreement Regarding Maintenance of Building," the Project Applicant (or his/her successor) shall be required to record a covenant and agreement to ensure that the the Project's ground floor covered area, beneath the podium element of Tower A, Tower B, and the Sunset Building, are not enclosed and used for habitable uses.

### 39. Vehicular Parking.

- a. Any above grade parking structure shall be designed to be utilized and easily repurposed to other uses.
- b. Entrances, elevators, and stairs for parking structures (both the Project's and Elysian parking structure) shall be easily accessible and highlighted architecturally.

- c. The height of the parking level shall have sufficient clearance to be adaptable to non-parking uses. Once converted, the building shall permit a minimum floor to ceiling height of nine feet for commercial uses and eight feet for residential uses.
- d. All above grade levels of the Project's parking podium shall be wrapped or incorporated into the architecture or landscaping.
- 40. **Elysian Parking Structure.** A total of 168 automobile parking spaces shall replace the existing 168 onsite surface automobile parking spaces. The 168 spaces shall be located in the new Elysian parking structure and accessible to the residents of the Elysian apartment building.
- 41. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Chapter IX, Article 9, LAMC Sections 99.04.106 and 99.05.106.
- 42. **Pick-Up/Drop-Off.** A dual-purpose area shall be provided at the corner of Sunset Boulevard and Beaudry Avenue for hotel valet (for the <u>Mixed Use Development Scenario</u>) and ridehalling services (such as Uber, Lyft, taxis, etc.) drop-off and pick-up for the Project.
- 43. **Transportation Center.** An area shall be provided that encourages the use of multi-modal transit and provide a space to store/park bicycle and scooter sharing services.
  - a. The Transportation Center shall be open to the public during regular business hours.
  - b. Bicycle facilities including lockers, showers, and a repair station shall be provided.
- 44. **Solar.** The Project will comply with the Los Angeles Green Building Code and 15 percent of the total roof area will be solar ready.
- 45. **Publicly Accessible Open Space.** The Project shall provide an approximately 20,925 square-foot publicly accessible open space feature ("The Hill") at the ground level which shall be designed and landscaped in substantial conformance with Exhibit A1, dated January 2022.
  - a. Public access to the approximately 20,925 square-foot open space feature shall be unrestricted during business hours.
  - b. No gates and/or fences shall be installed around the perimeter of the approximately 20,925 open space feature that would restrict public access, and no gates and/or fences shall be installed on the Project Site that would limit direct access to the open space feature from Sunset Boulevard.
- 46. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan prepared in accordance with LAMC Sections 12.40 through 12.43 shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A1 and January 2022. Minor deviations from the requirements provided below may be permitted by the Department of City Planning to permit the existing landscaping conditions provided that the plantings are well established and in good condition.

- a. The area surrounding the tower podiums shall be landscaped in a manner that softens the buildings' appearance, by including taller plantings such as shade trees, greenscreens, or climbing vines, where applicable, in order to screen views of the tower podium.
- 47. Stormwater/Irrigation. The Project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the Project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
- 48. **Glare.** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
- 49. **Reflectivity.** Glass used in building façades shall be non-reflective or treated with a non-reflective coating in order to minimize glare from reflected sunlight.
- 50. **Construction Generators.** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. The Project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.
- 51. **Mechanical Equipment.** All mechanical equipment shall be fully screened from view of any abutting properties and the public right-of-way.
- 52. **Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way. Trash receptacles shall be enclosed and/or covered at all times. Trash/recycling containers shall be locked when not in use.
- 53. **Pedestrian Improvements.** The following improvements shall be completed as part of the Project, subject to the approval of Bureau of Engineering and the Department of Transportation.
  - a. As approved under related Case No. VTT-80315, the merger of the Beaudry Triangle and related improvements to the Beaudry Avenue and Sunset Boulevard intersection.
  - b. The installation of a pedestrian crosswalk with continental crosswalk markings along Sunset Boulevard at White Knoll Drive and the installation of a traffic signal.
  - c. The addition of an all-way stop control at the existing continental crosswalk located at the intersection of Beaudry Avenue and Alpine Street (across Beaudry Avenue).
- 54. **Transportation System Management.** The Project shall contribute up to \$500,000 toward Transportation System Management (TSM) improvements within the Project area that may be considered to better accommodate intersection operations and increase network capacity throughout the study area. LADOT's ATSAC Section has identified the following improvements within the project area:

- Installation of a mini-hub near the intersection of Beaudry Avenue and Sunset Boulevard.
- Installation of new 25-pair interconnect cables along existing conduits on Temple Street between Beaudry Avenue and Union Avenue & repair or upgrade existing cables, if deemed necessary, during the installation process.
- Installation of new 25-pair interconnect cables along existing conduits on Sunset Boulevard between Beaudry Avenue and Union Avenue & repair or upgrade existing cables, if deemed necessary, during the installation process.
- Installation of new 12-pair interconnect cables, new 48SM video fiber cables, new 3" conduits on Stadium Way between Vin Scully Avenue to Downtown Gate St / SR 110 Freeway Ramp.
- Installation of new 25-pair interconnect cables on Beaudry Avenue between Sunset Boulevard and Temple Street & repair or upgrade existing cables, if deemed necessary, during the installation process.

A final determination on how to implement the TSM improvements listed above will be made by LADOT prior to the issuance of a building permit. These TSM improvements would be implemented either by the Applicant through BOE's B-Permit process or through payment of a one-time fixed fee of \$500,000 to LADOT to fund the cost of the upgrades. If LADOT selects the payment option, then the Applicant would be required to pay \$500,000 to LADOT, and LADOT shall design and construct the upgrades.

- 55. **FASTLinkDTLA Transportation Management Organization.** The Project shall join in the effort as a founding member and shall participate in the initial funding and marketing of FASTLinkDTLA, a Downtown Los Angeles Transportation Management Organization (DTLA TMO) to promote alternative modes of travel and programs to reduce vehicle trips in Downtown Los Angeles area, including the Project Site. The TMO would offer similar services to those described in the Project's TDM plan but would have a much wider reach and can result in much greater trip reduction benefits. The Applicant shall participate in the initial funding and marketing of FASTLinkDTLA to address these needs, and help alleviate current and future traffic congestions throughout the area.
- 56. **Traffic Signal Warrant Analysis.** A traffic signal at the unsignalized intersection of Sunset Boulevard and White Knoll Drive is warranted as it satisfies the peak hour volume warrant for a signal based on future projected traffic volumes. If LADOT makes the determination that a traffic signal is warranted and needed at the intersection, then the applicant would be responsible to cover all costs associated with the design and installation of the new signal.
- 57. **Construction Traffic Management Plan.** The Applicant shall prepare a Construction Traffic Management Plan which will include a construction work site traffic control plan, DOT recommends that the construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work
- 58. **Development Review Fees.** LAMC Section 19.15 identifies specific fees for traffic study review, condition clearance, and permit issuance. The Applicant shall comply with any applicable fees per this ordinance.

### **Environmental Conditions**

59. **Implementation.** The Mitigation Monitoring Program (MMP), attached as "Exhibit B" and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation

Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

60. **Construction Monitor.** During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

61. **Substantial Conformance and Modification.** After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the nonenvironmental conditions of approval.

# **Administrative Conditions**

- 62. **Approval, Verification and Submittals.** Copies of any approvals guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
- 63. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

- 64. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
- 65. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
- 66. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- 67. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
- 68. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
- 69. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
  - i. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
  - ii. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
  - iii. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does

not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

- iv. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- v. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.
- 70. The City shall notify the Applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the Applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the Applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.
- 71. The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

## **FINDINGS**

The following findings apply to the Mixed Use Development Scenario and No-Hotel Development Scenario when the term "Project" is used unless stated otherwise.

# **General Plan Charter Findings (Sections 556 and 558)**

The requested Building Line Removal is in substantial conformance with the purposes, intent, and provisions of the General Plan and will be in good conformance with public necessity, convenience, general welfare, and good zoning practice as explained below.

a. The requested action is in substantial conformance with the purposes, intent, and provisions of the General Plan (Charter Section 556).

## General Plan Land Use Designation

The Project Site is located within the Central City North Community Plan, which was adopted by the City Council on December 15, 2000. The Community Plan designates the Project Site for General Commercial land uses, corresponding to the C2 Zone. The Site is zoned C2-2D, consistent with the range of zones permitted under the land use designation.

As proposed, the requested removal of the existing variable Building Line along Beaudry Avenue (Ordinance No. 101,106) would allow for the Project design to better utilize the area along Beaudry Avenue as the existing structures are variably set back from the street and located roughly 75 feet from Beaudry Avenue at its closest point. The 40-foot Building Line would otherwise require that Tower A and the low-rise commercial and residential buildings be shifted away from Beaudry Avenue, closer to the center of the Site, reducing the total amount of open space which breaks up the mass of the Project and reducing street activation along this portion of the frontage. Thus, the removal of the Building Line would be consistent with the adoption of the proposed land use designation and in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Central City North Community Plan.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Mobility (Transportation), Noise, Safety, and Housing. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The Project would be in compliance with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element, Wellness Element, and the Land Use Element –Central City North Community Plan.

## Framework Element

The Citywide General Plan Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The Element establishes categories of land use that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The definitions reflect a range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns. The Citywide General Plan Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space and conservation, economic development, transportation, and infrastructure

and public services. The Project would be in conformance with following goals, objectives, and policies of the Framework as described below.

# Chapter 3: Land Use

- **Objective 3.1:** Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.
- **Objective 3.2:** To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.
- **Objective 3.4:** Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.
  - **Policy 3.4.1:** Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.
- **Goal 3C:** Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.
  - **Objective 3.7:** Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents quality of life can be maintained or improved.
- **Goal 3I**: A network of boulevards that balance community needs and economic objectives with transportation functions and structures that integrate commercial, housing, and/or pubic services.
  - **Objective 3.13:** Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public services.
    - **Policy 3.13.4:** Provide adequate transitions where commercial and residential uses are located adjacent to one another.
    - **Policy 3.13.5:** Support the development of recreation and small parks in areas developed with mixed-use structures.
    - **Policy 3.13.6:** Design multi-family residential units to minimize the impacts of traffic and noise and incorporate recreational and open space amenities to support the needs of residents.

**Objective 3.16:** Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

**Policy 3.16.2:** Locate parking in pedestrian districts to the rear, above, or below the street-fronting uses.

**Policy 3.16.3:** Require that the ground floor of parking structures located along primary street frontages in pedestrian-oriented districts be designed to promote pedestrian activity and, where appropriate, incorporate retail uses.

The Framework Element establishes land use categories whose locations are depicted on the Long-Range Land Use Diagram. These categories are broadly described by ranges of intensity, density, height, and use. The General Plan Framework Element identifies the Project Site as being located along a Mixed-Use Boulevard and describes Mixed-use Boulevards as areas that connect neighborhood districts, community centers, and regional centers and are appropriate for a mix of housing and commercial uses at a scale, density, and height of development compatible with nearby residential neighborhoods. Mixed-Use Boulevards fall under the range of 1.5:1 to 4:1 FAR and are characterized by buildings ranging from one-to six-story buildings with higher buildings within centers. Their densities and functions support the development of a comprehensive and interconnected network of public transit and services.

The Project is a multi-building, mixed use development with up to 994,982 square feet of new habitable floor area on an approximately 6.19-acre Site. The Project proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario, Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. Under the No Hotel Development Scenario, up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. The additional 90 residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building. Contingent upon the approval of the Density Bonus Compliance Review, in conjunction with requests for two Off-Menu incentives and a Waiver of Development Standard, the Project would be permitted a maximum 4:19 FAR in exchange for setting aside at least 11 percent for Very Low Income households. The Project Site is located in a TPA that is well-served by a network of regional transportation facilities, including public transit stops operated by Metro and LADOT located in proximity to the Project Site. The nearest Metro Light Rail Station is the Metro L (formerly Gold Line) Chinatown Station located approximately 0.8 miles southeast of the Project Site. Bus transit access is provided along a number of Metro and LADOT bus routes with multiple stops located within one block of the Project Site, including Metro Rapid Line 704, Metro Local Lines 2, 4, 10, 48, 55, and 92, Metro Limited Lines 302 and 355, LADOT DASH Lincoln Heights/Chinatown and DASH Pico Union/Echo Park.

The surrounding area is characterized by commercial uses including auto body repair shops, motels, small retailers, and convenience stores, surface parking lots, and single and multi-family residential developments that vary in building style and period of construction. The Project would provide a mix of uses, including residential, office, and commercial (restaurant and/or retail uses), and provide a Transportation Center to encourage the use of alternative transportation modes to access the Site and address first-mile and last-mile connectivity issues with the surrounding public transit options. All

of the proposed uses would be compatible with adjacent land uses. By providing the Project residents access to employment centers and jobs, local destinations, and other neighborhood-serving uses and, conversely, additional high and low-rise density residential, office, commercial, and open space opportunities for surrounding neighborhoods and visitors to the area, the Project would create a more concentrated, transit-oriented center, thus allowing for a reduction of vehicle trips and improving air quality. The Project would also encourage all modes of travel and provide an onsite Transportation Center which would make it convenient to access the Site without the use of an automobile. Further, the Project Site's proximity to public transit options and the Project's provision of onsite bicycle parking spaces, including long-term residential and long-term commercial bicycle spaces within subterranean parking levels, and short-term spaces at the ground level. Bicycle maintenance and shower/locker areas would also be provided at each of the long-term bicycle parking areas

The Project's architecture is a contemporary adaptation of the midcentury modern heritage of the former MWD headquarters and would be compatible with the character of the existing onsite Elysian apartment building. While each component would include distinct architectural elements, the Site's overall design would include complimentary architectural and materials including clean and rectilinear lines, floor to ceiling windows, uncluttered ornamentation, angular shapes, painted metal, vision glass, and aluminum screening. The overall design would include tower elements compatible with Downtown Los Angeles, less than two miles from the Site, while also constructing low-rise residential uses on the southern and eastern portion of the Site with a massing and scale that would be compatible with the residential neighborhood to the east and south. The design would focus on the visitor and residences' experience at the ground level and would maximize open space and create view corridors of the Downtown Los Angeles skyline by minimizing the building footprints and breaking up the residential programming into smaller volumes. This approach would afford the incorporation of numerous landscaped and open space areas in between the building footprints, while the creation of The Hill would provide a 20,925 square-foot publicly accessible open space that would also conceal the Site's parking podium.

Towers A and B as well as the Sunset Building would be built above a podium that would disguise the towers' structural core and be adorned with colorful murals, extending the skyline upward. The facades of the towers and Sunset Building would include floor to ceiling windows, uncluttered ornamentation and angular shapes to maximize the width of view corridors into and through the Project Site. The three-story Courtyard Building would not include a podium element but would be a reconstruction of part of the original MWD building designed by William Pereira. Separate from the four primary structures, three lowrise commercial buildings would be clustered near the western portion of the Site, with two of the buildings fronting Sunset Boulevard and the third building slightly set back but oriented towards Sunset Boulevard. The low-rise commercial buildings have been designed to improve the pedestrian environment by introducing new uses along Sunset Boulevard and providing direct access to these uses from Sunset Boulevard. The low-rise residential buildings ranging from two to four stories with a maximum height of 91 feet would be interspersed throughout the eastern and southern portions of the Site around the base of Towers A and B. The massing and scale of the low-rise residential buildings would be compatible with the residential neighborhood to the east and south.

Further, the removal of the existing variable Building Line along Beaudry Avenue (Ordinance No. 101,106) would allow for the Project design to better utilize the area along Beaudry Avenue as the existing structures are variably set back from the street and located roughly 75 feet from Beaudry Avenue at its closest point. The 40-foot Building Line would otherwise require that Tower A and the low-rise commercial and residential

buildings be shifted away from Beaudry Avenue, closer to the center of the Site, reducing the total amount of open space which breaks up the mass of the Project and reducing street activation along this portion of the frontage.

The Project also offers substantial common and private open space to enhance recreation and open space opportunities to create a healthful living environment and break up the Site's overall density and massing. Specifically, the Mixed Use Development Scenario would provide 82,295 square feet of common usable open space, including 70,175 square feet of outdoor common open space while the No-Hotel Development Scenario would provide 93,050 square feet of usable open space, including 77,075 square feet of outdoor common open space. A majority of the common open space areas would be located throughout the Site's ground floor and be accessible by the public, including the 20,925 square-foot open space feature referred to as The Hill.

Pedestrian access to the Project Site would be provided via sidewalks on all street frontages, as well as a through a series of gently sloping pathways, stairs, and open spaces located throughout the Project Site, connecting the surrounding neighborhoods to Sunset Boulevard and the onsite publicly accessible open space amenities and commercial uses. Pedestrian access would be provided from five main access points and would include separate dedicated entrances from Sunset Boulevard and Beaudry Avenue as well as from the commercial uses that front Sunset Boulevard. The Project would increase the amount of pedestrian activity and safety by concentrating residential and ground floor, neighborhood-serving retail and/or restaurant uses that would provide alcohol sales along existing Sunset Boulevard within proximity to public transit, and by including streetscape amenities such as street trees and short-term bicycle parking in an area that is currently dominated by limited shade and rest areas for pedestrians. In addition, removing the Building Line would enhance the pedestrian experience and street interaction along Beaudry Avenue as the existing Building Line requires a substantial setback, up a steep incline. If required to remain in place, the Building Line would substantially limit any sort of street- or pedestrian-facing activity on this frontage. Allowing for the proposed buildings to be built to the property line facilitates ease of pedestrian access to the Site. It would also allow residential and commercial occupants an optimal view of Beaudry Avenue, improving safety and security on the street.

The Project would also provide a variety of public improvements along the surrounding roadways that would facilitate pedestrian connectivity through and to the Site. These improvements would include standard width sidewalks in accordance with the Mobility Plan 2035, installation of a pedestrian crosswalk with continental crosswalk markings along Sunset Boulevard at White Knoll Drive and the installation of a traffic signal, the addition of an all-way stop control at the existing continental crosswalk located at the intersection of Beaudry Avenue and Alpine Street (across Beaudry Avenue), and as approved under associated Vesting Tentative Tract Case No. 80315 the merger of the Beaudry Triangle, a triangular paved island that divides Beaudry Avenue and Sunset Boulevard. The Beaudry Triangle, which is paved and landscaped with trees and shrubs that are unmaintained and in poor condition creates two pedestrian and vehicle crossing points along Sunset Boulevard and a vehicle slip lane for motorists traveling west along Beaudry Avenue and looking to make a right onto Sunset Boulevard. As the slip lane prioritizes vehicle speed and results in two pedestrian crossing points, the Project's improvements to the Sunset Boulevard and Beaudry Avenue intersection, which would include the merger of the Beaudry Triangle into the Project Site and the removal of the slip lane would result in a better organized intersection with improved vehicle and pedestrian control, resulting in a safer pedestrian environment. The various pedestrian entrances to the Project Site are strategically located along each of the Site's frontages and would improve the surrounding neighborhoods connectivity to Sunset Boulevard. The

diversity of uses provided by the Project would bring housing, investment, and additional open space opportunities to the area, in support of the City's goals and needs. To further enhance pedestrian activity, the Project would be built above a screened six-level parking podium which would be partially below grade and partially above grade. Due to the topography of the Site, the number of subterranean levels would vary from one to six levels, but all above grade levels would be wrapped or incorporated into the architecture or landscaping.

Finally. The Project would concentrate residential and commercial development near Downtown Los Angeles, Echo Park, and Chinatown, increasing opportunities for employees to live near their jobs and residents to live near amenities in a high quality transit area, thus increasing the amount of pedestrian activity and safety by introducing more permanent eyes on the street. The Project would implement Project Design Feature POL-PDF-2, which includes a security program to ensure the safety of residents, employees, and visitors. Buildings would include controlled access to housing units and common open space areas, and unrestricted access during business hours for restaurant and/or retail uses, and publicly accessible open space areas. Facility operations would include staff training and building access; security would include 24-hour video surveillance and full-time security personnel; and duties of the security personnel would include, but would not be limited to, assisting residents and visitors with site access, monitoring entrances and exits of buildings, managing and monitoring fire/life/safety systems, and patrolling at regular intervals on the Project Site. The Project's design would also include lighting of entryways, publicly accessible areas, and common building and open space areas associated with the housing units for security purposes. Further, as part of the Main Conditional Use Permit entitlement, conditions would include but are not limited to, security measures such as a camera surveillance system and appropriate lighting in the evening hours, and prohibition of after-hours use, except routine clean-up, and of dancing and adult entertainment.

The Project allows for the orderly arrangement of buildings on the Site, flexibility in ownership and operation of the proposed commercial establishments, and allows for density, height, and floor area arrangement which meets the goals of the General Plan by providing mixed-use, mixed-income project, which provides new housing units, commercial space, and publicly accessible open space. Thus, the Project would be consistent with the Land Use Chapter of the Framework Element.

### Chapter 5: Urban Form and Neighborhood Design

**Objective 5.5:** Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

**Objective 5.8**: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

**Policy 5.8.2:** The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics:

- a. Sidewalks: 15-17 feet wide (see illustrative street cross-sections).
- b. Mid-block medians (between intersections): landscaped where feasible.

- c. Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance.
- d. Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes and planters).

**Objective 5.9**: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

**Policy 5.9.1:** Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions as child care or recreation areas.

**Policy 5.9.2:** Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.

The Project is a multi-building, mixed use development with up to 994,982 square feet of new habitable floor area on an approximately 6.19-acre Site. The Project proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario. Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. Under the No Hotel Development Scenario, up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. The additional 90 residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building. The Project Site is well-served by a network of regional transportation facilities, including the Metro L (formerly Gold Line) Chinatown Station located approximately 0.8 miles southeast of the Project Site.

The Project would support residents of the Project Site and surrounding area and visitors by providing a diverse mix of land uses including commercial, recreational, and multimodal services within an accessible and walkable environment. The Project would contribute to the ongoing redevelopment of a Mixed-Use Boulevard and TPA by providing for mixed-use growth that creates a connection to Downtown Los Angeles and Chinatown.

Pedestrian access would be provided via sidewalks along the perimeter of the Project Site, as well as various pathways and stairs that run through the Project Site. Removing the existing Building Line along Beaudry Avenue would enhance the pedestrian experience and street interaction as the existing Building Line requires a substantial setback, up a steep incline. If required to remain in place, the Building Line would substantially limit any sort of street- or pedestrian-facing activity on this frontage. Allowing for the proposed buildings to be built to the property line facilitates ease of pedestrian access to the Site.

The Hill, as well as the various other ground floor open spaces are designed to function as gathering spaces and strengthen connections across the Project Site including the residential neighborhood to the east and the commercial uses along Sunset Boulevard. Landscaping and ground floor retail and/or restaurant uses would activate the respective

street frontage along Sunset Boulevard. The Hill, a 20,925 square-foot open space, located in the center of the Site, would provide spaces for informal play recreation, picnicking, sunbathing, and views of the Downtown Los Angeles skyline. The 5,600 square-foot Sunset Terrace would be immediately accessible from Sunset Boulevard and would provide a space for outdoor dining adjacent to the low-rise commercial buildings. The 16,750 square-foot Beaudry Gardens would be located east of The Hill, adjacent to Tower B and would provide residents and visitors an area for outdoor play, barbeques, and picnicking.

The Project also proposes a number of improvements that would enhance the public realm, including widening the sidewalks along Sunset Boulevard, portions of White Knoll Avenue, and Alpine Street in accordance with the Mobility Plan 2035, promoting walkability through the removal of a fenced Site developed with mostly vacant buildings, the installation of a pedestrian crosswalk with continental crosswalk markings along Sunset Boulevard at White Knoll Drive and the installation of a traffic signal, the addition of an all-way stop control at the existing continental crosswalk located at the intersection of Beaudry Avenue and Alpine Street (across Beaudry Avenue), and as approved under associated Vesting Tentative Tract Case No. 80315 the merger of the Beaudry Triangle which would result in the removal of the existing slip lane, creating better organized intersection with improved vehicle and pedestrian control, resulting in a safer pedestrian environment.

The various pedestrian entrances to the Project Site are strategically located along each of the Site's frontages and would improve the surrounding neighborhoods connectivity to Sunset Boulevard. The diversity of uses provided by the Project would bring housing, investment, and additional open space opportunities to the area, in support of the City's goals and needs. To further enhance pedestrian activity, the Project would be built above a screened six-level parking podium which would be partially below grade and partially above grade. Due to the topography of the Site, the number of subterranean levels would vary from one to six levels, but all above grade levels would be wrapped or incorporated into the architecture or landscaping.

The Mixed Use Development Scenario would provide 17,544 square feet of landscaped area throughout the Project Site and the No-Hotel Development Scenario would provide 19,269 square feet of landscaping. Landscaping would be comprised of four separate plant zones, Alpine Gardens, Lush Interior, Mediterranean, and Lush Interior and would include drought-tolerant native plants, shrubs, perennials, and groundcover. Specifically, outdoor open spaces, such as the Sunset Incline, Sunset Terrace, The Hill, The Beaudry Gardens, and the Alpine Gardens would include planting areas and/or trees. Additional landscaping would be provided along the street edges. The Project would include the planting 262 onsite trees, and 18 street trees.

As a mixed-use development, residents and patrons would provide natural on-site surveillance and eyes on the street, at all times of the day. The ground floor commercial uses along Sunset Boulevard would be designed with glass storefronts to facilitate a visual connection between the pedestrians, commercial uses, and the public environment, while office and residential uses located throughout the Site would have views of the streets and surrounding neighborhoods. Zero-foot yard setbacks would further increase the area's safety as buildings would be built adjacent to the sidewalk; removal of of the existing Building Line along Beaudry Avenue would allow residential and commercial occupants an optimal view of Beaudry Avenue, further improving safety and security on the street.

In addition, the Project would implement Project Design Feature POL-PDF-2, which includes a security program to ensure the safety of residents, employees, and visitors.

Buildings would include controlled access to housing units and common open space areas, and unrestricted access during business hours for restaurant and/or retail uses, and publicly accessible open space areas. Facility operations would include staff training and building access; security would include 24-hour video surveillance and full-time security personnel; and duties of the security personnel would include, but would not be limited to, assisting residents and visitors with site access, monitoring entrances and exits of buildings, managing and monitoring fire/life/safety systems, and patrolling at regular intervals on the Project Site. The Project design would also include lighting of entryways, publicly accessible areas, and common building and open space areas associated with the housing units for security purposes. Further, as part of the Main Conditional Use Permit entitlement, conditions would include but are not limited to, security measures such as a camera surveillance system and appropriate lighting in the evening hours, and prohibition of after-hours use, except routine clean-up, and of dancing and adult entertainment.

Thus, the Project would be consistent with the Urban Form and Neighborhood Design Chapter of the Framework Element.

## **Chapter 6: Open Space and Conservation**

**Objective 6.4:** Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.

**Policy 6.4.4:** Consider open space an integral ingredient of neighborhood character, especially in targeted growth areas, in order that open space resources contribute positively to the City's neighborhoods and urban centers as highly desirable places to live.

**Policy 6.4.8:** Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.

- **a.** Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.
- **b.** Encourage the improvement of open space, both on public and private property, as opportunities arise.

A majority of the Project Site, excluding the Elysian apartment building, is comprised of vacant structures and fenced off, restricting public access. The Mixed Use Development Scenario would provide a total of 82,295 square feet of open space of which 70,175 square feet would be outdoor open space and the No-Hotel Development Scenario would provide a total of 93,050 square feet of open space of which 77,075 square feet would be outdoor open space, where there is a current lack of public space in the immediate vicinity, which is primarily comprised of commercial and residential buildings, surface parking lots, and parking structures. The Project's ground floor open spaces areas that would be accessible to the public are designed to promote gathering spaces and strengthen connections across the Project Site to surrounding uses, such as the residential neighborhood to the east and Sunset Boulevard; and would include outdoor seating (including where visitors can view the Downtown Los Angeles Skyline), landscaping, and ground floor retail and restaurant uses with open-air dining. Specifically, The Hill, a 20,925 square-foot open space, located in the center of the Site, would provide spaces for informal play recreation,

picnicking, sunbathing, and views of the Downtown Los Angeles skyline. The 5,600 square-foot Sunset Terrace would be immediately accessible from Sunset Boulevard and would provide a space for outdoor dining adjacent to the low-rise commercial buildings. The 16,750 square-foot Beaudry Gardens would be located east of The Hill, adjacent to Tower B and would provide residents and visitors an area for outdoor play, barbeques, and picnicking. The new public space onsite would enhance the neighborhood's open space resources and aesthetics while providing gathering space for residents, employees, and visitors to socialize and provide connectivity to the neighborhood.

Therefore, the Project would be consistent with the Open Space and Conservation Chapter of the Framework Element.

# **Chapter 7: Economic Development**

**Objective 7.2:** Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

**Policy 7.2.2:** Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

**Policy 7.2.3:** Encourage new commercial development in proximity to rail and bus transit corridors and stations.

**Objective 7.9:** Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.

The Project proposes up to 48,000 square feet of office uses and up to 95,000 square feet of commercial uses, on a Project Site that is located in a TPA that is well-served by a network of regional transportation facilities, including public transit stops operated by Metro and LADOT located in proximity to the Project Site. In addition, the Project would offer a range of residential unit types and sizes, with a mix of one- and two-bedroom units through the provision of up to 737 residential units under the Mixed-Use Development Scenario as well as 180 hotel guest rooms, and 827 residential units under the No-Hotel Development Scenario. By providing a balance of land uses which include residential, office and commercial along a designated Mixed-Use Boulevard and concentrating growth in proximity to transit and Downtown Los Angeles, the Project Site would contribute to the economic development of the community and the City by providing jobs within a development that would allow residents to live and work on-site or live and work nearby.

Therefore, the Project is consistent with the Economic Development Chapter of the Framework Element.

## Citywide Design Guidelines

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives,

and the Guidelines may be used as a basis to condition an approved project. The design guidelines focus on three main design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design. These design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including enhancing the quality of the pedestrian experience along the border of the project and public space; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the commercial environment.

The Project would achieve Pedestrian-First Design goals and would create an active pedestrian experience along all Project frontages, plant new street trees and landscape parkways, and provide new pedestrian walkways from White Knoll Drive, Alpine Street, Beaudry Avenue, and Sunset Boulevard. The Project's design focuses on the visitor and residences' experience at the ground level as the Site's design would maximize open space and landscaped areas, including the 20,925 square-foot publicly accessible common open space area referred to as The Hill.

Pedestrian access would be provided from five main access points and would include separate dedicated entrances from Sunset Boulevard and Beaudry Avenue as well as from the commercial uses that front Sunset Boulevard. The commercial buildings located along Sunset Boulevard would be between one and three stories and include expansive windows that would engage pedestrians at the street level with active uses and landscaping. The active ground floor commercial uses would enhance the Project Site's connections to surrounding sidewalks, streets, and land uses.

The request to remove the Building Line would enhance the pedestrian experience and street interaction along Beaudry Avenue as the existing Building Line requires a substantial setback, up a steep incline. Removal of the Building Line would substantially increase street- or pedestrian-facing activity on this frontage. Allowing for the proposed buildings to be built to the property line would facilitate ease of pedestrian access to the Site as well as allow residential and commercial occupants an optimal view of Beaudry Avenue, improving safety and security on the street.

Further, the surrounding public realm improvements, would include sidewalk widening, the planting of 18 new street trees, the installation of a signalized crosswalk at the intersection of White Knoll Drive and Sunset Boulevard, the addition of an all-way stop control at the existing Beaudry Avenue crosswalk, and intersection improvements at the Sunset Boulevard and Beaudry Avenue intersection, including the removal of a vehicle slip lane, all of which would improve the pedestrian environment on and around the Site.

In order to facilitate a 360 Degree Design, upon removal of the Building Line along Beaudry Avenue, the Project design would embrace the Site's zero-foot front yard designation along all frontages and utilize a variety of massing, building materials, and building forms as it embraces and responds to the existing site features, namely the Elysian apartment building and the surrounding built environment, including the low-scale residential neighborhoods to the north and east and the Downtown Los Angeles skyline, less than two miles from the Site.

The Project's placement and design of the commercial and residential uses as well as the ground floor publicly accessible open space, ensure that all of the Project's frontages, including internal frontages throughout the Site, would be activated with uses. Further, the fenestration and glazing of the four primary structures, are universally applied to all sides of the building, allowing for 360-degree design visible from surrounding neighborhoods.

The overall building arrangement results in a Project that is oriented outward with circulation that encourages residents to engage with their surrounding community, in addition to making use of the Project's publicly accessible open spaces.

The Elysian apartment building was formerly the Annex Building, one of the four midcentury modern buildings that made up the MWD Campus, and today is comprised of 96 live units work and a 1,110 square-foot ground floor restaurant. While not part of the Project but located on the Project Site, the Project's various buildings would be thoughtfully located on the Site and around the Elysian apartment building.

The Project would be comprised of a collection of building forms, taking into consideration the residential neighborhood to the east and south as well as the commercial uses along Sunset Boulevard. Low-rise residential buildings would be located along Alpine Street and Beaudry Avenue and would complement the adjacent neighborhood, while the high-rise commercial buildings would be located along Sunset Boulevard, creating a defined street wall Further, the removal of the existing variable Building Line along Beaudry Avenue (Ordinance No. 101,106) would allow for the Project design to better utilize the area along Beaudry Avenue as the existing structures are variably set back from the street and located roughly 75 feet from Beaudry Avenue at its closest point. The 40-foot Building Line would otherwise require that Tower A and the low-rise commercial and residential buildings be shifted away from Beaudry Avenue, closer to the center of the Site, reducing the total amount of open space which breaks up the mass of the Project and reducing street activation along this portion of the frontage.

The Project would achieve Climate-Adaptive Design by complying with the most current regulations regarding sustainable building design, solar installation, water-wise landscape, and electric vehicle (EV) parking requirements. The Project's design would incorporate energy-efficient design methods and technologies, such as high-performance window glazing; passive energy efficiency strategies, such as façade shading, roof overhangs, and porches; high efficiency domestic heaters; and enhanced insulation to minimize solar heat gain. The Project would also include operable windows, shading of unit fenestration through balcony overhangs to prevent excess heat, use of natural light and installation of photovoltaic panels. The Project will comply with the Los Angeles Green Building Code and 15 percent of the total roof area will be solar ready.

Overall, the design, scale, massing, and style of the buildings is appropriate in the context of the surrounding neighborhoods and the proximity to Downtown Los Angeles which consists of mid- to high-rise transit-oriented development.

#### **Housing Element**

The City's Housing Element for 2021-2029 was adopted by City Council on November 24, 2021. The Project would be in conformance with following goals of the Housing Element as described below.

**Goal 1**: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

**Objective 1.2:** Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

**Policy 1.2.1:** Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

- **Policy: 1.2.2**: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.
- **Goal 3:** A City in which housing creates healthy, livable, sustainable, and resilient communities, that improves the lives of all Angelenos.
  - **Objective 3.1** Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.
    - **Policy 3.1.2:** Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.
    - **Policy 3.1.3:** Develop and implement design standards that promote quality residential development.
    - **Policy 3.1.5:** Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.
    - **Policy 3.1.7:** Promote complete neighborhoods by planning for housing that includes open space, and other amenities.
    - **Policy 3.3.1:** Promote the integration of housing with other compatible land uses at both the building and neighborhood level.
    - **Policy 3.3.2:** Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The Housing Element encourages more housing units to accommodate the City's projected growth and also envisions a variety of unit types and sizes and amenities that can satisfy the needs and demand of people of all income levels, races, and ages. The Housing Element indicates that not only are more housing units needed to accommodate the City's growth, but that these units need to be a broader array of typologies to meet evolving household types and sizes.

The Mixed-Use Development Scenario would include up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area and the No Hotel Development Scenario would include up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet on a Project Site that is well-served by a network of regional transportation facilities, including public transit stops operated by Metro and LADOT located in proximity to the Project Site.

The Project would offer a range of residential unit types and sizes, including both market-rate and Very Low Income units, with a mix of one- and two-bedroom units. To ensure the livability of these housing units, especially in such an urban location, the Mixed Use Development Scenario would provide 82,925 square feet of usable open space, including 70,175 square feet of common open space, while the No-Hotel Development Scenario would provide 93,050 square feet of usable open space, including 77,075 square feet of common open space. Regardless of the development scenario, the common open space areas would be programmed with gardens, outdoor amenity decks and terraces, meeting

spaces, lounges, game rooms, and fitness areas, and 4,950 square feet of private open space in the form of private balconies under the Mixed Use Development Scenario and 6,900 square feet under the No-Hotel Development Scenario.

The sustainability of the neighborhood and facilitation of a jobs/housing balance would be promoted by the provision of mixed-income housing units, office and commercial uses that would provide jobs, amenities, and neighborhood-serving uses such as retail and restaurant. Transit use would be encouraged through the Project Site's proximity to public transit options, the introduction of an onsite Transportation Center, and through the provision of bicycle parking spaces, including long-term residential and long-term commercial bicycle spaces and short-term spaces, all of which would help shorten commutes and reduce greenhouse gas emissions.

The Project would provide quality design and a scale and character that respects the unique surrounding neighborhood and development patterns. The Project Site is surrounded by residential and commercial buildings that vary in building style and scale. With the removal of the Building Line, the Project would be sited and designed to enhance the character of the Mixed-Use Boulevard and adjacent residential neighborhood. The Project's tower elements would be compatible with Downtown Los Angeles, less than two miles from the Site, while also constructing low-rise residential uses on the southern and eastern portion of the Site with a massing and scale that would create a transition and be compatible with the residential neighborhood to the east and south. The design would focus on the visitor and residences' experience at the ground level and would maximize open space and create view corridors of the Downtown Los Angeles skyline by minimizing the building footprints and breaking up the residential programming into smaller volumes. This approach would afford the incorporation of numerous landscaped and open space areas in between the building footprints, while the creation of The Hill would provide a 20,925 square-foot publicly accessible open space that would also conceal the Site's screened six-level parking podium.

The Project's architecture is a contemporary adaptation of the midcentury modern heritage of the former MWD headquarters and would be compatible with the modernist architectural character of the existing onsite Elysian apartment building. While each component would include distinct architectural elements, the Site's overall design would include complimentary architectural and materials including clean and rectilinear lines, floor to ceiling windows, uncluttered ornamentation, angular shapes, painted metal, vision glass, and aluminum screening would draw on the Site's mid-century modern heritage of the former MWD headquarters.

The Project would also provide ground level dining and open space uses for residents, employees, and visitors. These ground level uses and the proposed mix of uses within the Project would increase the diversity of uses and would improve the pedestrian experience at the Project Site.

The Project is designed to promote pedestrian access and gathering onto and across the Site via sidewalks along the perimeter of the Project Site, as well along various pedestrian pathways and stairs that are located throughout the Site. Pedestrians would have direct access to ground floor restaurant and/or retail uses along Sunset Boulevard and would further enhancing pedestrian access and safety with the installation of a pedestrian crosswalk with continental crosswalk markings along Sunset Boulevard at White Knoll Drive and the installation of a traffic signal, the addition of an all-way stop control at the existing continental crosswalk located at the intersection of Beaudry Avenue and Alpine Street (across Beaudry Avenue), and with the merger of the Beaudry Triangle which would result in the removal of the existing slip lane, a better organized intersection with improved

vehicle and pedestrian control, resulting in a safer pedestrian environment. Additionally, the request to remove the Building Line would enhance the pedestrian experience and street interaction along Beaudry Avenue as the existing Building Line requires a substantial setback up a steep incline. Removal of the Building Line would substantially increase street- and pedestrian-facing activity on this frontage. Allowing for the proposed buildings to be built to the property line would facilitate ease of pedestrian access to the Site.

By providing residential, office and commercial components on a single Project Site, The Project would offer a balance of housing and jobs within the City; and by locating this mixed-use project near major transit, job centers, shopping and entertainment areas, the Project would facilitate interaction with the community, bringing more people onto the street, providing more customers for local businesses and increasing safety in the area.

Therefore, the Project would be consistent with the Housing Element.

## **Mobility Element**

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Project would be in conformance with following goals of the Mobility Element as described below.

#### Chapter 3: Access for All Angelenos

**Objective:** Ensure that 90 percent of households have access within one mile to the Transit Enhanced Network by 2035.

- **Policy 3.1:** Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all sight planning and public right-of-way modifications to provide a safe and comfortable walking environment.
- **Policy 3.3:** Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
- **Policy 3.5:** Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops to maximize multi-modal connectivity and access for transit riders.
- **Policy 3.7:** Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.
- **Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

# **Chapter 5: Clean Environments and Healthy Communities**

Objective: Decrease VMT per capita by 5% every five years, to 20% by 2035.

**Policy 5.2:** Support ways to reduce vehicle miles traveled (VMT).

As previously mentioned, the Project Site is well-served by a network of regional transportation facilities, including public transit stops operated by Metro and LADOT located in proximity to the Project Site. The nearest Metro Station is the Metro L (formerly Gold Line) Chinatown Station located approximately 0.8 miles southeast of the Project Site. Bus transit access is provided along a number of Metro and LADOT bus routes with multiple stops located within one block of the Project Site, including Metro Rapid Line 704, Metro Local Lines 2, 4, 10, 48, 55, and 92, Metro Limited Lines 302 and 355, LADOT DASH Lincoln Heights/Chinatown and DASH Pico Union/Echo Park.

The Project would allow for reduction of vehicle trips by placing high density residential and access to work opportunities and essential services within proximity to public transit, as well as existing retail and amenities in the surrounding area. These transit stations provide access to employment centers and jobs, local and regional destinations, and other neighborhood services for residents. The availability of many transit options along existing commercial corridors creates greater mobility and reduces the need for use of personal vehicles. Additionally, the Project would include a Transportation Center to encourage use of alternative transportation modes to access the Site and address first-mile and last-mile connectivity issues with the surrounding public transit options.

The Project would result in fewer vehicular trips by providing a mixed-use infill development that contains both market-rate and affordable residential, office, and commercial uses, with publicly accessible open space, within a TPA, and on a major transportation corridor that is well-served by public transportation, as described above. The Project's location in a transit rich corridor and in proximity to employment, retail, and restaurants uses would promote the use of transit, bicycle and pedestrian trips in lieu of vehicular trips. Prospective residential, office and commercial tenants would have increased opportunities to access alternate modes of transportation, which would contribute to reducing traffic congestion and improving air quality. Furthermore, a number of trips would be expected to be transit or walk trips rather than vehicle trips as some residents and/or visitors would take transit to their destinations or would walk to destinations nearby.

The Project would encourage all modes of travel, including transit and bicycle use by providing access to an onsite Transportation Center, which would make it convenient to access the Site without the use of an automobile and would support multi-modal mobility options such as bicycle and scooter sharing services. Further, the Project Site's proximity to public transit options, which activates the streets with greater pedestrian activity as residents and patrons would be encouraged to walk and use public transit, thus enhancing the public realm and creating destinations around public transit.

The Project is designed to promote pedestrian access and gathering onto and across the Site via sidewalks along the perimeter of the Project Site, as well along various pedestrian pathways and stairs that are located throughout the Site. Pedestrians would have direct access to ground floor restaurant and/or retail uses along Sunset Boulevard and would further enhancing pedestrian access and safety with the installation of a pedestrian crosswalk with continental crosswalk markings along Sunset Boulevard at White Knoll Drive and the installation of a traffic signal, the addition of an all-way stop control at the existing continental crosswalk located at the intersection of Beaudry Avenue and Alpine

Street (across Beaudry Avenue), and as approved under associated Case No. VTT-80315 the merger of the Beaudry Triangle which would result in the removal of the existing slip lane, creating better organized intersection with improved vehicle and pedestrian control, resulting in a safer pedestrian environment. Bicyclists would have several access opportunities to the Project Site and would be provided with bicycle parking spaces, including long-term residential and long-term commercial bicycle spaces within the subterranean parking levels; and short-term spaces at the ground level. Bicycle maintenance and shower areas would also be provided.

Finally, the Project would implement a Transportation Demand Management (TDM) Program per TR-MM-1, which consists of strategies that are aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as unbundled parking, carpooling, taking transit, walking, and biking. As conditioned, the Project would provide electric vehicle charging spaces and stations in compliance with the regulations outlined in Chapter IX, Article 9, LAMC Sections 99.04.106 and 99.05.106.

As such, the Project conforms to the goals, objectives, and policies of the Mobility Element.

### **Health and Wellness Element**

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The proposed project is consistent with the following goals, objectives, and policies:

## Chapter 2: A City Built for Health

**Policy 2.2.** Healthy Building design and construction. Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

### Chapter 5: An Environment Where Life Thrives

**Policy 5.1:** Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

**Policy 5.7:** Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.

The Project would develop market-rate and Very Low Income housing, office and commercial uses within 0.8 miles of the Metro L (formerly Gold Line) Chinatown Station and various bus routes, connecting the Project Site to other regional and local destinations as well as employment centers and retail services. Future visitors, employees, and residents of the Project, as well as people who already live and work in the area, would be able to take advantage of the Project's mix of uses located within proximity to transit to serve their daily needs. As previously mentioned, the Project incorporates several

pedestrian-oriented design elements, including concentrating residential and commercial development near existing commercial corridors; providing opportunities for neighborhood-serving uses and increasing the amount of pedestrian activity and safety by introducing more permanent eyes on the street; providing ground floor commercial space that would provide retail and food services oriented toward the street and publicly accessible open space, to provide a connection and enhance the pedestrian experience. The commercial spaces along Sunset Boulevard would improve the streets frontage and character as compared to existing conditions.

Substantial public and private open space include gardens, outdoor amenity decks and terraces, meeting spaces, lounges, game rooms, and fitness areas would encourage and allow for socializing on-site, reducing off-site trips. The Project would also include approximately 20,925 square feet of publicly accessible open space at the ground level.

Numerous transit options in the vicinity would encourage residents, patrons, and visitors to use public transportation or walk, thus reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips. In addition, as conditioned, the Project would provide electric vehicle charging spaces and stations in compliance with the regulations outlined in Chapter IX, Article 9, LAMC Sections 99.04.106 and 99.05.106.

As such, the Project promotes a healthy built environment and conforms to the goals, objectives, and policies of the Wellness Element.

## **Land Use Element – Central City North Community Plan**

The Central City Community Plan was adopted by the City Council on December 15, 2000. The Community Plan's purpose is to "accurately reflect the prevailing visions and objectives of the area's residents, and property, and business owners." The Project would be in conformance with following goals of the Land Use Element as described below.

### Residential

**Objective 1.1:** To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area to the year 2010.

**Policy 1.1.2:** Protect the quality of the residential environment through attention to appearance of communities, including attention to building and design.

**Objective 1.2:** To locate new housing in a manner which reduces vehicular trips and makes it accessible to service and facilities.

Policy 1.2.1: Encourage multiple residential development in commercial zones.

**Objective 1.3:** To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

**Policy 1.3.1:** Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

**Policy 1.3.2:** Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public

facilities, and impacts on traffic levels when changes in residential densities are proposed.

**Objective 1.4:** To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

**Policy 1.4.1:** Promote greater individual choice in type, quality, price, and location of housing.

**Policy 1.4.2:** Ensure that new housing opportunities minimize displacement of the existing residents.

The Project would offer a range of residential unit types and sizes, with a mix of one- and two-bedroom units through the provision of up to 737 residential units (including 76 Very Low Income Households) under the Mixed-Use Development Scenario and 827 residential units (including 76 Very Low Income Households) under the No-Hotel Development Scenario on a Site zoned for C2 (General Commercial). The Project would not displace the existing 96 live work units that are located in the Elysian apartment building; which is on the Project Site, but not part of the Project. The Project would allow for reduction of vehicle trips by placing high density residential and access to work opportunities and essential services within proximity to public transit, as well as existing retail and amenities in the surrounding area.

The Project's architecture is a contemporary adaptation of the midcentury modern heritage of the former MWD headquarters and would be compatible with the modernist architectural character of the existing onsite Elysian apartment building. While each component would include distinct architectural elements, the Site's overall design would include complimentary architectural and materials including clean and rectilinear lines, floor to ceiling windows, uncluttered ornamentation, angular shapes, painted metal, vision glass, and aluminum screening. The overall design would include tower elements compatible with Downtown Los Angeles, less than two miles from the Site, while also constructing low-rise residential uses on the southern and eastern portion of the Site with a massing and scale that would be compatible with the residential neighborhood to the east and south. The design focuses on the visitor and residences' experience at the ground level and would maximize open space and create view corridors of the Downtown Los Angeles skyline by minimizing the building footprints and breaking up the residential programming into smaller volumes. This approach would afford the incorporation of numerous landscaped and open space areas in between the building footprints, while the creation of The Hill would provide a 20,925 square-foot publicly accessible open space that would also conceal the Site's parking podium.

As such, the Project conforms to the residential goals, objectives, and policies of the Central City North Community Plan.

### **Commercial**

**Objective 2.1:** To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

**Policy 2.1.1:** New commercial uses shall be located in existing established commercial areas or existing shopping centers.

**Policy 2.1.2:** Protect commercially planned/zoned areas from encroachment by residential only development.

**Policy 2.1.4:** Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development

**Objective 2.2:** To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

**Policy 2.2:** New development needs to add to and enhance the existing pedestrian street activity.

**Policy 2.4.1:** Require that any proposed development be designed to enhance and be compatible with adjacent development.

The Project proposes up to 48,000 square feet of office uses and up to 95,000 square feet of commercial uses, on a Project Site that is located along a designated Mixed-Use Boulevard. In addition, the Project would offer a range of residential unit types and sizes, with a mix of one- and two-bedroom units through the provision of up to 737 residential units under the Mixed-Use Development Scenario as well as 180 hotel guest rooms, and 827 residential units under the No-Hotel Development Scenario. By providing a balance of land uses which include commercial along a designated Mixed-Use Boulevard and concentrating growth in proximity to transit and Downtown Los Angeles, the Project Site would contribute to the economic development of the community and the City by providing jobs within a development that would allow residents to live and work on-site or live and work nearby.

The Project Site is currently developed with several buildings that are vacant and a majority of the Site is fenced. The surrounding area is characterized by commercial uses including auto body repair shops, motels, small retailers, and convenience stores, surface parking lots, and single and multi-family residential developments that vary in building style and period of construction. The low-rise commercial buildings have been designed to improve the pedestrian environment by introducing new uses along Sunset Boulevard and providing direct access to these uses from Sunset Boulevard.

As such, the Project conforms to the commercial goals, objectives, and policies of the Central City North Community Plan.

## Open Space

**Goal 5:** A community with sufficient open space in balance with development to serve the recreational, environmental and health needs of the community and to protect environmental and aesthetic resources.

**Objective 5.1:** To preserve existing open space resources and where possible develop new open space.

**Policy 5.1.1:** Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.

**Objective 5.2:** To ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.

**Policy 5.2.1:** Ensure that parks are adequately illuminated for safe use at night where appropriate.

The Mixed Use Development Scenario would provide a total of 82,295 square feet of open space of which 70,175 square feet would be outdoor open space. The No-Hotel Development Scenario would provide a total of 93,050 square feet of open space of which 77,075 square feet would be outdoor open space. Outdoor open space areas would include a series of pedestrian paths and stairs, play areas, gardens, courtyards, and terraces, and amenity terraces, which would be programmed with landscaped and hardscaped areas, outdoor dining and seating areas, and barbeque areas. Specifically, The Hill, a 20,925 square-foot open space, located in the center of the Site, would provide spaces for informal play recreation, picnicking, sunbathing, and views of the Downtown Los Angeles skyline. The 5,600 square-foot Sunset Terrace would be immediately accessible from Sunset Boulevard and would provide a space adjacent to the low-rise commercial buildings. The 16,750 square-foot Beaudry Gardens would be located east of The Hill, adjacent to Tower B and would provide residents and visitors an area for outdoor play, barbeques, and picnicking. Tower A would include glass sliding doors to provide "Juliet" balconies, while Tower B would include private residential balconies, and the lowrise residential buildings would include roof decks.

The Project would implement Project Design Feature POL-PDF-2, which includes a security program to ensure the safety of residents, employees, and visitors. Buildings would include controlled access to housing units and common open space areas, and unrestricted access during business hours for restaurant and/or retail uses, and publicly accessible open space areas. Facility operations would include staff training and building access; security would include 24-hour video surveillance and full-time security personnel; and duties of the security personnel would include, but would not be limited to, assisting residents and visitors with site access, monitoring entrances and exits of buildings, managing and monitoring fire/life/safety systems, and patrolling at regular intervals on the Project Site. The Project's design would also include lighting of entryways, publicly accessible areas, and common building and open space areas associated with the housing units for security purposes.

As such, the Project conforms to the open space goals, objectives, and policies of the Central City North Community Plan.

b. The proposed Building Line Removal to the Central City North Community Plan will be in good conformance with public necessity, convenience, general welfare, and good zoning practice (Charter Section 558).

## Public Necessity, Convenience, and General Welfare

The Project is a multi-building, mixed use development with up to 994,982 square feet of new habitable floor area on an approximately 6.19-acre Site. The Project proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario. Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. Under the No Hotel Development Scenario, up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. The additional 90 residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building. Contingent upon the approval of the Density Bonus Compliance

Review, in conjunction with requests for two Off-Menu incentives and a Waiver of Development Standard, the Project would be permitted a maximum 4:19 FAR in exchange for setting aside at least 11 percent for Very Low Income households. The Project Site is located in a TPA that is well-served by a network of regional transportation facilities, including public transit stops operated by Metro and LADOT located in proximity to the Project Site. The nearest Metro Light Rail Station is the Metro L (formerly Gold Line) Chinatown Station located approximately 0.8 miles southeast of the Project Site. Bus transit access is provided along a number of Metro and LADOT bus routes with multiple stops located within one block of the Project Site, including Metro Rapid Line 704, Metro Local Lines 2, 4, 10, 48, 55, and 92, Metro Limited Lines 302 and 355, LADOT DASH Lincoln Heights/Chinatown and DASH Pico Union/Echo Park.

The purpose of Building Line setbacks is to provide additional open space for light and ventilation, to lessen fire danger, to provide sufficient open spaces for public and private transportation and to protect and implement the "Highways and Freeways Element of the General Plan." The requested Building Line removal to the Central City North Community Plan would allow for the removal of the existing variable Building Line along Beaudry Avenue (Ordinance No. 101,106). The removal of the Building Line would allow for the Project design to better utilize the area along Beaudry Avenue as the existing structures are variably set back from the street and located roughly 75 feet from Beaudry Avenue at its closest point. The Building Line would otherwise require that Tower A and the low-rise commercial and residential buildings be shifted away from Beaudry Avenue, closer to the center of the Site, reducing the total amount of open space which breaks up the mass of the Project and reducing street activation along this portion of the frontage.

The 40-foot building line along Beaudry Avenue (between Sunset Boulevard and Alpine Street) at the Project Site was established in 1940 under Ordinance No. 83,089 and amended in 1949 (Ordinance No. 95,440) and 1953 (Ordinance No. 101,106). The requested building line removal is in conformity with public necessity, convenience, general welfare, and good zoning practice in that its retention on the Project Site is no longer necessary for the purpose of reserving a portion of the property for future highway dedication and improvement.

Historically, the primary function of the building line was to provide uniform setback of buildings. These are now considered unnecessary, as yard setbacks are required per the respective zone under the current LAMC. Pursuant to a LADBS Yard Determination dated November 2, 2017, the Site only includes front yards; as no setbacks are required for front yards located in the C2 Zone the Project would have a variable front yard setback with a minimum zero foot setback along portions of each Site frontage. Landscape buffers would be provided where residential uses abut public streets while the commercial uses would be built to the sidewalk. The low-rise residential uses located on the southeastern portion of the Site would include street facing units that complement the scale and character of the adjacent residential neighborhood, as compared to the commercial uses along Sunset Boulevard which would be larger in scale and volume and would create a more defined street wall. As no setbacks are required in a C2 Zone for front yards, the Project would comply with this requirement.

In addition, removing the Building Line would enhance the pedestrian experience and street interaction along Beaudry Avenue as the existing Building Line requires a substantial setback, up a steep incline. If required to remain in place, the Building Line would substantially limit any sort of street- or pedestrian-facing activity on this frontage. Further, allowing for buildings to be built to the property line facilitates ease of pedestrian access to the Site. It would also allow residential and commercial occupants an optimal view of Beaudry Avenue, improving safety and security on the street.

Under Mobility Plan 2035, Beaudry Avenue is classified as a Collector Street dedicated to a 66-foot width at the Project's street frontage including a 13-foot sidewalk. As part of the Project, the Bureau of Engineering is requiring that improvements to Beaudry Avenue include a new 13-foot wide full-width concrete sidewalk with tree wells. Thus, Beaudry Avenue would continue to meet the City's standards for a Collector Street and as such, the building line would no longer be required on the Project Site to ensure that dedication and improvements may occur at the Site's frontage.

Although it is not clear in the Ordinance why the existing building line was established, Case No. ZA-1960-15541 references the building line and the Master Plan of Highways, stating, "some realignment of Beaudry Avenue to provide a more direct connection to College Street which will carry increased volumes of traffic not only from this use but as a result of Dodger Stadium and World Zoo development proposed in the adjacent Chavez Ravine District. A building line of variable width now existing on the south-easterly portion of the site conforming to the Master Plan studies for Beaudry realignment." It should be noted that removal of the building line would not change the current roadway configuration along Beaudry Avenue and the existing throughway from Beaudry Avenue to College Street would remain unchanged.

The Project locates needed residential density near existing employment centers, entertainment, and services, and transit, creates new office, retail, and restaurant, for the neighborhood, and promotes pedestrian activity in the general area. The Project would locate new housing near employment, amenities, and commercial areas adjacent to Downtown Los Angeles, Chinatown, and Echo Park.

Removal of the Building Line would allow the Project to help address the City's housing shortage and need for affordable housing by providing a mixed-income, mixed-use residential development. In addition, the Project would make more efficient use of land by adding density while still retaining the existing onsite dwelling units, which are not part of the development Project, but located on the Site. The Project would accommodate projected population growth in the area, while being compatible with its surrounding uses.

Thus, the removal of the building line would increase the Site's usable area, allow for improved site planning, and for the development of the Project as proposed. Further, the construction of residential along Beaudry Avenue would improve the pedestrian environment. As such, the removal of the building line would be in consistent with public necessity, convenience, and general welfare.

## Good Zoning Practice

Good zoning practice supports a thriving community and protects community members from significant nuisances and harm. Current zoning theory encourages the healthy mixture of uses, adaptability, walkability, and neighborhood vibrancy. The requested Building Line Removal would not result in a change to the permitted uses that could be located on the Site. The Project Site is designated by the Community Plan for General Commercial land uses and is zoned C2-2D. This zoning is consistent with the existing land use designation.

As proposed, the requested removal of the existing variable Building Line along Beaudry Avenue (Ordinance No. 101,106) would allow for the Project design to better utilize the area along Beaudry Avenue as the existing structures are variably set back from the street and located roughly 75 feet from Beaudry Avenue at its closest point. The 40-foot Building Line would otherwise require that Tower A and the low-rise commercial and residential buildings be shifted away from Beaudry Avenue, closer to the center of the Site, reducing

the total amount of open space which breaks up the mass of the Project and reducing street activation along this portion of the frontage.

The request also supports the more contemporary zoning practice of locating a mix of uses within one Site and would allow for the development of a multi-building, mixed use development with up to 994,982 square feet of new habitable floor area comprised of residential, office, commercial, and potential hotel uses. The Project would be designed with a high quality façade and landscaping.

The proposed Building Line removal would allow for the Project to contribute to alleviating the City's housing shortage through the provision of up to 827 residential dwelling units, of which 76 units would be set aside for Very Low Income Households. As the surrounding area is developed with a mixture of residential, commercial, and office uses, the Project would introduce a complementary and compatible use with the range of uses that exist in the vicinity.

As proposed, the Project would provide new housing for a mix of incomes and would offer amenities that would improve the quality of life for future residents and provide much-needed residential units, potential hotel guest rooms, and commercial and office uses. The Project promotes a more walkable lifestyle by locating office, commercial, and residential uses within proximity of transit and existing job centers and services. The Building Line removal the would allow the development of the Site with a residential use that is consistent with the objectives and policies of the Central City North Community Plan and is compatible with the existing and proposed development of the surrounding area. Therefore, the Building Line removal would be in conformity with good zoning practices and with development patterns in the immediate area.

### **ENTITLEMENT FINDINGS**

1. Density Bonus/Affordable Housing Incentives Program Findings

Pursuant to Section 12.22 A.25(g) of the LAMC and Government Code Section 65915, the Commission shall approve a Density Bonus and requested incentive(s) unless the Commission finds that:

a. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

## **Off-Menu Incentives**

The record does not contain substantial evidence that would allow the Commission to make a finding that the requested Off-Menu Incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate-Income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

Based on the set aside of 11 percent of a 683 unit base density for Very Low Income Households, the Applicant is eligible for two incentives under Government Code Section 65915 and the LAMC. The Applicant is requesting two (2) Off-Menu Incentives; (1) To allow for a portion of over-dedicated public-right-away areas along Sunset Boulevard and Beaudry Avenue (approximately 3,373 square feet) to be counted towards the Site's lot area and permitted density; and (2) To permit an approximately 40 percent increase in the maximum allowable floor area ratio (FAR) from 3:1 to 4.19:1, for a total of 1,129,370, of which only a maximum of 994,982 square feet would be habitable floor area and 110,336 square feet is allotted to the existing Elysian apartment building.

### Density

In conjunction with the approved mergers associated with Vesting Tentative Tract Map No. 80315 and the Off-Menu Incentive to allow for a portion of over-dedicated public-right-away along Sunset Blvd and Beaudry Avenue to be counted toward the Site's lot area and permitted density, the lot area of the Project Site would be 272,908 square feet which permits a maximum density of 683 dwelling units.

In exchange for providing 11 percent of the Project's base density units as Very Low Income units, the Project is entitled to a 35 percent density bonus increase which would allow for a total of 923 units. After subtracting the existing Elysian apartment building's 96 live work units, the Site's remaining density is 827 units. It should be noted that the No-Hotel Development Scenario would include up to 827 residential units. The Mixed Use Development Scenario would include 90 fewer residential units for a maximum of up to 737 residential units and instead would provide 180 hotel guests rooms (200 square feet per hotel guest room (90 residential units at 400 square feet per unit would be equivalent to 180 hotel guest rooms at 200 square feet per unit)).

Granting the subject request to allow for a portion of over-dedicated public-right-away areas along Sunset Boulevard and Beaudry Avenue (approximately 3,373 square feet) to be counted towards the Site's lot area and the permitted density facilitates the creation of nine base density units and four additional units gained from the 35 percent Off-Menu Incentive. This would also require that one of the 13 additional units be restricted to Very Low Income households. These 12 additional market-rate residential dwelling units would create additional market-rate space whose rents will subsidize the affordable unit rents and would also result in the addition of one affordable unit. An increased number of units creates greater building efficiencies which then result in cost reductions per unit, therefore enabling additional affordable housing to be constructed.

### Floor Area

In conjunction with the approved mergers associated with Vesting Tentative Tract Map No. 80315, the Off-Menu Incentive to permit an approximately 40 percent increase in the maximum allowable FAR from 3:1 to 4.19:1, would result in a total floor area permitted of 1,129,370 square feet in lieu of 808,635 square feet. After subtracting the existing Elysian apartment building's existing 110,336 square feet of floor area, the remaining allowable new floor area for development would be 1,019,034 square feet. However, it should be noted that only up to a maximum of 994,982 square feet would be habitable floor area as the Project design includes approximately 24,052 square feet of outdoor unenclosed floor area beneath the Project towers created by the pedestal design.

The requested Off-Menu Incentive would allow the Project to provide a well-balanced development program with the appropriate allocation of residential (market-rate and affordable) and ground floor commercial uses, as well as office space and open space

and recreational amenities across the Project Site. Specifically, the allocation of uses and amenities guided by design and market principles, as opposed to restricting a Project's architectural features to not include any type of architectural projections which are otherwise counted as floor area, results in a well-designed and attractive development that enhances the market-rate rents, which would subsidize the operational costs of the affordable units.

The increase in permitted floor area of the Project would allow for an additional 323,442 square feet of floor area, which enables a larger building envelope so that the proposed residential units are of sufficient size, configuration, and quality, and will result in building design and construction efficiencies that facilitate affordable housing costs. Compliance with the requirements of the Project's D Limitation on FAR would require the removal of a significant amount of floor area that could otherwise be dedicated to the number, configuration and livability of affordable housing units; and would similarly reduce the buildings footprint within which the Project could be built, the arrangement of amenities provided for the residential units proposed, and configuration of amenities that will be accessible to all of the residents within the housing development. The increase in overall space that would be dedicated to residential uses facilitates the creation of more residential floor area, and overall space that can be devoted to affordable and market-rate units, and creates additional market-rate space whose rents will subsidize the affordable unit rents.

Therefore, there is substantial evidence that the increase in lot size and permitted density as well as the 40 percent increase in the maximum FAR provides actual and identifiable cost reductions to provide for the affordable housing costs of the Project, as the Applicant would be able to build a greater number of market-rate units which would offset the costs associated with providing the Very Low Income units. Therefore, these Incentives supports the Density Bonus request by setting aside 76 dwelling units for Very Low Income households for 55 years.

b. The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). As required by Section 12.22 A.25(e)(2), the findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. There is no substantial evidence that the incentives for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

## c. The incentives are contrary to state or federal law.

There is no evidence in the record that the proposed incentives are contrary to State or Federal law.

## 2. Density Bonus Off-Menu Waiver of Development Standards Findings

Following is a delineation of the findings related to the request for a Waiver of Development Standards. Government Code Section 65915 and LAMC Section 12.22 A.25(c) state that the Commission shall approve a Density Bonus and requested Waivers of Development Standard(s) unless the Commission finds that:

## a. The waivers or reductions of development standards <u>are contrary</u> to state or federal law.

There is no evidence in the record that the proposed Waiver is contrary to State or Federal law. A project that provides 11 percent of base units, or in this case total units, for Very Low Income Households qualifies for two (2) Incentives, and *pursuant to* Government Code Section 65915(e)(1), and Applicant may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". Moreover, Government Code Section 65915(e)(2) states that that a proposal for the waiver or reduction of development standards shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled. The Applicant requests one Off-Menu Waiver of Development Standards to permit a zero-foot building separation between the Elysian Parking Garage building and the 1111 Sunset Project, in lieu of the 114-foot building separation as required by LAMC Section 12.21 C.2(a).

Pursuant to LAMC Section 12.21 C.2(a), "When more than one residential building or a rear residential building is located on a lot or the entrance to a residential building is not directly from a street...There shall be at least 20 feet of space between every two-story apartment hotel, apartment house, boarding or rooming house, guest house hotel or multiple dwelling, any any other main building on the same lot...The width of the space herein required shall be increased by two feet for each story over two contained in any building adjoining said space." While the Code is somewhat unclear, in addition to being applicable to residential buildings, the building separation requirement could also apply to the distance between residential buildings and nonresidential buildings on the same lot (as the Code states, "There shall be at least 20 feet of space between every two-story apartment hotel, apartment house, boarding or rooming house, guest house hotel or multiple dwelling, any any other main building on the same lot [emphasis added]).

The Project Site is comprised of one master lot and 17 airspace lots (as approved under Case No. VTT-80315); 1115 Sunset Boulevard is a separate airspace lot, is not part of the Project and remains under the control of a separate entity. If the Project is required to comply with LAMC Section 12.21 C.2(a), the Project's design as proposed would not permitted. Specifically, the siting of low-rise structures interspersed throughout the Site to create a Project that is compatible with the surrounding residential neighborhood as well as creating a transition between the high and low-rise onsite buildings would not comply with the Code's building separation requirement. As illustrated in the Project plans, the Project design includes multiple residential and commercial buildings scattered throughout the Site, many of which would not be directly accessible from a public street. As the vast majority of the Project is designed with a common subsurface parking podium base, which in accordance with the City of Los Angeles Building Code (LABC) Section 503.1.2 creates

a single integrated structure/building, the building separation section requirement would only apply to buildings not located above the parking podium base. Consequently, the Waiver of Development Standard request would apply to the Elysian apartment building and the new Elysian parking structure as neither building would be located above the parking podium base (and would not be a part of the single integrated structure). It should be noted that the Elysian parking structure is designed to share a common wall with the Courtyard Building, but that does not result in the Elysian parking structure as being located above the parking podium base.

In accordance with the Code, the Project would be required to comply with a building separation requirement equal to a minimum 20-foot separation between buildings and an additional two feet for every level of the tallest building (above the second level). Tower A, which is 49 stories would be the tallest onsite structure; based on the Tower's number of stories a 114-foot building separation (20+47\*2)=114 would be required. While Tower A would be approximately 300 feet from the southern edge of the Elysian parking structure, the building separation requirement would be applicable to the Courtyard Building, as the parking podium base creates a single/integrated structure. Thus if the building separation requirement were applied to the Site, a large portion of the Site could not be developed with buildings, and the Project design as proposed would not be feasible.

The strict application of the building separation creates an unintended consequence that negatively impacts the Project's unique design, specifically the dispersing of the smaller scale commercial and low-rise residential uses amongst the high-rise buildings which would result in a Project that is compatible with both the Downtown Los Angeles skyline and the surrounding residential neighborhood.

The Project as designed would provide safe passage to all dwelling unit entrances through landscape outdoor walkways. Moreover, as the current LABC has been updated numerous times since the 1978 building separation requirement was adopted, and fire safety technology continues to improve, many measures exist for the Project to ensure the safety of residents, employees, and visitors. For example, the Project's building construction type would be Type IA which requires the highest level of fire-resistance that the LABC provides, where all structural elements, including walls, columns, roofs and floors, are made from non-combustible materials, with a fully-automatic sprinkler and fire alarm system provided throughout. These types of construction safety technologies allow urban centers to develop with high density residential projects which in most cases are constructed from property line to property line. Adherence to the Type IA construction safety technologies permits the construction of a well design Project that locates low-rise residential and commercial structures around three towers with substantial open space interspersed between the buildings. In contrast, compliance with the building separation provision and its 114-foot building separation requirement would eliminates the ability for the Project's proposed design to be realized.

To comply with the existing building separation requirement, the Project's overall design would be substantially revised when compared to the design currently proposed. As the Project would be required to comply with the 114-foot building separation requirement from both the Elysian apartment building and Elysian parking structure, the Project's proposed density (either 737 dwelling units and 180 hotel guest rooms under the Mixed-Use Development Scenario or 827 dwelling units under the No-Hotel Development Scenario) as well as commercial and office uses could not be interspersed throughout the Site and instead would oversaturate certain portions of the Site that are outside the 114-foot building separation area. This would result in reduced street frontage along Sunset Boulevard (as both the Elysian apartment building and parking structure are located on the northwestern portion of the Site, near Sunset Boulevard) and a majority of the Project's

uses being located along the southern and eastern portions of the Site, adjacent to the surrounding residential neighborhood. Additionally, it is unlikely that the low-rise residential uses could be built around the base of Towers A and B as both Towers' building footprints would need to be expanded to accommodate the increased density that would be located in each building.

Further, as the Project's proposed density could now only be located in high-rise residential towers, the towers would be taller than compared to what is currently proposed and would require a more intensive building foundation; both of which, additional grading and increased height would add to the overall cost of the Project. This inefficient building design and dense high-rise design located on a small portion of the Site would physically preclude development of the Project Site.

Granting the requested Waiver would allow the Project to have comparable, marketable unit sizes, provide sufficient usable open space in compliance with the LAMC, and be able to maximize the total lot area to provide a well-balanced development program across the Project Site with the appropriate balance of residential (market-rate and affordable) and commercial uses, on-site parking, as well as open space and recreational amenities within and across the Project Site. Therefore, the development standard from which the Applicant is requesting a Waiver would have the effect of physically precluding the construction of a development meeting the affordable set-aside criteria, and would prevent the Applicant from building either the proposed 737 residential dwelling units with 180 hotel guests rooms or 827 residential dwelling units.

b. The Waiver will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence in the record that the proposed waiver would have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The findings to deny a waiver under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. There is no substantial evidence that the waiver of development standards for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources Therefore, there is no substantial evidence that the proposed waiver will have a specific adverse impact on public health and safety.

#### 2. Building Line Removal Findings.

a. Pursuant to Section 12.32-R of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

Pursuant to LAMC Section 12.36-D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding

found earlier in this document as General Plan/Charter Finding "b" and in accordance with Section 12.24 E of the LAMC, is hereby incorporated by reference.

## 3. Vesting Conditional Use for Hotel within 500 feet of an R Zone - Mixed Use Development Scenario

In order for the Vesting Conditional Use Permit (CUP) to be granted, for operation of a hotel within 500 feet of a R Zone (for the Mixed Use Development Scenario), all three of the legally mandated findings delineated in LAMC Section 12.24 W.24 must be made in the affirmative. The following CUP findings are only applicable to the Mixed-Use Development Scenario.

a. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

The Mixed Use Development Scenario would redevelop the Site comprised of four vacant structures with up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of commercial uses. The Applicant is requesting a vesting conditional use to permit a hotel use within 500 feet of a R Zone. Parcels located to the immediate north, east, and south of the Project Site are located within a R Zone.

The proposed hotel would be located in the Sunset Building and situated along the western portion of the Site, fronting Sunset Boulevard. The hotel would include up to 180 guest rooms, 5,800 square feet of lobby/service areas, 4,200 square feet of meeting rooms, and 20,000 square feet of commercial/restaurant uses. The 17-story building would be a maximum height of 211 feet. The Sunset Building would be built above a podium that would disguise the building's structural core and be adorned with colorful murals. The building's architecture and materials would include clean lines, floor to ceiling windows, uncluttered ornamentation, angular shapes, painted metal and vision glass and would draw on the Site's mid-century modern heritage of the former MWD headquarters. The Mixed-Use Development Scenario, including the hotel component, would enhance the built environment by redeveloping a Site that is underutilized, provides limited public access and is currently developed with four vacant structures; and redevelop it with a mix of uses that are compatible with the surrounding area and an overall design that would include tower elements compatible with Downtown Los Angeles while also constructing low-rise residential uses that would be compatible with the residential neighborhood to the east and south.

Based on the LADOT Vehicle Miles Traveled Calculator, the 180 hotel rooms would be projected to generate approximately 90 new jobs (0.5 employee/room), while the 20,000 square feet of commercial uses associated with the hotel would generate 80 new jobs (0.004 employee per square foot for High-Turnover-Sit-Down Restaurant). The operation of a new hotel would benefit the surrounding area including Downtown Los Angeles as the downtown area continues to be an area of the City that is frequented by tourists and host to large events, including at the Convention Center, Dodger Stadium, and other venues in the area. The hotel would provide an additional amenity and service for those who are visiting the area and for local residents. Additionally, as noted in the "The Future of Los Angeles Convention Center" a report published by the City of Los Angeles Department of Convention & Tourism Development, the lack of hotel rooms in the area is a contributing factor when determining lost Citywide conventions. Thus the hotel use would serve as a source for increased employment and would generate additional hotel tax revenue for the City, both of which would be beneficial to the community, City, and region.

b. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

The Project Site is located within the most northwest section of Central City North Community Plan area, north of Downtown Los Angeles and northwest of Chinatown. The approximately 6.19-acre Site is bounded by White Oak Knoll Drive to the north, Alpine Street to the east, Beaudry Avenue to the south, and Sunset Boulevard to the west. The Mixed-Use Development Scenario would include up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area. The Project Site is currently developed with four vacant buildings comprising approximately 114,600 square feet of floor area and the Elysian apartment building, which will remain but is not part of the Mixed Use Development Scenario.

The Project Site is surrounded by residential and commercial uses that vary in building style and scale. The Mixed Use Development Scenario would be consistent with the ongoing mixed-use redevelopment in the area and is sited and designed to enhance the character of the Mixed-Use Boulevard designation. Existing buildings surrounding the Project Site range from one to three stories, while the onsite Elysian apartment building is nine stories. The overall design would include tower elements compatible with Downtown Los Angeles, less than two miles from the Site, while also constructing low-rise residential uses on the southern and eastern portion of the Site with a massing and scale that would be compatible with the residential neighborhood to the east and south. The Mixed Use Development Scenario is sited and designed to focus greater commercial intensity development, including the hotel use, adjacent to Sunset Boulevard, with the three threestory low-rise commercial buildings as well as several commercial uses located in the ground floor of the low-rise residential buildings (at the corner of Beaudry Avenue and Sunset Boulevard). The low-rise residential buildings would create a tiering effect, reducing the contrast heights between the proposed towers and the surrounding residential neighborhood while the proposed open space, a total of 82,295 square feet, would break up the Mixed-Use Development Scenario's massing.

The hotel use would be located in the Sunset Building which would be situated on the western portion of the Site, fronting Sunset Boulevard, creating a more defined street wall and would include 180 hotel guest rooms, 5,800 square feet of lobby/service areas, 20,000 square feet of restaurant/commercial uses, and 4,200 square feet of meeting space. The 17-story building would be a maximum height of 211 feet and would be built above a 31-foot tall podium that would disguise the building's structural core and be adorned with colorful murals. The Sunset Building's facade would include floor to ceiling windows, uncluttered ornamentation and angular shapes to maximize the width of view corridors into and through the Project Site.

The Project Site is Zoned C2-2D (Commercial Zone, Height District 2 with a Development Limitation). Height District 2 allows a 6:1 FAR, with no height limit in conjunction with the C2 Zone. However, the Project Site is subject to a D Limitation, pursuant to Ordinance No. 174,327, and Footnote 4 of the Central City Community Plan which restricts the Site to a 3:1 FAR. The Mixed Use Development Scenario would be developed with four primary structures above a screened six-level parking podium, which would be partially below grade and partially above grade, including two residential towers (Tower A and Tower B), a hotel/residential tower (the Sunset Building), and a commercial building that could include office, retail, and restaurant uses (the Courtyard Building). Tower A would be 49 stories and reach a height of 572 feet, while Tower B would be 30-stories and a maximum height of 408 feet. The Sunset Building, which would include the hotel component, would be 17-

stories and 211 feet, and the three-story Courtyard building would reach a height of 91 feet. Separate from the four primary structures, the three low-rise commercial buildings ranging from one to three stories with a maximum height of 64 feet and up to 26 low-rise residential buildings ranging from one to four stories would reach a maximum height of 91 feet. While the Site's Height District does not restrict the height of the Mixed-Use Development Scenario, the Mixed-Use Development Scenario's design includes multiple structures with various heights which would be compatible with the surrounding built environment.

The Mixed Use Development Scenario would allow for the orderly arrangement of buildings on the Site, flexibility in ownership and operation of the proposed commercial establishments, and allow for density, height, and floor area arrangement which meets the goals of the General Plan by providing mixed-use, mixed-income project, which provides new housing units, hotel rooms, commercial space, and publicly accessible open space. Thus, the Mixed Use Development Scenario, including the hotel use, would be compatible with and not adversely affect or further degrade the adjacent properties, the surrounding neighborhood or the public health, welfare, and safety.

c. That the project substantially conforms with the purposes, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

Pursuant to LAMC Section 12.36-D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as General Plan/Charter Finding "a" and in accordance with Section 12.24 E of the LAMC, is hereby incorporated by reference. It should be noted that Finding "3c" only applies to the Mixed Use Development Scenario, however General Plan/Charter Finding "a" applies to both the Mixed Use Development Scenario and No-Hotel Development Scenario.

### 4. Conditional Use Findings for Alcohol

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for onsite and off-site consumption, as well as off-site general sale, at up to 13 commercial establishments (for the Mixed Use and No-Hotel Development Scenarios) and an additional six operators within the hotel (for the Mixed Use Development Scenario). The following are the findings for a MCUP to permitthe sale and dispensing of alcoholic beverages as required by LAMC 12.24 E and 12.24 W.1.

a. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or service that is essential or beneficial to the community, city, or region.

The Project is a multi-building, mixed use development with up to 994,982 square feet of new habitable floor area on an approximately 6.19-acre site. The Project proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario. Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. Under the No Hotel Development Scenario, up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. The additional 90

residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building. Under either scenario, the proposed uses would be built within four primary structures above a screened six-level parking podium, which would be partially below grade and partially above grade, including two residential towers (Tower A and Tower B), a hotel/residential tower (the Sunset Building), and a commercial building that could include office, retail, restaurant, and parking uses (the Courtyard Building). Separate from the four primary structures, three low-rise, non-residential structures would be oriented towards Sunset Boulevard and Beaudry Avenue. In addition, a portion of the proposed residential uses would be in low-rise residential buildings (not part of Tower A and B) dispersed throughout the eastern and southern portions of the Project Site around the base of Towers A and B. The existing Elysian apartment building, which is located on the Project Site, would remain, is not part of the Project and its surface parking will be relocated within a newly constructed parking facility. The Project also includes the demolition of four existing vacant buildings comprising approximately 114,600 square feet of floor area.

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption and off-site general sale at up to 13 commercial establishments (i.e., restaurant and retail uses). In addition, under the Mixed Use Development Scenario, the MCUP would permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption at up to six establishments within the hotel use.

The Project Site is located within the Central City North Community Plan area and is currently designated for General Commercial land uses corresponding to the C2-2D Zone. The surrounding area is characterized by commercial uses including auto body repair shops, motels, small retailers, and convenience stores, surface parking lots, and single and multi-family residential developments that vary in building style and period of construction. To the north, across White Knoll Drive are two-story multi-family residential uses and a one-story auto body repair shop. To the east of the Project Site across Alpine Street are one to three-story multi-family residential and single-family uses. To the south across Beaudry Avenue are structured and surface parking and one- to two-story commercial uses. To the west of the Project Site across West Sunset Boulevard are one-story commercial uses with surface parking.

The proposed uses would be desirable to the public convenience and welfare as the uses would be located in a convenient infill location accessible to nearby residents, workers, and visitors. The Project would provide convenient eating, shopping, and accommodations to serve the residents, employees, and visitors, and add to the number of available retail venues in the area. The offering of food and alcohol in conjunction with the proposed uses would be a benefit as an amenity to current and future residents and visitors and would also serve as an attraction and amenity to future residents and guests.

A variety of commercial uses is an intrinsic part of the service amenities that are necessary for the conservation, development, and success of a vibrant neighborhood. The ability for the Project Site to offer a full line of alcoholic beverages would allow the restaurants and hotel to remain competitive with other similar uses serving the same area, as alcohol service is a common and expected by patrons as part of these commercial uses. Further, patrons are drawn to the Downtown Los Angeles, Echo Park, and Chinatown areas due to the shopping, entertainment and sporting events, and dining experiences available to them, and offering a full line of alcoholic beverages at these uses on the Project Site would enhance the dining and entertainment experience for visitors, employees, and residents

in the vicinity. Further, the on-site consumption of alcohol is a common and expected component of restaurants and hotels, which would provide a function and beneficial service to patrons visiting the area. Considering the above, the Project would perform a function that enhances the character of the area.

The MCUP provides an umbrella entitlement with conditions that apply to the Project Site and in general to all venues, including the hotel, retail and restaurant uses. These conditions include, but are not limited to, security measures, such as a camera surveillance system and appropriate lighting in the evening hours, except routine cleanup, and of prohibiting adult entertainment. In addition, all music, sound or noise which is under the control of the Applicant shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Applicant would be required to maintain the premises and sidewalk in good condition. These conditions will be supplemented by more specific conditions designed to address the characteristics of each individual establishment at Plan Approval which would be required, prior to the effectuation of the approval for each respective tenancy identified above, where more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and Los Angeles Police Department (LAPD) have the opportunity to comment and recommend any conditions, including the maximum number of indoor seats, as determined by the Department of Building and Safety.

Through the approval of this request, the commercial uses, including the hotel which would be operated as part of the Mixed Use Development Scenario, would be able to serve its patrons, reactivate a mostly vacant Site, contribute to the collection of tax revenue, and increase employment opportunities and the cultural character of the community. As such, the on-site and off-site service/sale of alcoholic beverages at up to 13 commercial establishments as well as at up to an additional six establishments within the hotel use, specifically under the Mixed Use Development Scenario, as part of the mixed-use development would enhance the built environment in the surrounding neighborhood and would provide a function that is beneficial and compatible with the character of the surrounding community and commercial viability of the region. Therefore, as conditioned, the Project would provide a service that is beneficial to the community, city, or region.

b. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The Project Site is currently developed with five structures, four of which are vacant and generally situated in the center of the Site, as well as surface parking and vehicle circulation areas, generally located on the eastern half of the Project Site. The fifth structure, the Elysian apartment building, is located on the northern portion of the Site and is not part of the Project. The four vacant buildings would be demolished as part of the Project and the new proposed uses would be located on the approximately 6.19-acre site. The Project proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario. Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. Under the No Hotel Development Scenario, up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. The additional 90 residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building.

The proposed uses would be built within four primary structures above a screened six-level parking podium, which would be partially below grade and partially above grade, including two residential towers (Tower A and Tower B), a hotel/residential tower (the Sunset Building), and a commercial building that could include office, retail, restaurant, and parking uses (the Courtyard Building). Separate from the four primary structures, three low-rise, non-residential structures would be oriented towards Sunset Boulevard and Beaudry Avenue. In addition, a portion of the proposed residential uses would be located in low-rise residential buildings (not part of Tower A and B) dispersed throughout the eastern and southern portions of the Project Site around the base of Towers A and B. The existing Elysian apartment building, which is located on the Project Site, would remain, is not part of the Project and its surface parking will be relocated with a newly constructed parking facility. The Project also includes the removal of four existing vacant buildings comprising approximately 114,600 square feet of floor area.

As noted, the Project Site is located within the Central City North Community Plan area. The Project Site is surrounded by a mix of commercial uses including auto body repair shops, motels, small retailers, and convenience stores, surface parking lots, and single and multi-family residential developments that vary in building style and period of construction. Restaurants, offices, parks, institutional uses, and museums are within one mile of the Project Site, including Eastside Italian Deli, Phillippe The Original, Dodger Stadium, LA State Historic Park, Grand Park, and the Broad Museum. Numerous other commercial uses are all within a block or two of the Project Site. Properties to the north, across White Knoll Drive are two-story multi-family residential uses and a one-story auto body repair shop. To the east of the Project Site across Alpine Street are one to three-story multi-family residential and single-family uses. To the south across Beaudry Avenue are structured and surface parking and one- to two-story commercial uses. To the west of the Project Site across Sunset Boulevard are one-story commercial uses with surface parking.

The Project would introduce new residences and commercial uses in a mix of low-rise and high-rise buildings to the underutilized Site. The addition of these new uses would provide an amenity to the surrounding businesses and residents in the area as well as support projected growth. The Applicant seeks a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption at up to 13 commercial establishments (i.e., restaurant and retail uses). In addition, under the Mixed Use Development Scenario, the MCUP would permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption at up to six establishments within the hotel use. The Project is not requesting any karaoke, live entertainment, or patron dancing. No letters or communications from the surrounding community were received voicing any concerns regarding the MCUP request.

The proposed hotel, restaurants, and retail would be located on the western portion of the Site and would improve the Sunset Boulevard frontage as compared to existing conditions. Siting the commercial uses, including the hotel use, along Sunset Boulevard (and a small portion of Beaudry Avenue) would enhance the pedestrian environment along Sunset Boulevard and Beaudry Avenue and would result in the residential uses being located along the southern and eastern portion of the Site, which is adjacent to a residential neighborhood.

The proposed uses would be desirable to the public convenience and welfare as the uses would be located on an infill Site, accessible to nearby residents, workers, and visitors to eat, drink, and socialize. Thus, the proposed commercial uses, including the hotel use, would be within a mile or less of residents, visitors, and employees. A variety of commercial uses is an intrinsic part of the service amenities that are necessary for the

conservation, development, and success of a vibrant neighborhood. The ability for the Project Site to offer a full line of alcoholic beverages will allow the hotel, restaurants and retail uses to remain competitive with other similar uses serving the same area, as alcohol service is a common and expected by patrons as part of these commercial uses. Further, patrons are drawn to the Downtown Los Angeles, Echo Park, and Chinatown areas due to the shopping, entertainment, sports, arts, and dining experiences available to them. Offering a full line of alcoholic beverages at these uses on the Project Site would enhance the dining and entertainment experience for visitors, employees, and residents in the vicinity.

Improvement of the Project Site would also increase street activity by introducing new mixed use buildings with a mix of ground-floor commercial uses co-located on-site with residences, and a hotel (under the Mixed Use Development Scenario), as well retail uses near existing employment centers, entertainment, and services in Downtown Los Angeles, Echo Park, and Chinatown, in a convenient location that residents, visitors, and employees can patronize by walking, biking or public transit. The sale, dispensing, and consumption of alcoholic beverages would provide a beneficial amenity available to residents, employees, and visitors of the area.

The sales of alcohol would not be detrimental to nearby residential uses, since the establishments serving alcohol would be carefully controlled and monitored. Approval of the conditional use would contribute to the success and vitality of the commercial development and help to reinvigorate the Site and vicinity.

The grant authorized herein incorporates conditions that are intended to ensure that the proposed operation with the addition of alcohol sales will be compatible with other uses in the surrounding community. These conditions represent limitations on the type of activity that is allowed to be conducted on the site as well as explicit advisories about the responsibilities of the applicant. Additionally, as discussed above, the Project's conditions would be supplemented by more specific conditions designed to address the characteristics of each individual establishment at Plan Approval which would be required. prior to the effectuation of the approval for each respective tenancy identified above. Under these Plan Approvals, the Zoning Administrator and LAPD would have the opportunity to comment and recommend any additional conditions, as warranted. Further, conditions have been imposed to delineate steps to be taken if the operation of the uses are found to be noncompliant with these conditions. Conditions have also been recommended to the Department of Alcoholic Beverages Control for consideration as part of their license issuing process, which the applicant may also be subject to. Thus, as conditioned, combined with the enforcement authority of ABC and LAPD, the approval for the sale of alcohol will not be detrimental to the public health, safety, and welfare.

Therefore, based on the facts herein and in conjunction with the imposition of operational conditions, the Project's location, size, height, operations, and other significant features would be compatible with and would not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

c. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan and any applicable specific plan.

The General Plan is the City's roadmap for future growth and development. The General Plan Elements establish goals, policies, purposes, and programs that provide for the regulatory environment in managing the City, and for addressing environmental concerns and problems. The majority of the policies derived from these elements are implemented in the form of Municipal Code requirements. The General Plan is comprised of the

Framework Element, seven State-mandated elements, and four additional elements. The Framework Element establishes the broad overall policy and direction for the General Plan.

The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project Site is located within the Central City North Community Plan area. The Community Plan Area Map designates the property for General Commercial land uses, with corresponding zones of C1.5, C2, C4, RAS3, and RAS4. The Project Site is zoned C2-2D. The Site's zoning is thus consistent with the General Plan's land use designation for the Site.

The Community Plan text is silent with regards to alcohol sales. In such cases, the decision-maker must interpret the intent of the Community Plan. In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption at up to 13 commercial establishments (i.e., restaurant and retail uses). In addition, under the Mixed Use Development Scenario, the MCUP would permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption at up to six establishments within the hotel use. The proposed request are consistent with the following Central City North Community Plan goal and objective:

**Goal 2:** A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

**Objective 2-1:** To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

**Objective 2-2:** To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

The Project Site is located along the well-established commercial corridor of Sunset Boulevard. The Project would contribute to the area's viable commercial development by introducing new residential units, retail, restaurant, and hotel uses (under the Mixed Use Development Scenario) in an appropriate infill location. The area surrounding the Project Site is urbanized and improved with a range of commercial uses including auto body repair shops, motels, small retailers, and convenience stores, surface parking lots, and single and multi-family residential developments that vary in building style and period of construction.

The proposed Project includes a mix of ground floor retail and restaurant uses that contribute necessary products and services to the residents and businesses of the Central City North area. These uses also generate long-term, stable jobs that would boost the employment rate and economy in this area of the City. The proposed uses would be desirable to the public convenience and welfare as the uses are in a convenient infill location accessible to nearby residents, workers, and visitors to eat, drink, and socialize. In addition, the multi-building mixed-use development would create synergies with the existing and emerging uses in Downtown Los Angeles, Echo Park, Chinatown, and nearby neighborhoods.

The proposed uses are in alignment with the intent of the Community Plan to maintain the area's commercial sector, promote economic vitality, and would further enhance the area as a commercial destination by providing enhanced amenities to guests and patrons. The

proposed residential uses would be concentrated along the eastern and southern boundaries of the Project Site across the street from other existing residential uses. The commercial component of the Project would mostly front Sunset Boulevard, creating a transition from commercial uses to high and low density residential uses, adjacent to the existing residential neighborhood. The proposed commercial uses, including the hotel use, are compatible with surrounding development because most of the adjacent properties are other commercial and residential uses, and the Site has been the location of office, commercial, and/or residential uses since 1963.

Other similar uses in the immediate area have already been established and operate successfully. The Project Site is located within an existing commercial and residential area, along a Mixed Use Boulevard occupied by other, similar kinds of development and establishments. The availability of a full line of alcoholic beverages for sale and dispensing for on-site/off-site consumption and off-site general sale is often a key ingredient to the economic success of restaurant, hotel and retail operations. Numerous conditions have been adopted as a part of this determination to minimize the potential of this restaurant from becoming incompatible with its surroundings. Therefore, as conditioned, the Project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.

# Additional Findings for Alcohol Sales Pursuant to LAMC Section 12.24 W.1 (Conditional Use for Alcoholic Beverages)

### d. The proposed use will not adversely affect the welfare of the pertinent community.

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption at up to 13 commercial establishments (i.e., restaurant and retail uses) with hours of operation from 7 AM to 2 AM. In addition, under the Mixed Use Development Scenario, the MCUP would permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption at up to six establishments within the hotel use with hours of operation from 7 AM to 2 AM. While the specific tenants or uses have not yet been identified, the Project would be limited to commercial uses permitted in the C2 Zone. The MUP provides an umbrella entitlement with general conditions that apply to up to 13 of the commercial establishments serving the Project and six establishments within the hotel use (under the Mixed Use Development Scenario). These conditions include, but are not limited to, security measures such as a camera surveillance system and appropriate lighting in the evening hours, hours of operation, prohibition of after-hours use, except routine clean-up, and of dancing and adult entertainment. Additionally, within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department (LAPD) "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program.

Furthermore, all music, sound or noise which is under the control of the Applicant shall be in compliance with the Citywide Noise Ordinance. Further, loitering is prohibited on and around the premises, and the Applicant would be required to maintain the premises and sidewalk in good condition. These conditions would be supplemented by more specific conditions designed to address the characteristics of each individualestablishment at Plan Approval which would be required, prior to the effectuation of the approval for each respective tenancy identified above, where more specific physical and operational restrictions. Under these Plan Approvals, the Zoning Administrator and LAPD have had

the opportunity to comment and recommend any conditions, including the maximum number of indoor seats, as determined by the Department of Building and Safety

The Project would provide eyes on the streets given its mix of commercial and residential uses and would likewise conform with security measures as required by the MCUP. Therefore, as conditioned, the request to allow the sale of alcoholic beverages for on-site consumption within up to 13 commercial establishments in conjunction with the proposed uses, and six establishments within the hotel (under the Mixed Use Development Scenario) would not adversely affect the welfare of the community.

e. That the granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

The Project Site is located within Census Tract No. 1977. According to the California Department of Alcoholic Beverage Control (ABC) licensing criteria, five (5) on-sale and three (3) off-sale alcoholic beverage licenses are allocated to this Census Tract. Data provided on the ABC's License Query System indicates that there are currently seven (7) on-site and two (2) off-site licenses within this Census Tract.

As reported by the Los Angeles Police Department (LAPD), within Crime Reporting District No. 101, which has jurisdiction over the Project Site, a total of 146 (124 Part I crimes and 22 Part II arrests) crimes were reported in 2020, compared to the citywide average of 141 crimes and the high crime reporting district average of 169 crimes for 2020. In 2020, there were 1 Narcotics, 1 Liquor Law, 0 Public Drunkenness, 0 Disturbing the Peace, 0 Disorderly Conduct, 0 Gambling, and 5 DUI related arrests. These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

The number of active on-site ABC licenses within the census tract where the Project Site is located exceeds the ABC guidelines. Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such license benefits the public welfare and convenience. The above statistics indicate that the crime rate in the reporting district where the Site is located is higher than the citywide average. No evidence has been submitted to the record linking the Site or use to the crime rates in the area. No comments from the community at-large were received concerning the concentration of alcoholic-beverage establishments in the area. Therefore, as conditioned, allowing the sale, dispensing, and consumption of a full line of alcoholic beverages in conjunction with the proposed commercial uses, including a hotel use (under the Mixed Use Development Scenario) is notanticipated to create a law enforcement issue. Consequently, this approval would not result in an undue concentration of premises selling, dispensing, and consumption of a full-line of alcoholic beverages.

Additionally, the 13 proposed commercial establishments, as well as the six establishments within the hotel use (under the Mixed Use Development Scenario) are part of a larger development, which would benefit from oversight of the building complex as a whole. Moreover, included in this grant are a number of general conditions that would act

to minimize any impacts that might be generated by alcohol serving establishments including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site or off-site consumption as a part of this MCUP must apply for a Plan Approval. The Plan Approval process would allow the Department of City Planning to tailor conditions to each individual applicant and establishment, and create measures, which would minimize any impact that might be generated by each individual establishment seeking to sell alcoholic beverages. Likewise, any concerns associated with any individual establishment can be addressed in more detail through the Plan Approval process, which will provide an opportunity to consider more specific operational characteristics when a tenant is identified and the details of eachestablishment are highlighted.

Further, the granting of the request would not result in undue concentration as the Project would provide a service and amenity that is highly desirable and needed in the community. Although the number of existing licenses exceeds the number allocated to the subject census tract, the higher number of alcohol-serving establishments is to be expected in an area which functions as significant commercial corridor with a variety of commercial uses. Thus, the grant will be an asset to the community and will not adversely affect the community welfare. As a result, the instant grant will not result in an undue concentration of such licenses.

In addition, the crime statistics do not connect the subject property to any incidents as it pertains to the reporting district. Nevertheless, to safeguard the welfare of the community, negative impacts commonly associated with the sale of alcohol for on-site consumption such as criminal activity, public drunkenness, and loitering are mitigated by the imposition of conditions such as those related to the STAR/LEAD/RBS Program, age verification, and security cameras, have been imposed by the Zoning Administrator. Employees would be required to fulfill specialized training relating to the sale of alcohol with additional and monitoring conditions imposed. The State Department of Alcoholic Beverage Control also has discretion to approve an application if there is evidence that normal operations would not be contrary to public welfare and would not interfere with the quiet enjoyment of property by residents.

Therefore, as conditioned, granting of the application would not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages in the area of the City involved. As such, the proposed uses in conjunction with the on and off-site sale, dispensing, and consumption of a full-line of alcoholic beverages would be compatible with the surrounding development and will not adversely affect the welfare of the surrounding community.

f. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The Applicant seeks a Main Conditional Use Permit (MCUP) to allow the sale and dispensing of a full line of alcoholic beverages for on and off-site consumption and off-site general sale within 13 commercial establishments with hours of operation from 7 AM to 2 AM daily. In addition, under the Mixed Use Development Scenario, the MCUP would permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption and off-site general sale at up to six establishments within the hotel use.

The Project Site is surrounded by a mix of commercial, neighborhood-serving retail and mixed-use buildings. Restaurants, offices, parks, institutional uses, and museums are in proximity, including Phillippe The Original, Perch LA, Dodger Stadium, LA State Historic Park and the Broad Museum. Numerous other commercial uses are all within a block or two of the Project Site. The proposed mixed-use buildings would revitalize the Project Site and provide much needed retail services in this area of the City and help attract other retail and restaurant establishments to an underserved area of the City. Numerous restaurants, bars and retail spaces serve alcohol in the area.

There are currently six (6) sensitive uses identified within a 1000-foot radius of the Project Site. These are:

- Iglesia Evangelica Latina Church at 1250 Bellevue Avenue
- Evans Community Adult School at 717 North Figueroa Street
- Head Start Pre-school at 707 East Kensington Road
- Downtown Magnet School at 1081 West Temple
- Everett Park at the intersection of Everett Street and Everett Place
- Marion Park located between Bellevue Avenue and Marion Avenue

While the sale of alcoholic beverages is important to the commercial uses and potential hotel uses that would be located within the Project's commercial and hotel spaces, their sale and service would be incidental to the primary operations. All the proposed uses that would have alcohol service would be part of a high-quality development and all alcohol service would take place within a carefully controlled environment served by responsible operators. The Project is also designed to significantly enhance the existing pedestrian activity along Sunset Boulevard and Beaudry Avenue and complement the redevelopment of the existing range of developments along Sunset Boulevard with the addition of new commercial uses which have inviting frontage. Additionally, adequate on-site parking would be provided as part of the Project and no spill-over parking to the nearby residential areas is anticipated. Therefore, this use would not result in detrimental impacts to nearby residentially zoned communities.

#### 5. Director's Decision

The following are the mandated findings for a Director's Decision as required by LAMC 12.21 G.3(a) to allow the payment of in lieu fees for all required trees that cannot be planted on-site or in the parkway abutting the Site.

### a. The open space provided conforms with the objectives of this subsection.

Pursuant to LAMC Section 12.21 G.2, usable open space shall afford occupants of multiple residential dwelling units opportunities for outdoor living and recreation; provide safer play areas for children as an alternative to the surrounding streets, parking areas, and alleys; improve the aesthetic quality of multiple residential dwelling units by providing relief to the massing of buildings through the use of landscape materials and reduced lot coverage; provide a more desirable living environment for occupants of multiple residential dwelling units by increasing natural light and ventilation; and improve pedestrian circulation and providing access to on-site recreation facilities.

The Mixed Use Development Scenario would provide a total of 82,295 square feet of open space as required by LAMC Section 12.21 G.2, of which 70,175 square feet would be outdoor open space. The No-Hotel Development Scenario would provide a total of 93,050 square feet of open space as required by LAMC Section 12.21 G.2, of which 77,075

square feet would be outdoor open space. Outdoor common open space areas would be programmed with hardscapes such as pedestrian paths and stairs, courtyards and terraces, outdoor dining and seating areas, and barbeque areas for high levels of activity, while other spaces would be landscaped for passive activities and would include play areas and gardens.

Specifically, The Hill, a publicly accessible 20,925 square-foot open space, located in the center of the Site, would provide spaces for informal play, recreation, picnicking, sunbathing, and views of the the Downtown Los Angeles skyline. The 5,600 square-foot Sunset Terrace would be immediately accessible from Sunset Boulevard and would provide an open space adjacent to the low-rise commercial buildings. The 16,750 square-foot Beaudry Gardens would be located east of The Hill, adjacent to Tower B and would provide residents and visitors an area for outdoor play, barbeques, and picnicking. Tower A would include glass sliding doors to provide "Juliet" balconies, while Tower B would include private residential balconies, and the low-rise residential buildings would include roof decks.

A maximum of 25 percent of the total common open space is permitted to be indoor open space; a maximum of 20,731 of interior open space would be permitted under the Mixed Use Development Scenario and 23,263 square feet under the No-Hotel Development Scenario. Indoor recreation space would total 7,800 square feet under the Mixed Use Development Scenario and 9,075 square-feet under the No-Hotel Development Scenario, and would include fitness rooms, game rooms, lounges, and recreation rooms.

Pursuant to LAMC Section 12.21 G(a)(3), a minimum of 25 percent of the outdoor common open space area shall be planted with ground cover, shrubs, or trees. Both development scenarios would comply with the landscaping requirement; the Mixed Use Development Scenario would provide 17,544 square feet of landscaped area throughout the Project Site and the No-Hotel Development Scenario would provide 19,269 square feet of landscaping. Landscaping would be comprised of four separate plant zones, Alpine Gardens, Lush Interior, Mediterranean, and Lush Interior and would include drought-tolerant native plants, shrubs, perennials, and groundcover. Specifically, outdoor open spaces, such as the Sunset Incline, Sunset Terrace, The Hill, The Beaudry Gardens, and the Alpine Gardens would include planting areas and/or trees. Additional landscaping would be provided along the street edges.

The Project Site currently contains 104 non-protected trees, one Protected tree, and 40 street trees. Lack of irrigation, drought, long-term neglect, and overcrowding, has led to a number of the trees being stressed and competing for light, soil, water, space and nutrients. Further, a majority of the existing trees are palms which provide no shade, stormwater capture, or carbon sequestration. Thus, all onsite trees (nonprotected and Protected), as well as nine street trees that are in poor condition would be removed. Pursuant to City requirements, the Applicant would be required to replace all removed non-protected trees at a 1:1 ratio, protected trees at a 4:1 ratio and street trees at a 2:1 ratio. Thus the Project would be required to provide 104 trees to replace the nonprotected trees being removed, four additional trees to replace the Protected tree being removed, and 18 street trees to replace the nine street trees being removed. In addition, at least one 24-inch box tree for every four dwelling units shall be provided onsite and may include street trees in the parkway. The Mixed Use Development Scenario proposes a total of 737 residential units and is therefore required to provide a total of 185 trees to meet the residential requirement, while the No-Hotel Development Scenario proposes a total of 827 residential units and is therefore required to provide a total of 207 trees to meet the residential requirement.

A total of 293 onsite trees would be required under the Mixed Use Development Scenario and 315 trees under the No-Hotel Development Scenario. The location of trees would consider the need for shade, sun, activities and views. The Project proposes to provide a total of 262 onsite trees as well as 18 street trees. Once construction is complete, more than twice as many existing trees would be located on the Site.

The Project is a multi-building, mixed use development with up to 994,982 square feet of new habitable floor area on an approximately 6.19-acre Site. The Project proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario. Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. Under the No Hotel Development Scenario, up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. The additional 90 residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building.

While the Project accommodates the required amount of open space, the number of existing trees which would need to be replaced to allow for the Project's 360 degree design, including the masking of the six-level parking podium, in which a majority of the Site would be built over the parking podium, would require that all of the existing trees be removed and that all new trees be planted in raised planters or topographically mounded areas, which combined limit the open space areas suited for trees.

As several existing trees are experiencing stress due to overcrowding, the planters size and the proximity of trees to each other must also be considered. To ensure the new trees are able to mature and provide shade, adequate growing space must be provided. As stated in the Los Angeles City Planning's Urban Design Studio's Soil Depth Guidelines, "If trees are placed in planters barely larger than the initial volume of their roots, no amount of subsequent care will allow them to attain anywhere near their full potential. Such plantings will remain static and ultimately fail." Onsite trees planted in raised planters would not be located within four feet of the planter's edges, further restricting the areas where new trees can be planted. The proximity of trees to each other is an equally important consideration. While mounded areas would be incorporated into the landscaping, the Project's largest mounded area, The Hill, is also a focal point of the Site and would offer views of the Project and the Downtown Los Angeles skyline. To accommodate The Hill and its view corridors, trees would be strategically planted to avoid impacting this aspect of the Project's design.

As described above, the Project's open spaces would provide passive and active areas, including outdoor dining and gathering areas. Overall the Project would meet the objectives of LAMC 12.21 G.2 and would provide residents with opportunities for outdoor living and recreation, while improving on and off-site pedestrian circulation and providing access to on-site recreation areas. As only 262 of the 292 required trees for the Mixed Use Development Scenario and 262 of the 315 required trees for the No-Hotel Development Scenario would be planted onsite, the payment of in-lieu fees for all required trees that cannot be planted onsite or in the parkway abutting the Site is required.

### b. That the proposed project complies with the total usable open space requirements.

Pursuant to LAMC 12.21 G.2, based on the number of units and the mix of unit types, 82,295 square feet of open space is required for the Mixed Use Development Scenario

and 93,050 square feet of open space is required for the No-Hotel Development Scenario. As shown in the table below, both development scenarios would provide the total required amount of usable open space.

Open Space Required					
Unit Type <sup>2</sup>	LAMC Requirement	No. Units	Total		
Mixed Use Development Scenario					
< 3 Habitable Rooms	100 sf / unit	368 units	36,800 sf		
= 3 Habitable Rooms	125 sf / unit	369 units	46,125 sf		
> 3 Habitable Rooms	175 sf / unit	0 unit	0 sf		
	Total Open Space Red	82,925 sf			
Maximum Indoor or Covered OS Permitted (25%)			20,731 sf		
No-Hotel Development Scenario					
< 3 Habitable Rooms	100 sf / unit	413 units	41,300 sf		
= 3 Habitable Rooms	125 sf / unit	414 units	51,750 sf		
> 3 Habitable Rooms	175 sf / unit	0 unit	0 sf		
Total Open Space Required			93,050 sf		
Maximu	ım Indoor or Covered OS	23,263 sf			

Outdoor open space areas, of which at least 20,925 square feet would be publicly accessible, would include the Alpine Gardens, Beaudry Gardens, The Hill, Sunset Incline, Sunset Terrace, low-rise residential roof decks, and the Beaudry Terraces. These spaces would be programmed with pedestrian paths and stairs, courtyards and terraces, outdoor dining and seating areas, barbeque areas, play areas, and gardens. A maximum of 25 percent of the total common open space is permitted to be indoor open space; a maximum of 20,731 of interior open space would be permitted under the Mixed Use Development Scenario and 23,263 square feet under the No-Hotel Development Scenario. Indoor recreation space would total 7,800 square feet under the Mixed Use Development Scenario and 9,075 square-feet under the No-Hotel Development Scenario, and would include fitness rooms, game rooms, lounges, and recreation rooms.

<sup>&</sup>lt;sup>2</sup> Kitchens are not considered habitable rooms for the purposes of open space calculations.

Open Space Provided					
Common Exterior Open Space					
Location	Mixed Use	No-Hotel			
Alpine Gardens	2,500 sf	2,500 sf			
Beaudry Gardens	16,750 sf	16,750 sf			
The Hill <sup>1</sup>	20,925 sf	20,925 sf			
Sunset Incline	6,000 sf	6,000 sf			
Sunset Terrace	5,600 sf	5,600 sf			
Roof Decks <sup>2</sup>	10,200 sf	15,300 sf			
Beaudry Terraces <sup>2</sup>	8,200 sf	10,000 sf			
Total Common Exterior Open Space Provided	70,175 sf	77,075 sf			
Common Indoor Open Space					
Tower A	2,600 sf	2,600 sf			
Tower B	3,400 sf	3,400 sf			
Low-Rise Residential	1,800 sf	1,800 sf			
Sunset Building <sup>2</sup>	NA	1,275 sf			
Maximum Indoor or Covered OS Permitted (25%)	20,731 sf	23,263 sf			
Total Common Indoor Open Space Provided	7,800 sf	9,075 sf			
Private Open Space					
Balconies (50 sf / balcony)	4,950	6,900			
Total Open Space Provided	82,925	93,050			

<sup>&</sup>lt;sup>1</sup> - Publicly accessible open space.

Pursuant to LAMC Section 12.21 G(a)(3), a minimum of 25 percent of the outdoor common open space area shall be planted with ground cover, shrubs, or trees. Both development scenarios would comply with the landscaping requirement; the Mixed Use Development Scenario would provide 17,544 square feet of landscaped area throughout the Project Site and the No-Hotel Development Scenario would provide 19,269 square feet of landscaping. Landscaping would be comprised of four separate plant zones, Alpine Gardens, Lush Interior, Mediterranean, and Lush Interior and would include drought-tolerant native plants, shrubs, perennials, and groundcover. Specifically, outdoor open spaces, such as the Sunset Incline, Sunset Terrace, The Hill, The Beaudry Gardens, and the Alpine Gardens would include planting areas and/or trees. Additional landscaping would be provided along the street edges.

The Project Site currently contains 104 non-protected trees, one Protected tree, and 40 street trees. Lack of irrigation, drought, long-term neglect, and overcrowding, has led to

<sup>&</sup>lt;sup>2</sup> - Under the No-Hotel Development Scenario 90 residential units would be located in the Sunset Building, in place of the 180 hotel guests rooms proposed under the Mixed-Use Development Scenario. Thus, under the No-Hotel Development Scenario an additional 5,100 square-foot roof deck would be provided for residents at the Sunset Building as well as 1,275 square feet of interior common open space, and 1,800 square feet of common exterior open space would be provided at the Beaudry Terraces area.

a number of the trees being stressed and competing for light, soil, water, space and nutrients. Further, a majority of the existing trees are palms which provide no shade, stormwater capture, or carbon sequestration. Thus, all onsite trees (nonprotected and Protected), as well as nine street trees would be removed. Pursuant to City requirements, the Applicant would be required to replace all removed non-protected trees at a 1:1 ratio. Protected trees at a 4:1 ratio and street trees at a 2:1 ratio. Thus the Project would be required to provide 104 trees to replace the nonprotected trees being removed, four additional trees to replace the Protected tree being removed, and 18 street trees to replace the nine street trees being removed. In addition, at least one 24-inch box tree for every four dwelling units shall be provided onsite and may include street trees in the parkway. The Mixed Use Development Scenario proposes a total of 737 residential units and is therefore required to provide a total of 185 trees to comply with the residential requirement, while the No-Hotel Development Scenario proposes a total of 827 residential units and is therefore required to provide a total of 207 trees to comply with the residential requirement. A total of 292 onsite trees would be required under the Mixed Use Development Scenario and 315 trees under the No-Hotel Development Scenario as well as 18 street trees. The Project proposes to provide a total of 262 onsite trees as well as 18 street trees. Once construction is complete, more than twice as many existing trees would be located on the Site.

Unlike numerous high-density projects, the Site has ample land area to meet the Code's open space requirements and would comply with the requirement of providing one tree per every four dwelling units as well as replace a majority of the onsite trees that would be removed. However, the unique structural and engineering requirements required by the Project's 360 Degree Design would limit the total number of trees that could be planted on the Site, while ensuring that each new tree has the space and soil depth needed to mature. The landscape plan has been designed to maximize a healthy tree canopy, a variety of types of recreational open space areas that would comply with the total useable open space requirements. Overall the Project would meet the objectives of LAMC 12.21 G.2 and the Applicant would be required to pay an in-lieu fee to cover the cost to procure and plant each tree that cannot be planted on-site or as a street tree within the adjacent parkway.

## 6. Site Plan Review Findings

In order for the Site Plan Review to be granted, all three of the legally mandated findings delineated in LAMC Section 16.05 F must be made in the affirmative.

a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

Pursuant to LAMC Section 12.36-D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as General Plan/Charter Finding "a" and in accordance with Section 12.24 E of the LAMC, is hereby incorporated by reference.

b. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development in neighboring properties.

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties as follows:

### Height, Bulk and Mass

The Project Site is an approximately 6.19-acre Site, bounded by White Oak Knoll Drive to the north, Alpine Street to the east, Beaudry Avenue to the south, and Sunset Boulevard to the west. The Project Site is Zoned C2-2D (Commercial Zone, Height District 2 with a Development Limitation). Height District 2 allows a 6:1 FAR, with no height limit in conjunction with the C2 Zone. However, the Project Site is subject to a D Limitation, pursuant to Ordinance No. 174,327, and Footnote 4 of the Central City Community Plan which restricts the Site to a 3:1 FAR. The permitted density within the Project Site, is one dwelling unit per 400 square feet of lot area or one guest room per 200 square feet of lot area. Both the FAR and permitted density may be increased pursuant to Density Bonus entitlements. The Project Site is currently developed with five buildings, four of which are vacant and would be demolished to allow for construction of the Project and surface parking and vehicle circulation areas. The fifth building, the Elysian apartment building is located on the Project Site, would remain, but is not part of the Project.

The Project is a multi-building, mixed use development that proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario. Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. Under the No Hotel Development Scenario, up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. The additional 90 residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building. The Project would have a maximum FAR of 4.19:1, which permits a maximum of 1.129.370 square feet of floor area, including the 110.336 square-foot Elysian apartment building, and 24,052 square feet of unenclosed/inhabitable floor area beneath three buildings' tower elements. The permitted maximum habitable floor area would be 994,982 square feet. The FAR and density would be in conformance with the Density Bonus entitlements.

The Project Site would be developed with four primary structures above a screened six-level parking podium, which would be partially below grade and partially above grade, including two residential towers (Tower A and Tower B), a hotel/residential tower (the Sunset Building), and a commercial building that could include office, retail, and restaurant uses (the Courtyard Building). Tower A would be 49 stories and reach a height of 572 feet, while Tower B would be 30-stories and a maximum height of 408 feet. The Sunset Building would be 17-stories and 211 feet and the three-story Courtyard building would reach a height of 91 feet. Separate from the four primary structures, the three low-rise commercial buildings ranging from one to three stories with a maximum height of 64 feet and up to 26 low-rise residential buildings ranging from one to four stories would reach a maximum height of 91 feet.

The proposed open space under both development scenarios would break up the mass of the Project. The Mixed Use Development Scenario would provide a total of 82,295 square feet of open space as required by LAMC Section 12.21 G.2, of which 70,175 square feet would be outdoor open space. The No-Hotel Development Scenario would provide a total of 93,050 square feet of open space as required by LAMC Section 12.21 G.2, of which 77,075 square feet would be outdoor open space. Outdoor common open space areas would include a series of pedestrian paths and stairs, play areas, gardens, courtyards, terraces, and pools, which would be programmed with landscaped and hardscaped areas, outdoor dining and seating areas, and barbeque areas. Specifically,

The Hill, a 20,925 square-foot open space, located in the center of the Site, would provide spaces for informal play recreation, picnicking, sunbathing, and views of the the Downtown Los Angeles skyline. The 5,600 square-foot Sunset Terrace would be immediately accessible from Sunset Boulevard and would provide a space for outdoor dining adjacent to the low-rise commercial buildings. The 16,750 square-foot Beaudry Gardens would be located east of The Hill, adjacent to Tower B and would provide residents and visitors an area for outdoor play, barbeques, and picnicking.

The Project Site is surrounded by residential and commercial uses that vary in building style and scale. The Project would be consistent with the ongoing mixed-use redevelopment in the area and sited and designed to enhance the character of the Mixed-use Boulevard designation. Existing buildings surrounding the Project Site range from one to three stories, while the onsite Elysian apartment building is nine stories. The overall design would include tower elements compatible with Downtown Los Angeles, less than two miles from the Site, while also constructing low-rise residential uses on the southern and eastern portion of the Site with a massing and scale that would be compatible with the residential neighborhood to the east and south. The Project is sited and designed to focus greater commercial intensity development adjacent to Sunset Boulevard, with the three three-story low-rise commercial buildings as well as several commercial uses located in the ground floor of the low-rise residential buildings (at the corner of Beaudry Avenue and Sunset Boulevard). Further, the low-rise residential buildings would create a tiering effect, reducing the contrast heights between the proposed towers and the residential surrounding neighborhood.

The Project includes requests for Off-Menu Incentives, and a Waiver of Development Standards as part of the Density Bonus Compliance Review to permit a portion of overdedicated public-right-away areas along Sunset Boulevard and Beaudry Avenue (approximately 3,373 square feet) to be counted towards the Site's lot area and permitted density; to permit an approximately 40 percent increase in the maximum allowable floor area ratio (FAR) from 3:1 to 4.19:1, for a total of 1,129,370 square feet, of which 110,336 square feet is allotted to the existing Elysian apartment building, 24,052 square feet would be unenclosed/inhabitable for a total of 994,982 square feet of habitable floor area; and to permit a zero-foot building separation between the Elysian Parking Garage building and the 1111 Sunset Project, in lieu of the 114 foot building separation as required by LAMC Section 12.21 C.2(a). As the State Density Bonus Law authorizes a Density Bonus Housing Development Project, as defined in Government Code Section 65915, to deviate from applicable development standards and ordinances, there would be circumstances where a project's height and size may be larger than what would be typically developed within the area, in order to accommodate the affordable units. While the Project would have a greater height and intensity than existing development in the area, the Project's Height District does not establish a maximum height, and the the Project is consistent with the higher density, mixed-use redevelopment trend in the surrounding area and would boost residential densities, significantly increasing housing opportunities in the Central City North Community Plan area. The Project would also provide ground level dining and open space uses for residents, employees, and visitors. The proposed mix of uses would increase the diversity of uses consistent with the Mixed-Use Boulevard designation and improve the pedestrian experience at the Project Site. The Project would enhance the urban character of the area, with an emphasis on activating all Project frontages for pedestrians and cyclists and create a link to Chinatown and Downtown Los Angeles.

Therefore, Alternative would be compatible in height, bulk, and scale to existing and future proposed development in the area.

### Setbacks

Pursuant to a LADBS Yard Determination dated November 2, 2017, the Site only includes front yards; and no setbacks are required for front yards located in the C2 Zone. The Project would have a variable front yard setback with a minimum zero foot setback along portions of each Site frontage. Landscape buffers would be provided where residential uses abut public streets while the commercial uses would be built to the sidewalk. The low-rise residential uses located on the southeastern portion of the Site would include street facing units that complement the scale and character of the adjacent residential neighborhood, as compared to the commercial uses along Sunset Boulevard which would be larger in scale and volume and would create a more defined street wall.

In addition, the ground level open space allows for public amenities and deeper setbacks and views around the buildings. The siting of the buildings allows for expansive views of the Downtown skyline and other nearby neighborhoods.

## Parking, Loading and Drop-Off Zones

Under the Project, a screened six-level parking podium which would be partially below grade and partially above grade would provide a total of 933 vehicle parking spaces for the Mixed Use Development Scenario and 907 vehicle parking spaces for the No-Hotel Development Scenario. As conditioned, the Project would provide electric vehicle charging spaces and stations in compliance with the regulations outlined in Chapter IX, Article 9, LAMC Sections 99.04.106 and 99.05.106. As the Project would develop all portions of the Site and provide frontage along Sunset Boulevard as well as along White Knoll Drive, Alpine Street, and Beaudry Avenue, vehicular access would be provided by driveways located along all Site frontages.

The Project Site street frontage is approximately 1,800 linear feet. The new driveways would range between 30 to 150 feet wide and be a minimum of 148 feet apart with a most of the driveways being more than 230 feet apart. Thus a majority of the Site frontage would remain unobstructed. The centrally located Sunset Boulevard driveway would serve as the main entrance/exit for the commercial and office uses which would front Sunset Boulevard, while the driveways located at the corner of Sunset Boulevard and Beaudry Avenue would serve as the hotel valet (for the Mixed Use Development Scenario) and transportation network company services (such as Uber, Lyft, taxis, etc.) drop-off and pickup for both development scenarios. The primary residential vehicular entrance to the Site would be located along the eastern portion of the Site, along Beaudry Avenue, while secondary commercial and residential vehicular access would be provided by a driveway accessible on Alpine Street. Vehicular access to the new Elysian parking structure would be provided from a driveway along White Knoll Drive. The existing driveway along White Knoll Drive that currently provides approximately 20 onsite vehicle parking spaces for the Elysian apartment building would remain unchanged. The number and location of driveways around the Site would allow the lower volume residential vehicles to access the Site via the Collector Streets (i.e., White Knoll Drive, Alpine Street, and Beaudry Avenue) and minimize potential vehicle queuing along the surrounding roadways.

In addition to the new driveways, two residential loading zones adjacent to Towers A and B would be provided along Alpine Street and Beaudry Avenue. All commercial loading zones would be provided on-site and within the six level parking podium. An onsite Transportation Center would be provided at the corner of Beaudry Avenue and Sunset

Boulevard which would include an onsite loading area with a capacity for approximately eight vehicles in addition to a four vehicle capacity through lane.

By providing all required parking on the Project Site in locations that are either subterranean, wrapped or incorporated into the architecture or landscaping the Project would be compatible with existing and future development on adjacent and neighboring properties.

### Signage and Lighting

While no signage is proposed at this time, future signage may include building identification, wayfinding, and security markings. Commercial and residential signage would be similar to other signage in the vicinity. All proposed signage would conform to the size, type, and placement requirements of LAMC Article 4.4 and would be designed to complement the architectural design of proposed buildings. In general, new signage would be architecturally integrated as part of the buildings' design and establish appropriate identification for proposed uses.

Pedestrian and publicly accessible areas would be well-lit for security. Project lighting would also include ground level commercial lighting, common and private open area lighting, interior and outdoor lighting from commercial and residential areas, and accent lighting. Light fixtures would share a consistent design aesthetic and would be configured to minimize light pollution. Additionally, light fixtures on the Project Site would be shielded and directed toward the areas to be lit and away from any adjacent sensitive areas, such as residential uses. Furthermore, the Project would comply with LAMC Section 93.0117(b), which limits exterior lighting to no more than two foot-candles of lighting intensity on any property containing residential units.

Exterior architectural accent lighting on all buildings would be utilized to enhance the perception of each building's architectural character and create visual interest along the streets and public spaces from which they are visible; as well as to reinforce the composition created by Tower A, Tower B, the Sunset Building and the Courtyard Building.

None of the proposed architectural accent lighting would include any moving lights or dynamic lighting effects. All proposed lighting would be steady in intensity and color throughout a single night. No still or moving images would be projected onto the buildings.

### Landscaping

The Mixed Use Development Scenario would provide 17,544 square feet of landscaped area throughout the Project Site and the No-Hotel Development Scenario would provide 19,269 square feet of landscaping. Landscaping would be comprised of four separate plant zones, Alpine Gardens, Lush Interior, Mediterranean, and Lush Interior and would include drought-tolerant native plants, shrubs, perennials, and groundcover. Specifically, outdoor open spaces, such as the Sunset Incline, Sunset Terrace, The Hill, The Beaudry Gardens, and the Alpine Gardens would include planting areas and/or trees. Additional landscaping would be provided along the street edges.

The Project Site currently contains 104 non-protected trees, one Protected tree, and 40 street trees. Lack of irrigation, drought, long-term neglect, and overcrowding, has led to a number of the trees being stressed and competing for light, soil, water, space and nutrients. Further, a majority of the existing trees are palms which provide no shade, stormwater capture, or carbon sequestration. Thus, all onsite trees (nonprotected and Protected), as well as nine street trees would be removed. The Project proposes to plant

262 trees and 18 street trees, more than twice as many existing onsite trees. Further, as only 262 of the 292 required trees for the Mixed Use Development Scenario and 262 of the 315 required trees for the No-Hotel Development Scenario would be planted onsite, the Applicant has requested a Director's Decision to allow for the payment of in-lieu fees for all required trees that cannot be planted onsite or in the parkway abutting the Site.

## **Trash Collection**

All trash would be located in the screened six-level parking podium and not visible. Access for trash pickup and other freight vehicles would be provided via driveways on Alpine Street, Beaudry Avenue, and Sunset Boulevard. The Project would have adequate capacity to handle all trash collection onsite, and proposed trash facilities would be compatible with existing and future development and will not impact adjacent and neighboring properties.

As described above, the Project consists of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that would be compatible with existing and future development on adjacent and neighboring properties.

c. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

The Mixed Use Development Scenario would provide 82,925 square feet of usable open space, including 20,925 square feet of publicly accessible open space, 70,175 square feet of common open space, and 4,950 square feet of private open space in the form of private balconies. The No-Hotel Development Scenario would provide 93,050 square feet of usable open space, including 20,925 square feet of publicly accessible open space, 77,075 square feet of common open space, and 6,900 square feet of private open space in the form of private balconies.

Outdoor common open space areas would include hardscaped and landscaped areas and would be programmed with a series of pedestrian paths and stairs, play areas, gardens, courtyards, terraces, pools, outdoor dining and seating, and barbeque areas. Common open space exclusive to residential tenants would include, fitness rooms, game rooms, lounges, and recreation rooms and outdoor residential amenities would include amenity roof decks and pools.

Both development scenarios would include a 20,925 square-foot publicly accessible open space feature referred to as The Hill. The Hill would be located in the center of the Site, provide spaces for informal play, picnicking, sunbathing, and views of the Downtown Los Angeles skyline. Additionally, the Project would include shopping, outdoor seating, landscaping, and open-air dining. The Project's ground floor restaurant and/or retail uses would activate the respective street frontages along Sunset Boulevard and a small portion of Beaudry Avenue.

The Project would comply with the landscaping requirement and landscape at least 25 percent of the outdoor common open space with ground cover, shrubs, or trees. The Mixed Use Development Scenario would provide 17,544 square feet of landscaped area and the No-Hotel Development Scenario would provide 19,269 square feet of landscaped area. Landscaping would be comprised of four separate plant zones, Alpine Gardens, Lush Interior, Mediterranean, and Lush Interior and would include drought-tolerant native plants, shrubs, perennials, and groundcover. Specifically, outdoor open spaces, such as

the Sunset Incline, Sunset Terrace, The Hill, The Beaudry Gardens, and the Alpine Gardens would include planting areas and/or trees. Additional landscaping would be provided along the street edges.

The Project Site currently contains 104 non-protected trees, one Protected tree, and 40 street trees. Lack of irrigation, drought, long-term neglect, and overcrowding, has led to a number of the trees being stressed and competing for light, soil, water, space and nutrients. Further, a majority of the existing trees are palms which provide no shade. stormwater capture, or carbon sequestration. Thus, all onsite trees (nonprotected and Protected), as well as nine street trees would be removed. Pursuant to City requirements, the Applicant would be required to replace all removed non-protected trees at a 1:1 ratio. Protected trees at a 4:1 ratio and street trees at a 2:1 ratio. Thus the Project would be required to provide 104 trees to replace the nonprotected trees being removed, four additional trees to replace the Protected tree being removed, and 18 street trees to replace the nine street trees being removed. In addition, at least one 24-inch box tree for every four dwelling units shall be provided onsite and may include street trees in the parkway. The Mixed Use Development Scenario proposes a total of 737 residential units and is therefore required to provide a total of 185 trees. The No-Hotel Development Scenario proposes a total of 827 residential units and is therefore required to provide a total of 207 trees.

The Project proposes to plant 262 trees and 18 street trees, more than twice as many existing onsite trees. Further, as only 262 of the 292 required trees for the Mixed Use Development Scenario and 262 of the 315 required trees for the No-Hotel Development Scenario would be planted onsite, the Applicant has requested a Director's Decision to allow for the payment of in-lieu fees for all required trees that cannot be planted onsite or in the parkway abutting the Site.

Therefore, the Project would provide its residents and visitors with appropriately located recreational facilities and service amenities to improve habitability for the residents and minimize impacts on neighboring properties.

#### CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

#### I. INTRODUCTION

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of the 1111 Sunset Project by preparing an environmental impact report (EIR) ENV-2018-177-EIR (SCH No. 2018051043). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The 1111 Sunset Project EIR, consisting of the Draft EIR, Final EIR and Errata, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the 1111 Sunset Project (Project), located at 1111-1115 Sunset Boulevard (Project site). The Project as analyzed in the EIR, proposes two development scenarios—the Mixed Use Development Scenario and the No-Hotel Development Scenario. Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 restricted affordable housing units), up to 180 hotel rooms, up to 48,000 square feet of office space, and up to 95,000 square feet of general commercial floor area are proposed. Under the No-Hotel Development Scenario, a maximum of up to 827 residential units (including up to 76 restricted affordable housing units) would be constructed along with up to 48,000 square feet of office space, and up to 95,000 square feet of general commercial floor area. The additional residential units (under the No-Hotel Development Scenario) would be located in the same building as the hotel (Sunset Building) and would replace the 180 hotel rooms proposed by the Mixed Use Development Scenario. Regardless of the removal of the hotel, the Project design would remain as proposed and as described herein and would comprise a maximum of 994,982 square feet of floor area. Under either development scenario, implementation of the Project would require removal of the four existing vacant buildings within the Project Site. The existing occupied Elysian apartment building, located on the Project Site would remain.

The Draft EIR was circulated for a 46-day public comment period beginning on March 11, 2021, and ending on April 26, 2021. A Notice of Completion and Availability (NOC/NOA) was distributed on March 11, 2021 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and could be accessed and reviewed by members of the public by appointment with the Planning Department. Additionally, due to the circumstances created by the COVID-19 pandemic, copies of the Draft EIR were made available to the public on CD-ROM or in hard copy upon request to the Department of City Planning at the contact information listed on the NOC/NOA. A copy of the document was also posted online at https://planning.lacity.org. Notices were filed with the County Clerk on March 11, 2021 as a result of the COVID-19 pandemic pursuant to the Governor's Executive Order No. N-54-40.

The Final EIR was then distributed on November 19, 2021. The Advisory Agency certified the EIR on January 7, 2022 ("Certified EIR") in conjunction with the approval of the Project's Tract Map (VTT-80315). In connection with the certification of the EIR, the Advisory Agency adopted CEQA findings and a mitigation monitoring program. The Advisory Agency adopted the mitigation monitoring program in the EIR as a condition of approval. This decision was appealed and is pending decision by the City Planning Commission concurrent with the subject case. All mitigation measures in the Mitigation Monitoring Program are also imposed on the Project through Conditions of Approval of CPC-2018-176-DB-BL-VCU-CU-MCUP-DD-SPR, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

#### NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the approval of the Project. There are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

#### **RECORD OF PROCEEDINGS**

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the Draft EIR, Final EIR, and Errata, are available on the Department of City Planning's website at <a href="https://planning.lacity.org/development-services/eir">https://planning.lacity.org/development-services/eir</a> (to locate the documents, search for the environmental case number). Due to government facility closures as a result of the COVID-19 crisis, the Draft and Final EIR documents could not be made available at a public library. However, consistent with state emergency orders, the public was notified of an ability to call or email the City for alternative modes to access the documents or to schedule an appointment to review the documents at the City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1450, Los Angeles, CA 90012, during office hours Monday - Friday, 9:00 a.m. - 4:00 p.m.

#### PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing conducted by the Deputy Advisory Agency and Hearing Officer, on behalf of the City Planning Commission, on this matter, in conjunction with Case No. VTT-80315, was conducted by the Hearing Officer telephonically and virtually via Zoom on December 15, 2021 at 11:00 a.m. Participating were the Project Representative, and a number of stakeholders and members of the general public.

#### Summary of Public Hearing and Communications

- 1. Present: There were over 40 participants during the meeting, including City Planning Staff, the Subdivision Committee, the Applicant team, and members of the public.
- 2. Public Speakers: Approximately 16 people spoke at the hearing, not inclusive of the Applicant team; approximately 15 people spoke in support of the Project; one person spoke in opposition to the Project.
- 3. The Applicant's Representative described the Project Site, Project features, and that the Project would develop an underutilized Site, providing both market-rate and Very Low Income, enhancing the Project Site by removing vacant buildings and surface parking lots and providing amenities to enliven the area, providing a dense multi-use development in proximity to mass public transit and providing needed office space and employment opportunities within the Central City North Community Plan area.
- 3. Public Hearing Testimony

#### Speaker Comments Supporting the Project

- Provide critical housing, including market-rate and affordable units
- Provides a vast amount of publicly accessible open space
- Improve the site and provide excellent design/architecture
- Provide a vibrant and pedestrian-oriented environment
- Help the economy through job creation
- Provide construction workers with living wages

# Speaker Comments in Opposition to the Project

- Lack of onsite parking provided
- Traffic and congestion impacts to the neighborhood
- Traffic associated with Dodger Stadium events
- Future of the onsite trees
- 4. Response to Public Testimony:

#### Applicant Rebuttal

The Applicant's representative confirmed that the number of vehicle parking spaces that would be provided under either development scenario would comply with the Code requirements and that while the number of spaces could be further reduced with the recent revisions to AB 744, the surrounding community has expressed concerns over the lack of parking in the area. However, the Project would provide unbundled parking to disincentivize households from having more than one vehicle.

Regarding vehicle circulation and vehicle congestion generated during Dodger Stadium events the Applicant's representative noted that both topics were analyzed in the EIR and that Appendix C of the Project's Transportation Assessment, (Appendix Q of the Draft EIR), includes an analysis of traffic conditions during a Dodger gameday. As described in the analysis, the Project would not substantially change circulation and/or intersection delay in the Project Vicinity and in some cases intersection delay would be improved.

In response to an inquiry regarding the existing onsite trees, the Applicant's representative confirmed the number of onsite trees and that a total of 262 trees would be provided with development of the Project, which is greater than the 104 existing onsite trees. The representative did state that the existing trees have not been maintained, however all new trees would be maintained for the life of the Project.

#### Deputy Advisory Agency

- The Bureau of Engineering proceeded to summarize their recommended conditions provided in their report to Department of City Planning, dated December 9, 2021, and were amendable to the Applicant's request that the existing improvements along White Knoll Drive remain in place and that the sidewalk easement as requested by BOE would not be applicable to those areas. It should be noted that the Applicant requested that BOE revise a condition to allow the Applicant to provide a five-foot easement along Beaudry Avenue to BOE. BOE denied the request, as BOE currently has access to the right-of-way which gives the City full flexibility to install underground public utilities in this area and to service and maintain any future utilities for the benefit of public use. BOE noted that if the agency were to approve the requested 5-foot sidewalk easement, the requested 13-foot sidewalk would be constructed, but it would be designated as a single-use easement, and BOE would not have access to the area to install future public utilities.
- The Department of Parks and Recreation provided no additional comments.
- The Bureau of Street Lighting provided no additional comments.
- The Deputy Advisory Agency did not take any action on the Vesting Tentative Tract Map No. 80315 and took the case under advisement.

#### 5. Written Testimony

Since the public hearing, Planning Staff received written comments (outside of the comment letters on the Draft EIR, which were responded to as part of the Final EIR) from seven individuals.

A comment letter was submitted on the day of the hearing, December 15, 2021, by Lozeau Drury, LLP on behalf of Supporters Alliance for Environmental Responsibility (SAFER). SAFER states that the Project would have a significant impact on indoor air quality as a result of formaldehyde emissions associated with composite wood products being released into the air. The City reviewed the comment letter and provided a written response which is included as part of the City's administrative case file. The City determined that the comments do not result in any new significant environmental impacts or a substantial increase in any of the severity of significant impacts identified in the Draft EIR. As such, in accordance with CEQA Guidelines Section 15088.5, recirculation of the EIR is not required. Since submission of the letter dated December 15, 2021, SAFER has appealed the decision of the Advisory Agency, which is pending decision by the City Planning Commission concurrent with the subject case.

Following the Public Hearing a member/representative of Echo Park Neighborhood Council and Los Angeles Neighborhood Council Alliance of River Communities (ARC) asked that staff provide the Applicant's contact information to request that the Applicant provide a presentation

of the Project at the upcoming ARC meeting. Staff provided the ARC member/representative with the Applicant's contact information and forwarded the request to the Applicant. In addition to this request a separate individual requested to be added to the Project's interested party list

Four additional comment letters were received voicing concerns over the Project's construction period, specifically the air quality and noise impacts that would arise during this period as well as the number of affordable units proposed and opposition to the proposed hotel use. Lastly, a commenter noted that the Project should be required to improve the sidewalks across the street from the Project Site and that crossing Sunset Boulevard as a pedestrian can be challenging due to the vehicle traffic/speed. These comments have been addressed in the Issues Section above.



# 1111 SUNSET EXHIBIT A1

1111 SUNSET BOULEVARD

# Architectural and Landscape Plans CPC-2018-176

A1

# **BACKGROUND**

LEGAL DESCRIPTION SURVEY DEMOLITION PLAN

# **PROJECT SUMMARY**

PLOT PLAN PROJECT DATA

#### **DIAGRAMS**

BUILDING HEIGHTS
PEDESTRIAN ACCESS
BICYCLE PARKING AND SERVICES
VEHICULAR ACCESS
LOADING AND SERVICE
OPEN SPACE
AREA UNDER TOWERS

# LANDSCAPE PLANS

OVERALL SITE PLAN LANDSCAPE LEGENDS PLANTING PLAN

# **ARCHITECTURAL PLANS**

PARKING LEVELS
PODIUM LEVELS
TYPICAL TOWER LEVEL
TOWER AMENITY LEVEL

ENLARGED TYPICAL TOWER LEVELS ENLARGED TYPICAL LOW RISE RESIDENTIAL

# **SECTIONS AND ELEVATIONS**

SITE ELEVATIONS SITE SECTIONS

**CUB EXHIBITS** 

**A2** 

**RENDERINGS** 

# **BACKGROUND**



#### LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

#### PARCEL 1

PARCEL B, AS SHOWN ON PARCEL MAP L.A. NO. 1999-3180, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 304, PAGES 12, 13 AND 14 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM ALL OIL, GAS, HYDROCARBON AND OTHER MINERALS, WITHOUT RIGHT OF SURFACE ENTRY FOR THE DEVELOPMENT OR EXTRACTION THEREOF WITHIN 500 FEET, MEASURED VERTICALLY FROM THE SURFACE AS RESERVED BY METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA IN DEED RECORDED FEBRUARY 4, 1995 AS INSTRUMENT NO. 95-311717, OF OFFICIAL RECORDS.

#### PARCEL 2:

THAT PORTION OF BEAUDRY AVENUE DEDICATED ON THE MAP OF TRACT NO. 26433, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECORDED IN BOOK 684, PAGES 27 AND 28 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF LOT 1 OF SAID TRACT DESIGNATED AS "FUTURE STREET" ON SAID MAP.

EXCEPT THEREFROM ALL OIL, GAS, HYDROCARBON AND OTHER MINERALS, WITHOUT RIGHT OF SURFACE ENTRY FOR THE DEVELOPMENT OR EXTRACTION THEREOF WITHIN 500 FEET, MEASURED VERTICALLY FROM THE SURFACE AS RESERVED BY METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA IN DEED RECORDED FEBRUARY 4, 1995 AS INSTRUMENT NO. 95-311717, OF OFFICIAL RECORDS.

#### PARCEL 3

THOSE PORTIONS OF BEAUDRY AVENUE AND SUNSET BOULEVARD SHOWN ON THE MAP OF TRACT NO. 26433, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECORDED IN BOOK 684, PAGES 27 AND 28 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; BOUNDED ON THE SOUTHWEST BY SOUTHEASTERLY PROLONGATION OF THAT CERTAIN LINE SHOWN ON SAID MAP AS HAVING A BEARING OF N 14° 18' 15" W AND A LENGTH OF 364.48 FEET; AND BOUNDED ON THE SOUTHEAST BY THAT CERTAIN CENTER LINE, AND ITS NORTHEASTERLY PROLONGATION, SHOWN ON SAID MAP AS HAVING A BEARING OF N 41° 35' 15" E AND A LENGTH OF 148.62 FEET.

EXCEPT FROM A PORTION THEREOF ALL OIL, GAS, HYDROCARBON AND OTHER MINERALS, WITHOUT RIGHT OF SURFACE ENTRY FOR THE DEVELOPMENT OR EXTRACTION THEREOF WITHIN 500 FEET, MEASURED VERTICALLY FROM THE SURFACE AS RESERVED BY METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA IN DEED RECORDED FEBRUARY 4, 1995 AS INSTRUMENT NO. 95-311717, OF OFFICIAL RECORDS.

EXCEPT FROM A PORTION THEREOF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES LYING BELOW A DEPTH BELOW 500 FEET BENEATH THE SURFACE THEREOF, WITHOUT RIGHT OF ANY NATURE WHATSOEVER IN AND TO SAID LAND AT A DEPTH ABOVE SAID 500 FOOT LEVEL AND WITHOUT RIGHT OF ENTRY UPON THE SURFACE THEREOF FOR THE PURPOSE OF MINING, DRILLING, EXPLORING, OR EXTRACTING SUCH OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, BUT WITH THE RIGHT TO DRILL INTO, BOTTOM WELLS, AND PRODUCE OIL, GAS AND OTHER HYDROCARBON SUBSTANCES FROM ANY PORTION OF SAID LAND WHICH LIES BELOW 500 FEET BENEATH SAID SURFACE, TOGETHER WITH THE RIGHT TO DRILL THROUGH SAID LAND AT ANY DEPTH BELOW SAID 500 FOOT LEVEL INTO OTHER REAL PROPERTIES WHEREVER SITUATED, UNDER WHICH WELLS OF A LIKE NATURE ARE OR MAY BE BOTTOMED, AS GRANTED TO STADIA CORPORATION, A CORPORATION, BY GRANT DEED AND ASSIGNMENT OF LEASE RECORDED FEBRUARY 1, 1967 AS INSTRUMENT NO 2278 IN BOOK D3548, PAGE 76, OFFICIAL RECORDS.

THE LEGAL DESCRIPTIONS FOR PARCELS 2 AND 3 SHOWN ABOVE HAVE NOT BEEN CREATED OF RECORD AND ARE BEING USED SOLELY TO FACILITATE THE ISSUANCE OF THIS REPORT. IT MAY NOT BE USED IN VIOLATION OF THE SUBDIVISION MAP ACT. THIS COMPANY WILL REQUIRE A LEGAL DESCRIPTION PREPARED BY A LICENSED SURVEYOR FOR OUR REVIEW.

APN: 5406-020-003

# **NOTES**

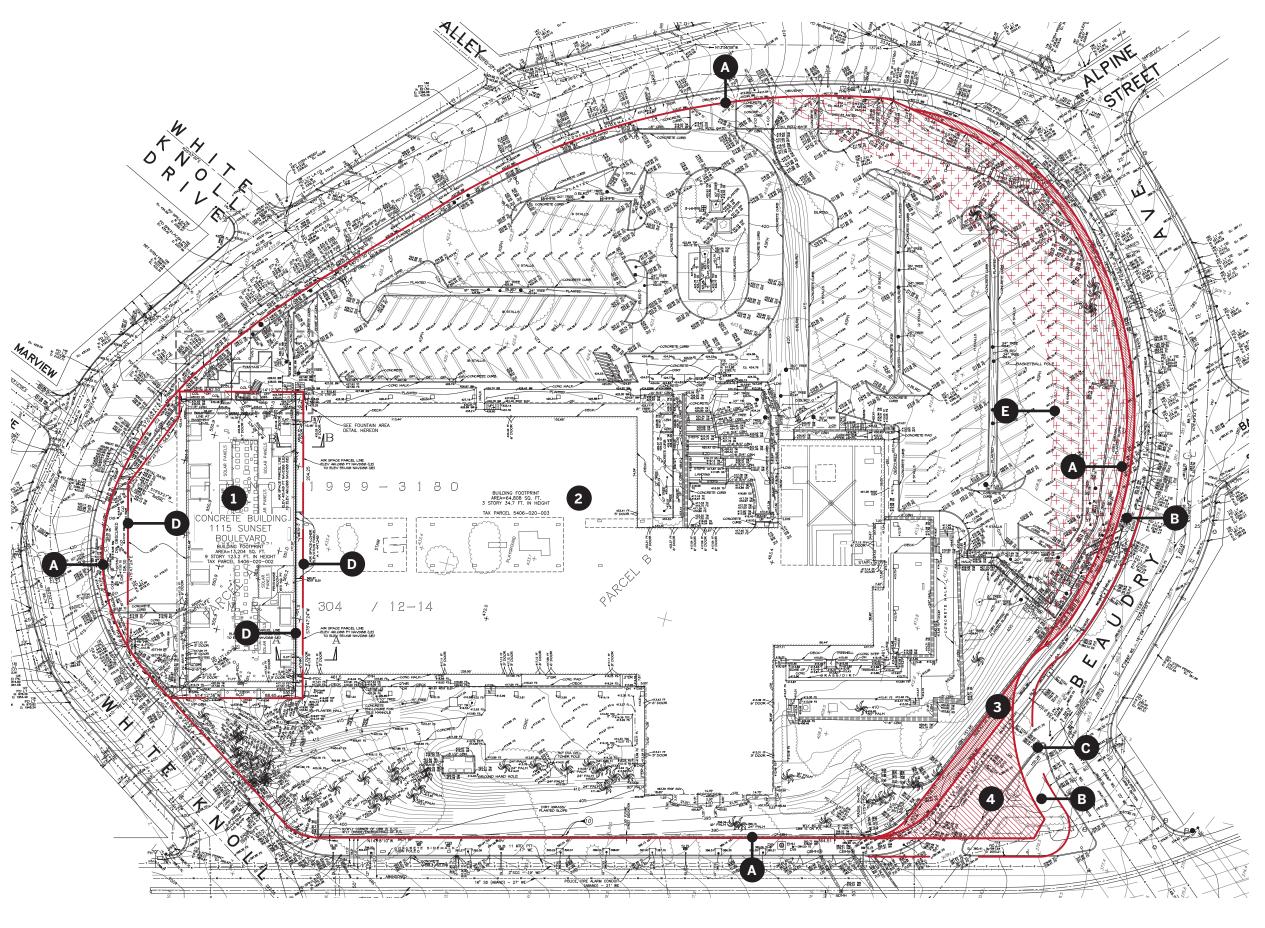
- A. EXISTING PROPERTY LINE
- B. PROPOSED PROPERTY LINE (EDGE OF EXISTING SIDEWALK)
- C. PROPOSED CURB LINE (MAINTAINS MOBILITY PLAN STREET WIDTH)
- D. EXISTING AIR SPACE PARCEL A, NOT A PART
- E. APPROXIMATE LOCATION OF BUILDING LINE
- 1. 1115 SUNSET BOULEVARD (PARCEL A) (NOT A PART)
- 2. 1111 SUNSET BOULEVARD (PARCEL B, PARCEL 1)

THE FOLLOWING ARE PROPOSED ALTERATIONS TO THE PROJECT SITE AREA:

- 3. BEAUDRY FRONTAGE (PARCEL 2): 3290 SF
- 4. BEAUDRY TRIANGLE (PARCEL 3): 3808 SF

SEE PREVIOUS SHEET FOR LEGAL DESCRIPTION

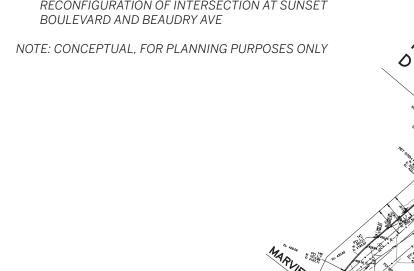
SURVEYED BY: ROBERT HENNON HENNON SURVEYING & MAPPING, INC. FEBRUARY 12, 2016

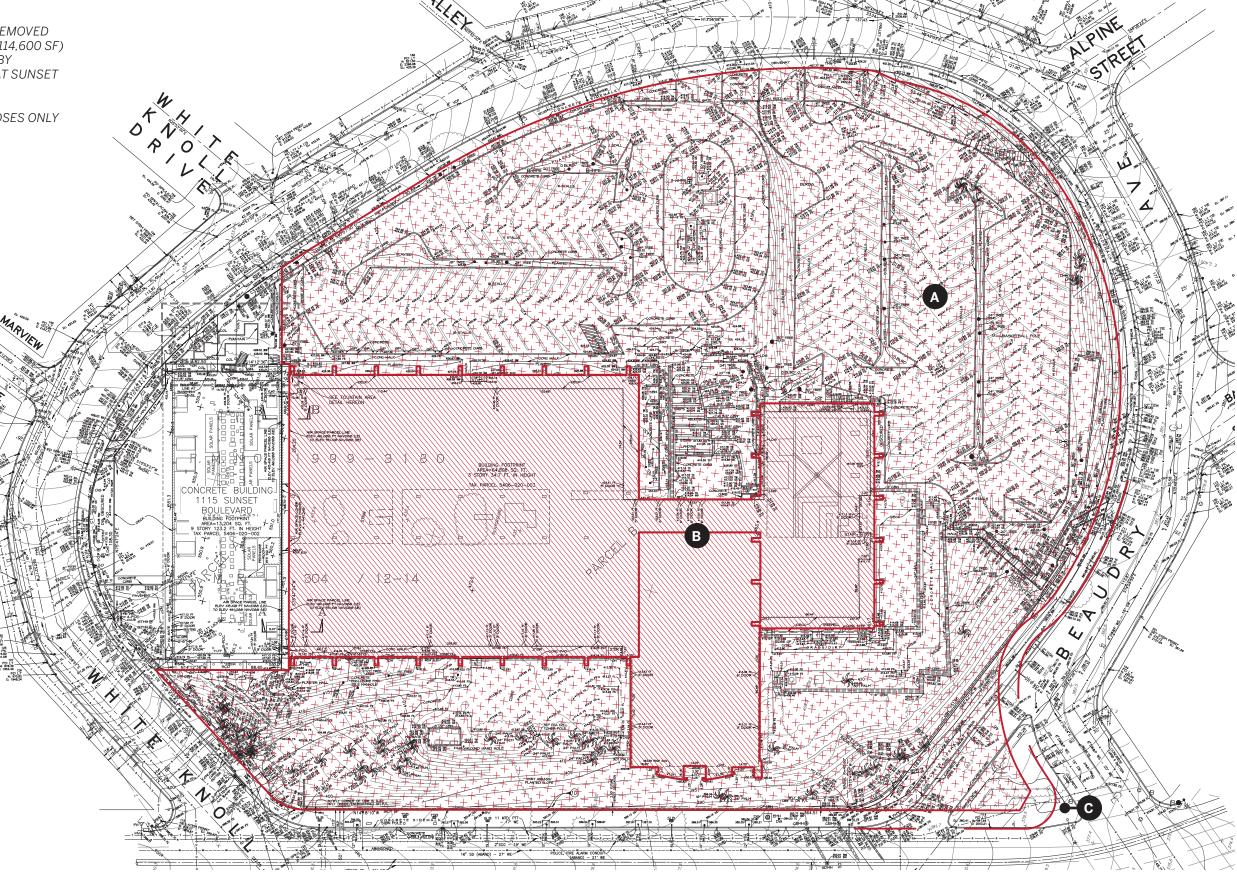




# PROPOSED DEMOLITION

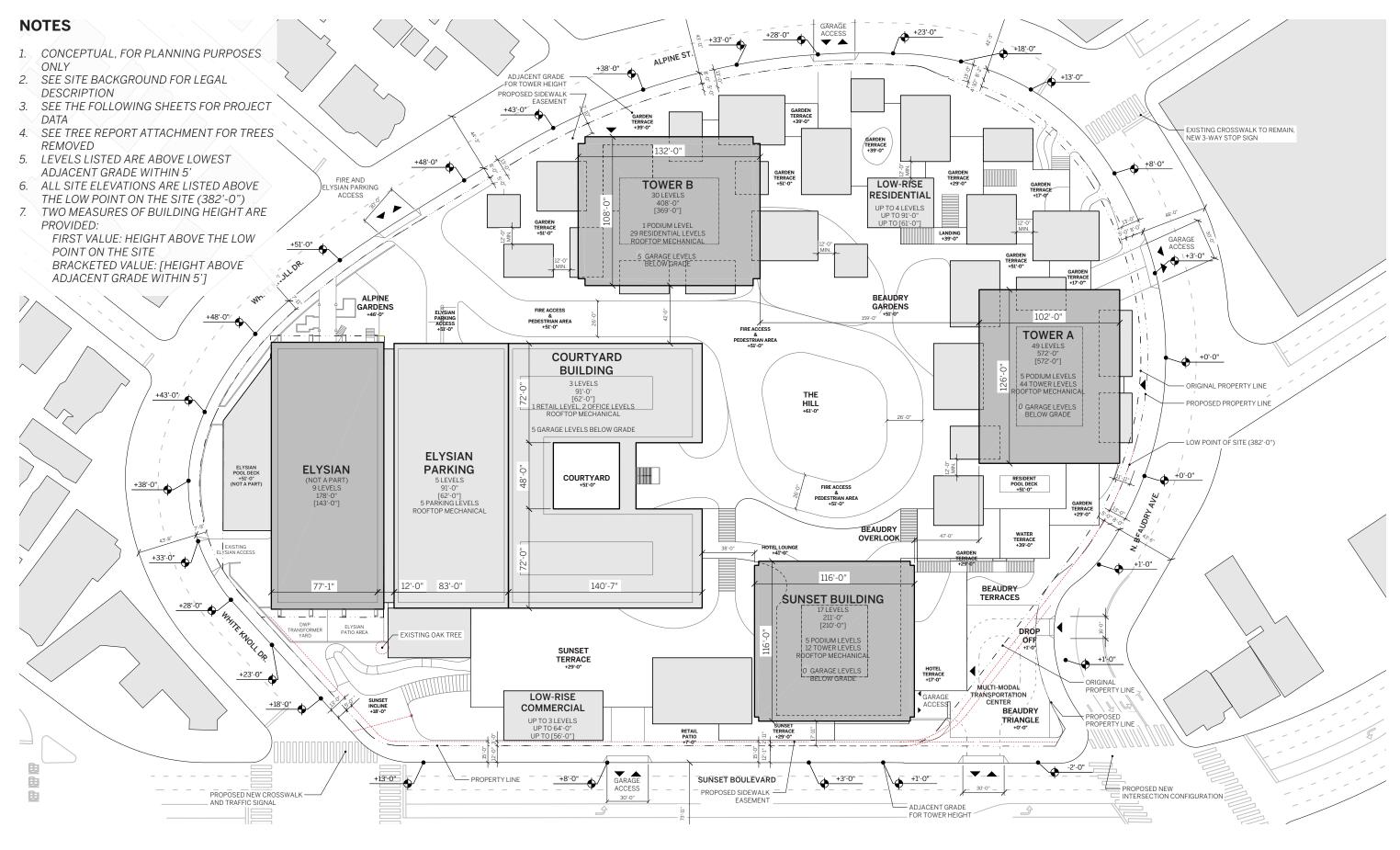
- A. EXISTING SITE IMPROVEMENTS TO BE REMOVED
- B. EXISTING BUILDINGS TO BE REMOVED (114,600 SF)
  C. STREET IMPROVEMENTS AS REQUIRED BY
  RECONFIGURATION OF INTERSECTION AT SUNSET







# **PROJECT SUMMARY**



ot Area		Acre		Density		
				Permitted		
Site Area (including land under air space Parcel A)*	262,437	6.02		Revised Site Area	269,535	
Beaudry Frontage	3,290			Lot Area added via Density Bonus incentive	<u>3,373</u>	
Beaudry Triangle	3,808	_		Lot Area post Density Bonus Incentive	272,908	
Revised Site area	269,535	6.19				
				Residential Dwelling Unit Density (1 per 400 SF)	683	
Air parcel under separate ownership, not a part				Guest Room density (1 per 200 SF)	1,365	
loor Area			FAR	11% VLI set aside	76	
Buildable Area	269,535			Plus 35% Dwelling unit density increase per DB	923	
Permitted (3:1 FAR)	808,605		3.00			
Plus 40% FAR increase per DB	323,442			Existing Density		
Total FAR permitted	1,132,047		4.20	Parcel A - Existing Elysian Building	96	
Existing Floor area (Parcel A - Existing Elysian Building)	110,336			Unused Density	827	
				Proposed Guest Rooms	180	
Used Floor Area	1,021,711		3.79	Density available for Dwelling Units	737	
Proposed				Proposed Density		
Residential Tower A		427,975		Residential Tower A	406	
Residential Tower B		268,153		Residential Tower B	246	
Low Rise Residential Townhomes		83,982		Low Rise Residential Townhomes	<u>85</u>	
Sunset Building (Hotel)		115,924			737	
Hotel Guest Rooms	75,000	-		1		
Hotel Lobby/Service	5,800	-		Proposed by Unit Type	<u>737</u>	
Hotel Meeting Space	4,200	-	Hotel Operations - Seperated by Use	1-Bedroom (3)		368
Hotel - Commercial F&B	20,000	-	Seperated by Osc	2-Bedroom (4)		369
Hotel Floor Area - Exterior Under Tower	10,924	-		3-Bedroom (5)		0
Low-Rise Commercial Buildings - Retail		75,000		<del>-</del>		
Courtyard Building - Office (not including 9,500 SF of retail)		48,000				
Sub Total		1,019,034	3.78			
Proposed By Use						
Residential		780,110				
Hotel (not including Food and Beverage)		95,924				
Commercial (including Hotel Food and Beverage)		143,000				
Parcel A - Existing Elysian Building		110,336				
Total Proposed		1,129,370	<b>-</b> 4.19			

Open S	Snace

Required		SF per Unit	Units	Square Feet
	Less than 3 habitable rms	100	368	36,800
	equal to 3 habtible rms	125	369	46,125
<b>{</b>	greater than 3 habitable rms	175	0	0
	Total Required		737	82,925
Up to 25% can be indoor common				20,731
Proposed (Exterior Common)			70,175	
	Alpine Gardens	2,500		
	Beaudry Gardens	16,750		
The	Hill (not including Fire Lane)	20,925		
	Sunset Incline	6,000		
	Sunset Terrace	5,600		
	Roof Decks	10,200		
	Beaudry Terraces	8,200		
	Beaudry Triangle	0		
25% of provided landscaped, minimum		17,544		
Proposed (Interior Common)			7,800	
	Tower A	2,600		
	Tower B	3,400		
	Low Rise Residential	1,800		
Proposed (50 SF per balcony x 99 units)		4,950	4,950	
Proposed			82,925	
rees				
LAMC 12.21 G Tree Requirement (1 per 4 units)			185	
On-site significant tree replacement (1 to 1 ratio)			104	
Protected tree replacement (1 per 4)			<u>4</u>	
Required on-site trees			293	
Proposed			<u>262</u>	
Deviation Requested			31	

		From Lowest Adjacent Grade	Building Height (From Project 0 ([382'-0"])	Stories
	Permitted	Unlimited	Unlimited	Unlimited
	Proposed - Tower A	572	572	49
	Proposed - Tower B	369	408	30
	Courtyard Building	62	91	3
	Proposed - Sunset Building	210	211	17
	Low rise Townhome	40	91	1, 2, 3 & 4
	Low rise Commercial	56	64	1, 2, 3
Auto Parking				
Required Res	sidential Option 2 (AB 744)	Spaces/Unit	No. of Units	No. of Pkg Space
	1-Bedroom	0.5	368	184
	2-Bedroom	1	369	369
	3-Bedroom	1.5	0	0
	Residential Sub - Total		737	553
	Hotel (LAMC 12.21 A.4.(b)	sliding scale	180	85
	Hotel Meeting Rooms	2/1000	4,200	9
	Total Required Hotel and Residential			647
		Ratio	No. of SF/Rooms/Seats	No. of Pkg Spac
	Commercial (LAMC 12.21 A.4. (x) (3)	2/1000	143,000	<u>286</u>
	Commercial sub-total		= -,	286
	Total Required*			933
Proposed	* An additional 168 parking spaces will be provided for the Elysian			
	, , , , , , , , , , , , , , , , , , ,			
Required		Short Term	Long Term	Total
1.0 <b>4</b> 2	Residential: Sliding Scale	26	259	285
	<b>Hotel:</b> Short Term and Long Term = 1 per 10 guest rooms	18	18	36
	Retail/Commercial			
	<b>Hotel F&amp;B:</b> Short term = 1 per 2K : Long Term = 1 per 2K	10	10	20
	<b>Hotel Meeting:</b> Short Term = 1 per 10K : Long Term = 1 per 10K	2	2	4
	<b>Retail:</b> Short term = 1 per 2K : Long Term = 1 per 2K	37	38	75
	<b>Office:</b> Short term = 1 per 10K : Long Term = 1 per 5K	5	10	15
		Short Term	Long Term	Total

Proposed

98

337

435

Lot Area		Acres	FAR	Density			
				Permitted			
Site Area (including land under air space Parcel A)*	262,437	6.02			Revised Site Area	269,535	
Beaudry Frontage	3,290				Lot Area added via Density Bonus incentive	<u>3,373</u>	
Beaudry Triangle	3,808	_			Lot Area post Density Bonus Incentive	272,908	
	269,535	6.19			Residential Dwelling Unit Density (1 per 400 SF)	683	
					11% VLI set aside	76	
*Air parcel under separate ownership, not a part					Plus 35% Dwelling unit density increase per DB	923	
Floor Area							
Buildable Area	269,535			Existing Density			
Permitted (3:1 FAR)	808,605		3.00		Parcel A - Existing Elysian Building	96	
Plus 40% FAR increase per DB	323,442						
Total FAR permitted	1,132,047		4.20	Unused Density		827	
				Proposed Density			
Existing Floor area (Parcel A - Existing Elysian Building)	110,336				Residential Tower A	406	
					Residential Tower B	246	
Used Floor Area	1,021,711		3.79		Sunset Building (Residential)	90	
					Low Rise Residential Townhomes	85	
Proposed						827	
Residential Tower A		427,975					
Residential Tower B		268,153		Proposed by Unit Type		<u>827</u>	
Sunset Building (Residential)		95,924			1-Bedroom (3)		413
Low Rise Residential Townhomes		83,982			2-Bedroom (4)		414
Low-Rise Commercial Buildings - Retail		95,000			3-Bedroom (5)		0
Courtyard Building - Office (not including 9,500 SF of retail)		48,000					
Sub Total		1,019,034	3.78				
Proposed By Use							
Residential		876,034					
Commercial		143,000					
Parcel A - Existing Elysian Building		110,336					
Total Proposed		1,129,370	4.19				
i otari roposeu		1,123,370	4.13				

Required		SF per Unit	Units	Square Feet				
Less than 3 h	nabitable rms	100	413	41,300	Required Residential (AB 744)	Spaces/Unit	No. of Units	No. of Pkg Space
	habtible rms	125	414	51,750	1-Bedroor		413	207
greater than 3 h		175	0	0	2-Bedroon		414	414
	otal Required	27.0	827	93,050	3-Bedroon		0	0
Up to 25% can be indoor common	otar moquii ou		32,	23,263	Residential Sub - Tota		827	621
Proposed (Exterior Common)			77,075	61,775				
Alp	oine Gardens	2,500				Ratio	No. of	No. of Pkg Space
Beau	ıdry Gardens	16,750			0		SF/Rooms/Seats	
The Hill (Not including the	he Fire Lane)	20,925			Commercial (LAMC 12.21 A.4. (x) (3		143,000	286
S	unset Incline	6,000			Commercial sub-tota	I		286
Su	nset Terrace	5,600						
	Roof Decks	15,300						
Beau	dry Terraces	10,000			Total Required			907
Beau	udry Triangle	0			Proposed			
25% of provided landscaped, minimum		19,269			*An additional 168 parking spaces will be provided for the Elysia.	1		
Proposed (Interior Common)			9,075		Bike Parking			
	Tower A	2,600			Required	Short Term	Long Term	Total
	Tower B	3,400			Residential: Sliding Scal	e 28	282	310
Los Ris	e Residential	1,800						
	nset Building	1,275			Retail/Commercia	l		
	J	·			<b>Retail:</b> Short term = 1 per 2K : Long Term = 1 per 2	48	48	96
Proposed (Private) (50SF per Balcony)		6,900	6,900		<b>Office:</b> Short term = 1 per 10K : Long Term = 1 per 5	5	10	15
Proposed			93,050			Short Term	Long Term	Total
_					Proposed	81	340	421
Trees								
LAMC 12.21 G Tree Requirement (1 per 4 units)			207					
On-site significant tree replacement (1 to 1 ratio)			104					
Protected tree replacement (1 to 4 ratio)			<u>4</u>					
Required on-site trees			315					
Proposed			<u>262</u>					
Deviation Requested			53					

Stories

Unlimited

49

30

3

17

1, 2, 3 & 4

1, 2, 3

From Lowest Adjacent Building Height (From

Grade

Unlimited

572

369

62

210

40

56

Permitted

Proposed - Tower A

Proposed - Tower B

Courtyard Building

Low rise Townhome

Low rise Commercial

Proposed - Sunset Building

Project 0 ([382'-0"])

Unlimited

572

408

91

211

91

64

**Building Height (to highest Architectural element)** 

# **DIAGRAMS**

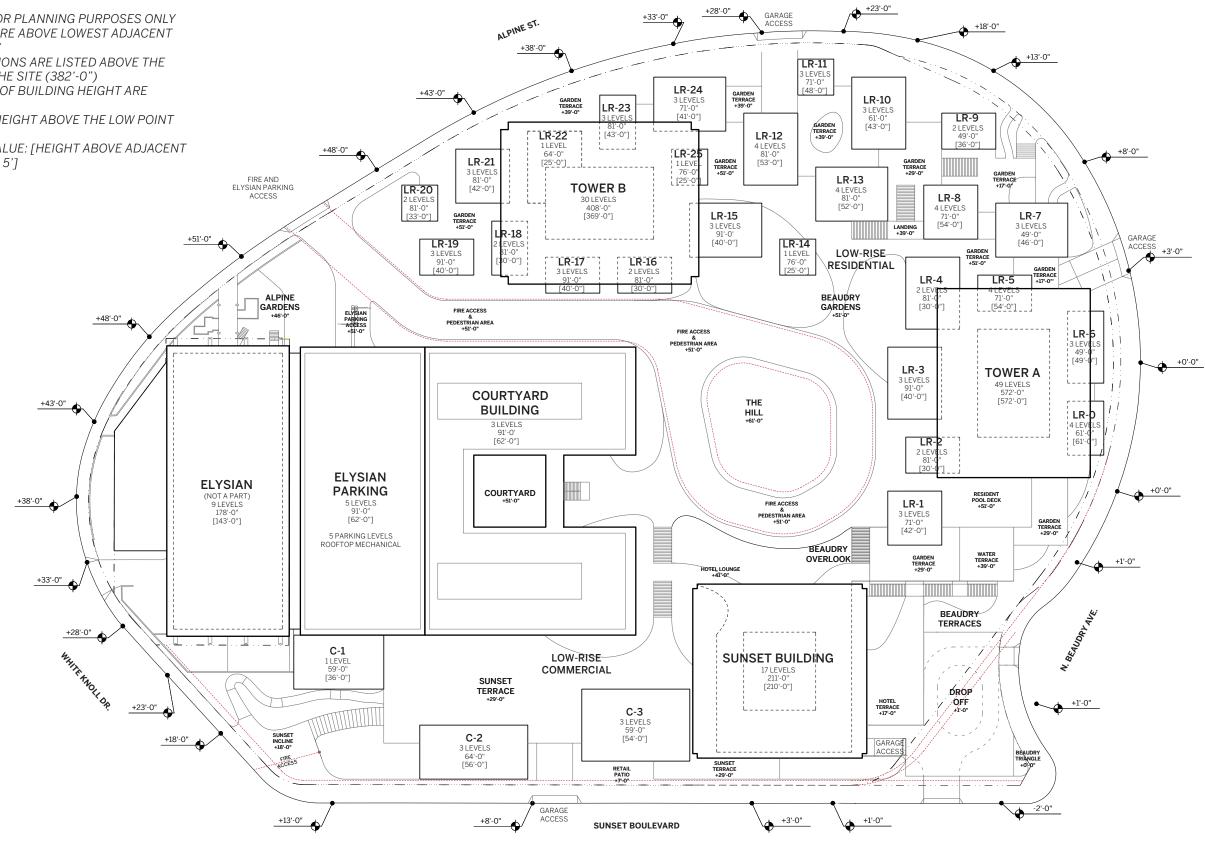
### **BUILDING HEIGHTS**

#### NOTES:

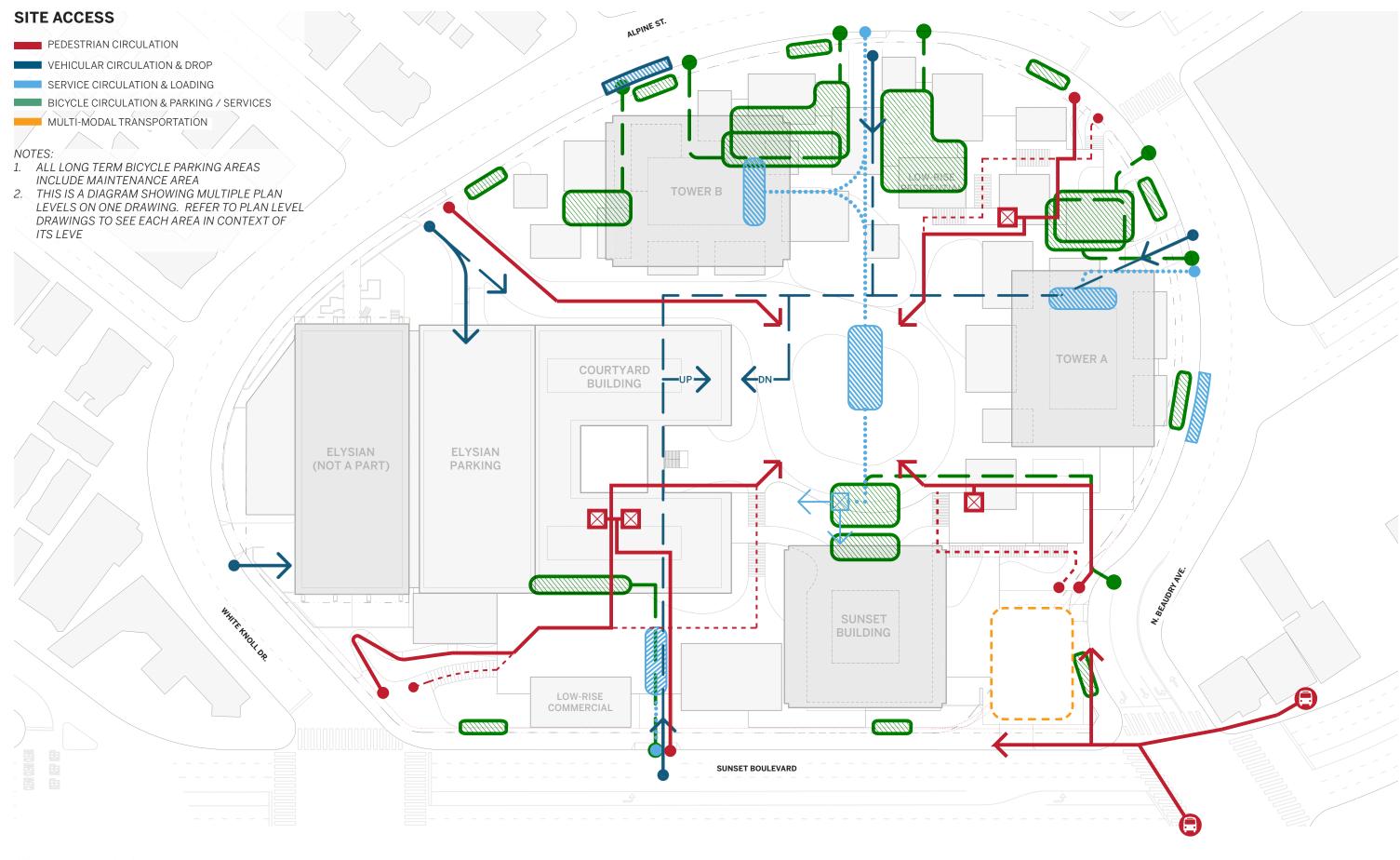
- 1. CONCEPTUAL, FOR PLANNING PURPOSES ONLY
- 2. LEVELS LISTED ARE ABOVE LOWEST ADJACENT **GRADE WITHIN 5'**
- 3. ALL SITE ELEVATIONS ARE LISTED ABOVE THE LOW POINT ON THE SITE (382'-0")
- 4. TWO MEASURES OF BUILDING HEIGHT ARE PROVIDED:

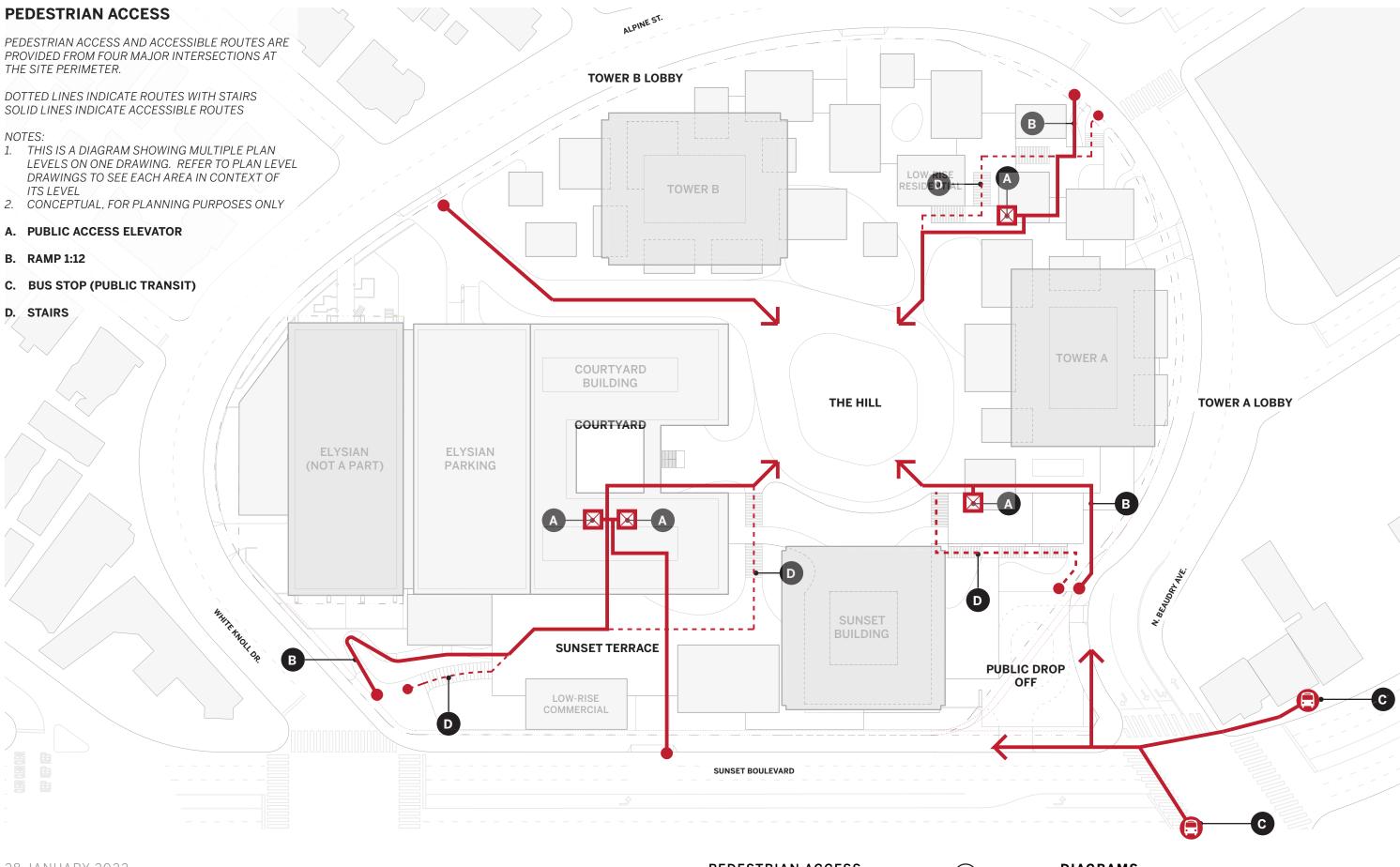
FIRST VALUE: HEIGHT ABOVE THE LOW POINT

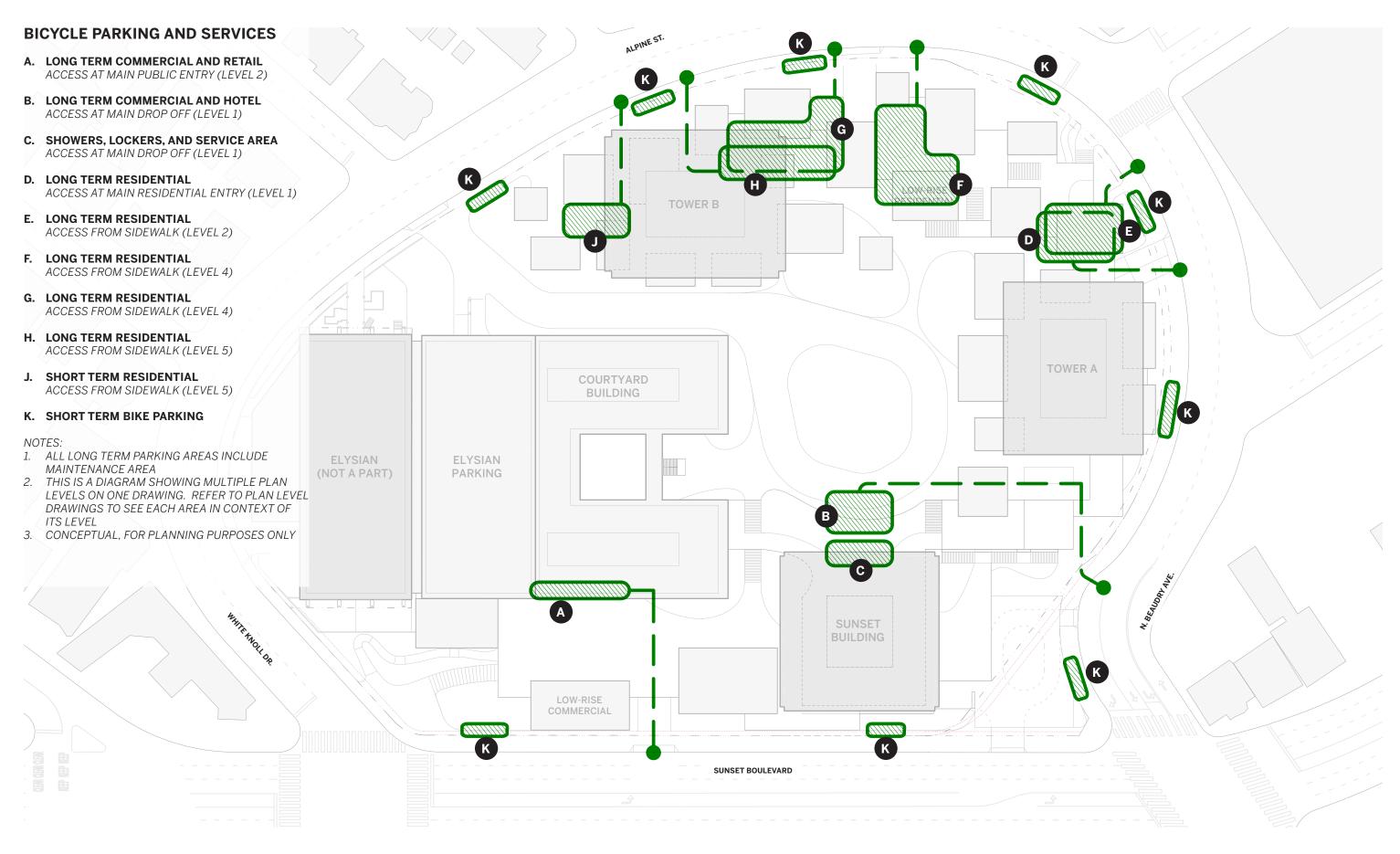






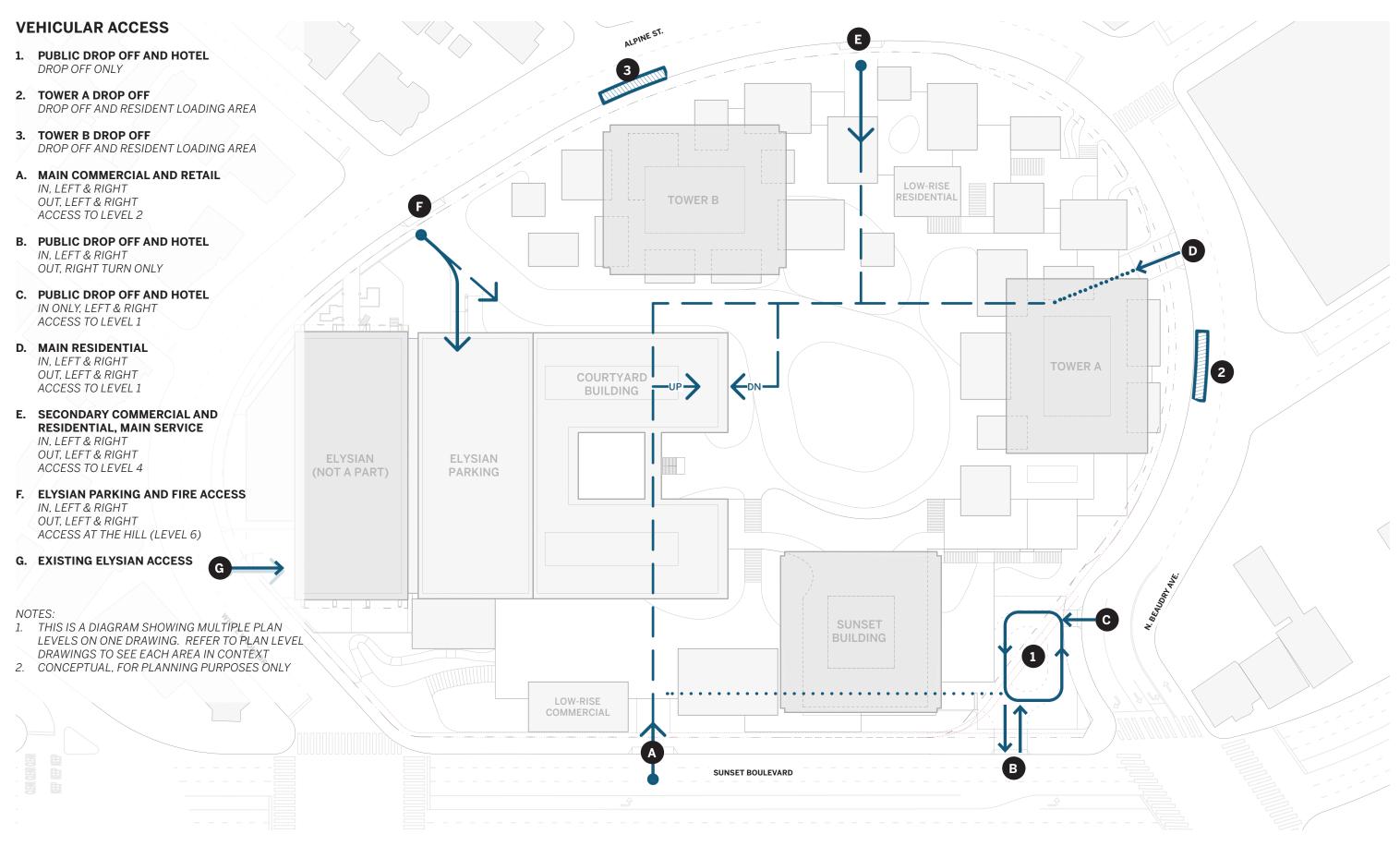


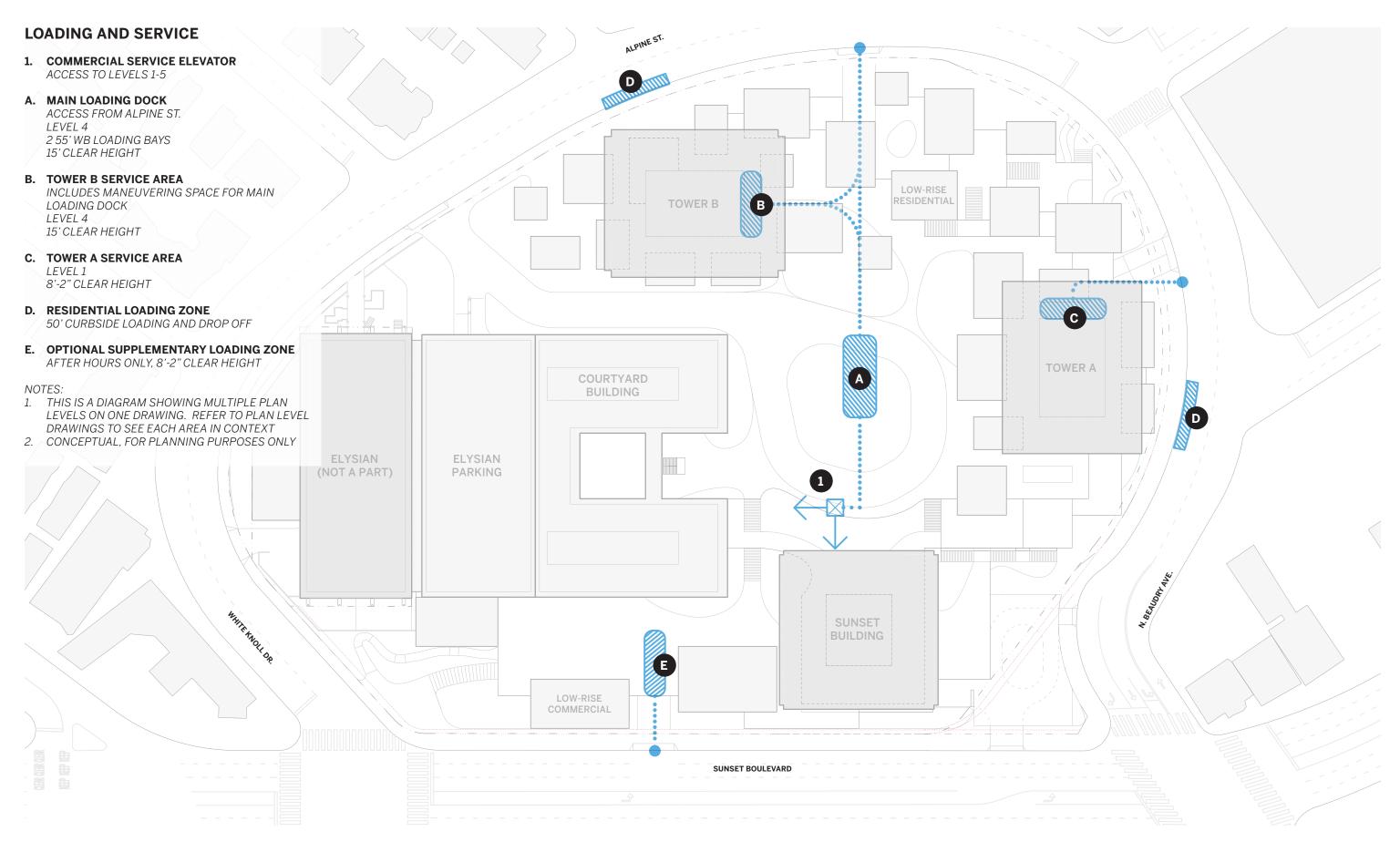
















#### **OPEN SPACE**

82,925 SF OF OPEN SPACE IS PROVIDED FOR THE MIXED USE DEVELOPMENT SCENARIO.

#### A. EXTERIOR COMMON AREA

59,975 SF OF OPEN SPACE IS PROVIDED ACROSS A MULTI-LEVEL ARTIFICIAL HILL BUILT OVER THE PARKING GARAGE. THESE AREAS ARE DIRECTLY ACCESSIBLE FROM THE SITE PERIMETER AS DESCRIBED IN THE PEDESTRIAN ACCESS DIAGRAM.

10,200 SF OF OPEN SPACE IS PROVIDED AT THE ROOF LEVEL OF THE RESIDENTIAL TOWERS.

A MINIMUM OF 17,544 SF (25% OF ABOVE) SHALL BE PLANTED AREA.

#### **B. INTERIOR COMMON AREA**

7,800 SF OF INTERIOR COMMON AREAS ARE PROVIDED AT THE HILL LEVEL, STREET LEVEL, AND THE ROOF LEVEL OF EACH RESIDENTIAL TOWER.

#### C. PRIVATE OPEN SPACE

ADDITIONAL PRIVATE OPEN SPACE IS PROVIDED ON BALCONIES AT TOWER B AND AT THE LOW RISE RESIDENTIAL BUILDINGS TOTALING 4,950SF.

#### D. NO-HOTEL DEVELOPMENT SCENARIO

93,050 SF OF OPEN SPACE IS PROVIDED FOR THE NO-HOTEL DEVELOPMENT SCENARIO. IN ADDITION TO THE SPACES LISTED ABOVE, THE FOLLOWING AREAS ARE PROVIDED AT THE SUNSET BUILDING FOR RESIDENTS:

1,800SF EXTERIOR COMMON AREA 5,100SF ROOF DECK

1,275SF INTERIOR COMMON AREA ADDITIONAL BALCONIES TOTALING 1,950SF ARE ALSO PROVIDED AT TOWER B AND AT THE LOW RISE RESIDENTIAL BUILDINGS.

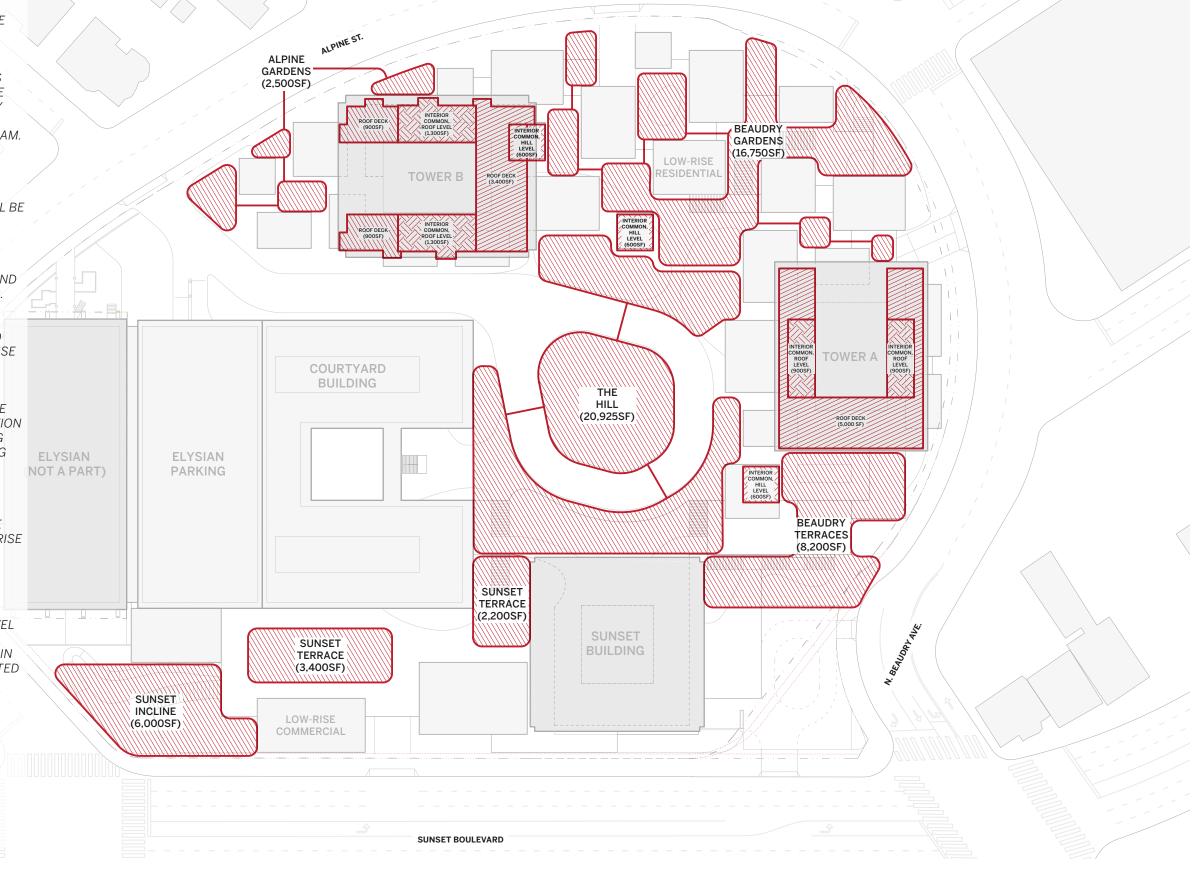
#### NOTES:

- 1. THIS IS A DIAGRAM SHOWING MULTIPLE PLAN LEVELS ON ONE DRAWING. REFER TO PLAN LEVEL DRAWINGS TO SEE EACH AREA IN CONTEXT
- 2. STREET LEVEL LOBBIES, WHICH ARE INCLUDED IN INTERIOR COMMON AREA, ARE NOT REPRESENTED IN THIS DIAGRAM.
- 3. CONCEPTUAL, FOR PLANNING PURPOSES ONLY

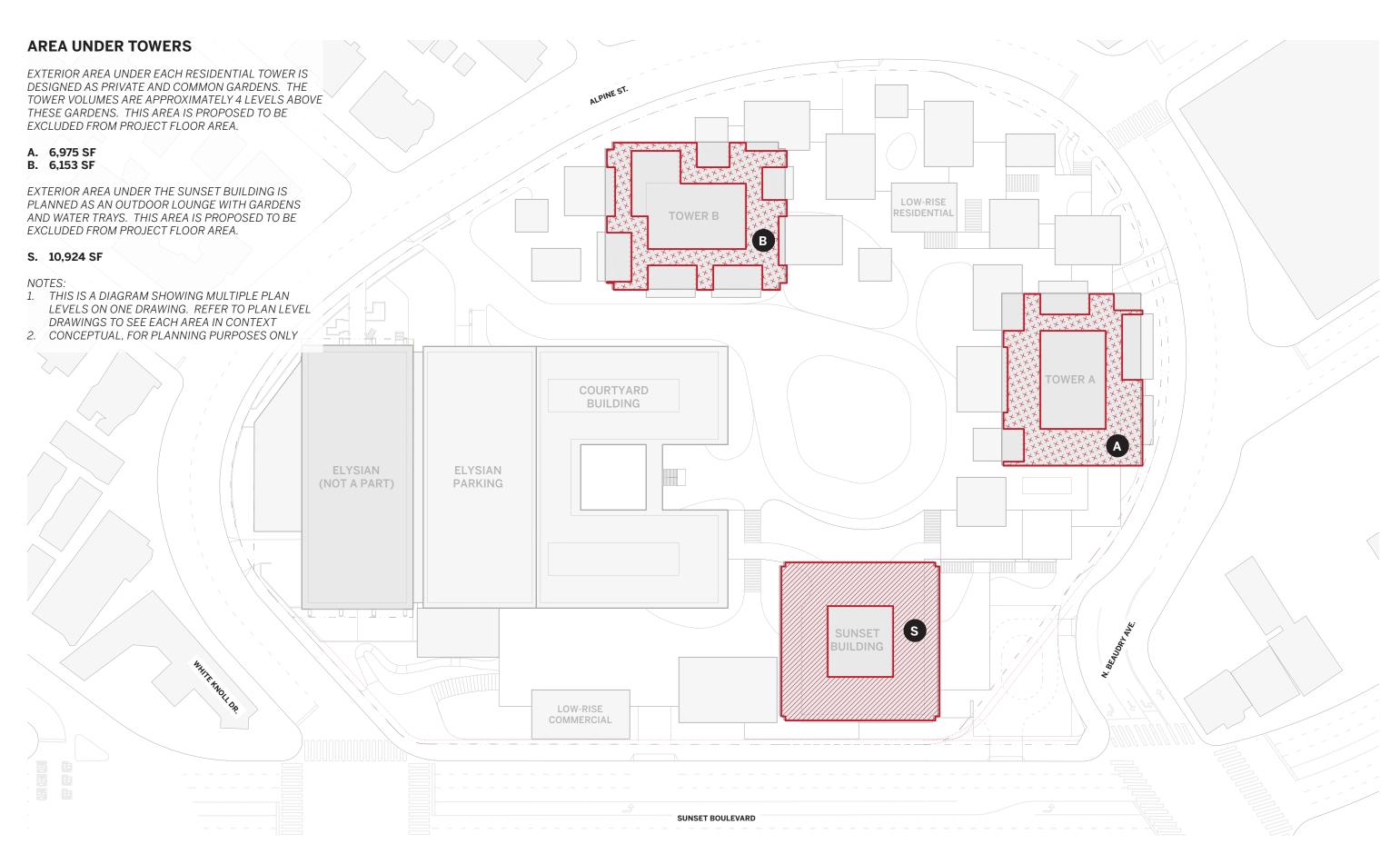
#### **KEY**

PROPOSED EXTERIOR COMMON AREA

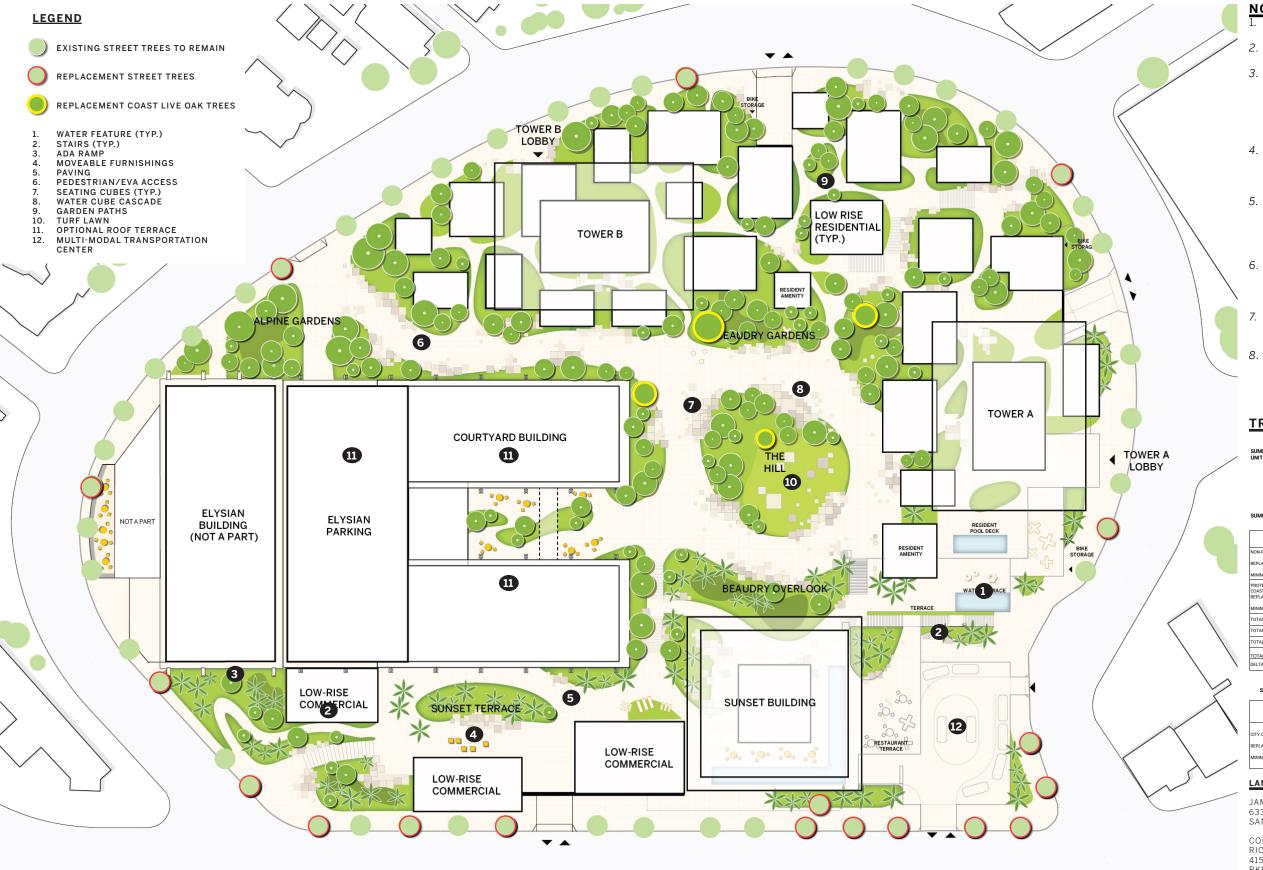
PROPOSED INTERIOR COMMON AREA







# **LANDSCAPE PLANS**



#### NOTES

- 1. CONCEPTUAL, FOR PLANNING PURPOSES ONLY
- P. FULL PLOT PLAN CAN BE FOUND ON THE SHEET ENTITLED "PLOT PLAN"
- . PARKING AREAS, LOADING AREAS, DRIVEWAYS, WALKWAYS, ETC CAN BE FOUND ON THE SHEETS CONTAINING THE PEDESTRIAN ACCESS DIAGRAM AND VEHICULAR ACCESS DIAGRAM
- 4. LOCATION AND USES OF ALL
  BUILDINGS AND STRUCTURES CAN
  BE FOUND ON THE SHEET ENTITLED
  "PLOT PLAN"
- 5. EXISTING STRUCTURES TO BE DEMOLISHED AND EXISTING STRUCTURES TO REMAIN CAN BE FOUND OF THE SHEET ENTITLED "DEMOLITION PLAN"
- 6. ALLEYS AND OTHER PUBLIC RIGHTS-OF-WAY AND EASEMENTS CAN BE FOUND ON THE SHEET ENTITLED "PLOT PLAN"
- THE LEGAL DESCRIPTION CAN BE FOUND ON THE SHEET ENTITLED "SITE".
- 8. FOR A COMPREHENSIVE
  ASSESSMENT AND SURVEY OF ALL
  TREES ON SITE, REFER TO TREE
  REPORT.

# TREE PLANTING REQUIREMENTS

MARY OF REQUIRED TREES PER DWELLING		MIXED USE SCHEME	NO HOTEL SCHEM
	DWELLING UNIT	735	825
	RATIO	0.25	0.25
	REQUIRED	184	207

#### IMMARY OF REQUIRED ON-SITE TREES

	EXISTING TREES TO BE REMOVED	REQUIRED REPLACEMENT TREES	MIXED-USE	NO HOTEL
NON-PROTECTED SIGNIFICANT TREES				
REPLACED 1:1	104	104		
MINIMUM 24" BOX SIZE				
PROTECTED TREES COAST LIVE OAKS REPLACED 4:1 MINIMUM 24" BOX SIZE	1	4		
TOTAL REPLACEMENT TREES REQUIRED	105	108	108	108
TOTAL NEW TREES PER DWELLING UNIT			184	207
TOTAL TREES REQUIRED			292	315
TOTAL TREES PROVIDED			262	262
DELTA FROM TOTAL REQUIREMENT			30	53

#### SUMMARY OF REQUIRED OF STREET TREE

			MIXED OSE	NOTIOTEL
	EXISTING TREES TO BE REMOVED	REQUIRED REPLACEMENT TREES	PROPOSED REPLACEMENT TREES	PROPOSED REPLACEMENT TREES
ITY OF LOS ANGELES STREET TREES EPLACED 2:1 IINIMUM 24" BOX SIZE	9	18	18	18

# LANDSCAPE ARCHITECT

JAMES CORNER FIELD OPERATIONS 633 BATTERY STREET, SUITE 118 SAN FRANCISCO, CA 94111

CONTACT: RICHARD KENNEDY, SENIOR PRINCIPAL 415 943 9197 X 223 RKENNEDY@FIELDOPERATIONS.NET



#### **PLANT ZONE: ALPINE GARDENS**

LEGEND: ALPINE GARDENS						
TREES						
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE			
	Eldarica Pine	Pinus eldarica	36" Box			
	Jeffrey Pine	Pinus jeffreyi	24" Box			
	Norfolk Island Pine	Araucaria heterophylla	24" Box			
( • )	Canary Island Pine	Pinus canariensis	24" Box			
	Italian Stone Pine	Pinus pinea	24" Box			
	Incense Cedar	Calocedrus decurrens	24" Box			
<b>GROUND L</b>	EVEL PLANTINGS					
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE			
	Sweet Flag	Acorus gramineus	1 Gal.			
+1+1+1+1+1+1+1	Deer Fern	Blechnum spicant	5 Gal.			
*********	Wild Ginger	Asarum caudatum	1 Gal.			
	Pink Alumroot	Heuchera rubescens	1 Gal.			
	Starflower	Ipheion uniflorum	1 Gal.			
	Bush Anemone	Carpenteria californica	5 Gal.			

#### **PLANT ZONE: LUSH INTERIOR**

LEGEND: LUSH INTERIOR							
TREES							
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE				
	Gum Palm	Dioon spinulosum	24" Box				
	Fishtail Palm	Caryota obtusa	24" Box				
	Windmill Palm	Trachycarpus fortunei	24" Box				
	African Tulip Tree	Spathodea campanulata	24" Box				
	Sweet Acacia	Acacia farnesiana	24" Box				
	Lemon Scented Gum	Corymbia citriodora	24" Box				
GROUND L	EVEL PLANTINGS						
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE				
	Golden Angels' Trumpet	Brugmansia 'Charles Grimaldi'	5 Gal.				
<del>-</del>	Oleander	Nerium oleander	5 Gal.				
	Giant White Birds of Paradise	Strelitzia nicolai	5 Gal.				
	Candle Bush	Senna alata	5 Gal.				
	Bearsfoot	Acanthus mollis	5 Gal.				
<b>-</b>	Japanese Laurel	Acuba japonica	5 Gal.				

# PLANT ZONE: MEDITERRANEAN

TREES	MMON NAME		
SYMBOL CO.	MMON NAME		
OTMIDOL OO	MINIOTATAME	BOTANICAL NAME	SIZE
Qı	ueen Palm	Syagrus romanzoffiana	36" Box
Bo	ottle Palm	Beaucarnea recurvata	36" Box
Sa	abal Palm	Sabal palmetto	24" Box
Me Me	exican Blue Palm	Brahea armata	24" Box
" Ch	nilean Wine Palm	Jubaea chilensis	24" Box
Ja	caranda	Jacaranda mimosifolia	36" Box
<b>GROUND LEV</b>	'EL PLANTINGS		
SYMBOL CO	MMON NAME	BOTANICAL NAME	SIZE
Ha	airpin Banksia	Banksia spinulosas	15 Gal.
Tre	ee Anemone	Aeonium arboreum	5 Gal.
Blue Blue	ue Chalksticks	Senecio talinoides	5 Gal.
Ca	ape Aloe	Aloe ferox	15 Gal.
Pa	arry's Agave	Agave parryi	15 Gal.
Af	rican flag	Chasmanth floribunda	5 Gal.

#### **PLANT ZONE: BIORETENTION**

LEGEND:	<b>BIORETENTIO</b>	N	
TREES			
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
	Bay Laurel	Umbellularia californica	24" Box
	Red-capped Gum	Eucalyptus erthrocorys	24" Box
	Broad-leaved Paperbark	Melaleuca quinquenervia	24" Box
	Water Gum	Trisaniopsis laurina	24" Box
GROUND L	EVEL PLANTINGS		
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
	Purple Three Awn	Artistida purpurea	1 Gal.
	California Meadow Sedge	Carex pansa	5 Gal.
	Gray Rush	Juncus patens	5 Gal.
	Pacific Wax Myrtle	Myrica californica	15 Gal.

# TREES

























#### TREES









#### TREES





# GROUND LEVEL PLANTINGS









#### GROUND LEVEL PLANTINGS













#### GROUND LEVEL PLANTINGS













#### GROUND LEVEL PLANTINGS

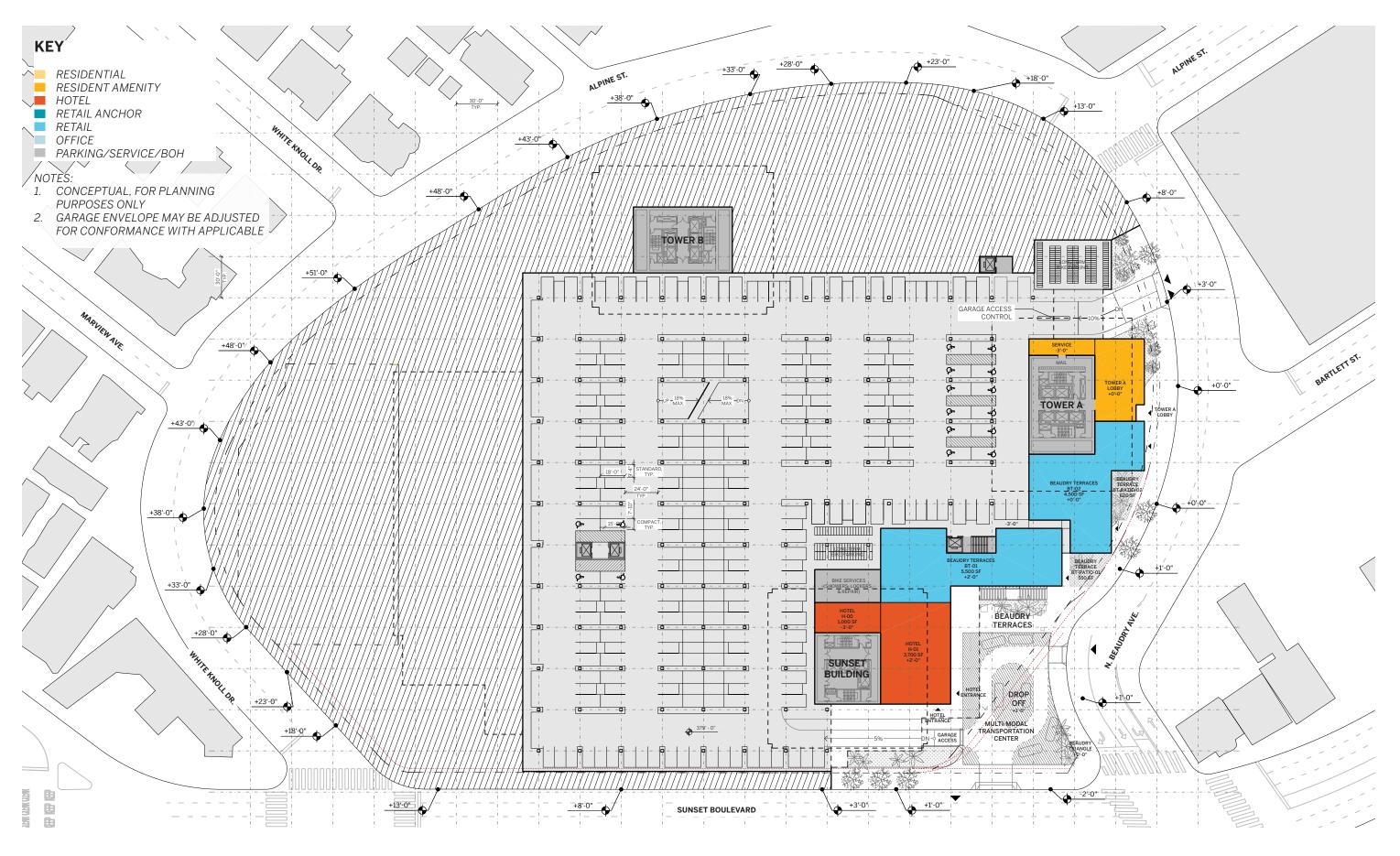






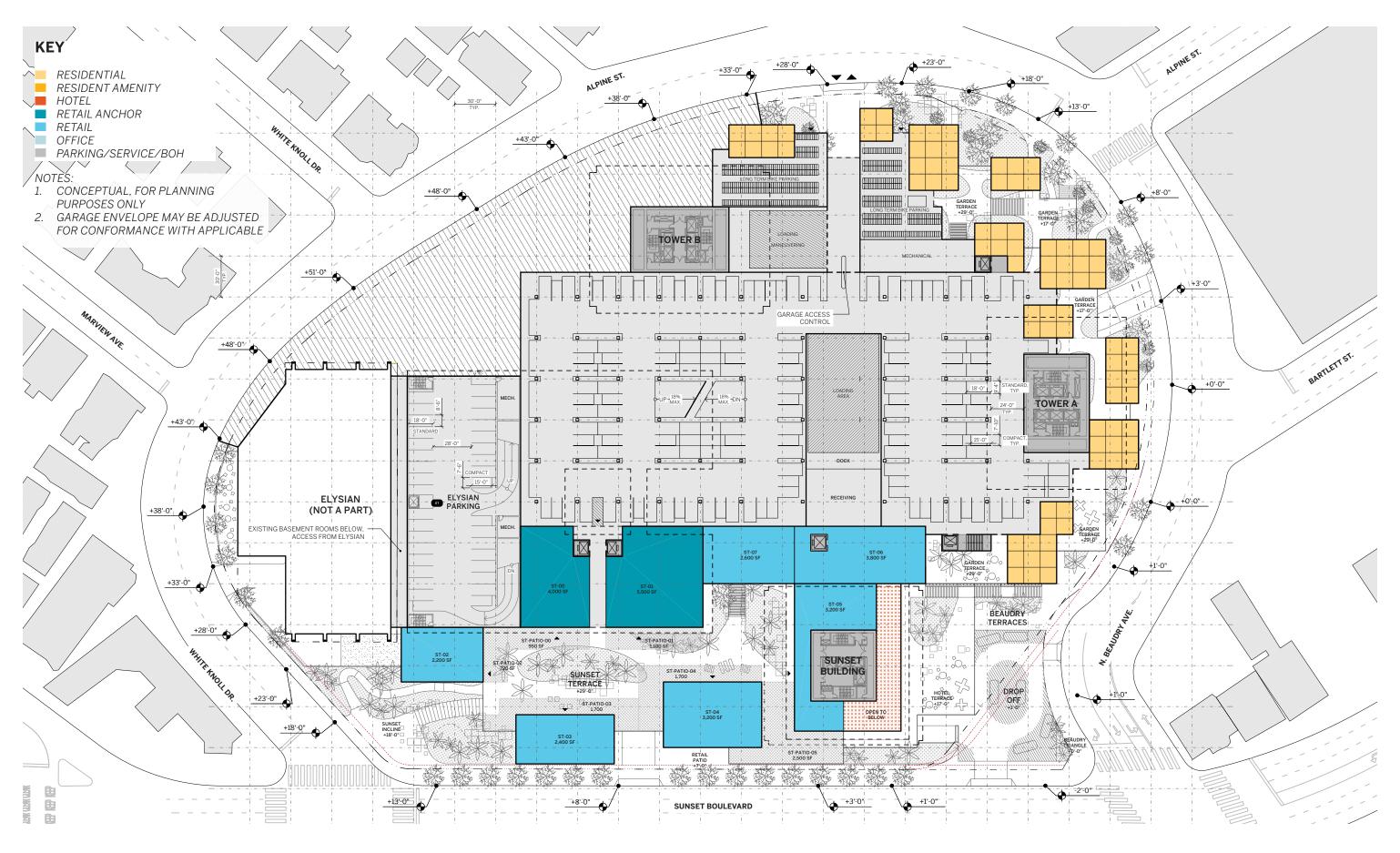


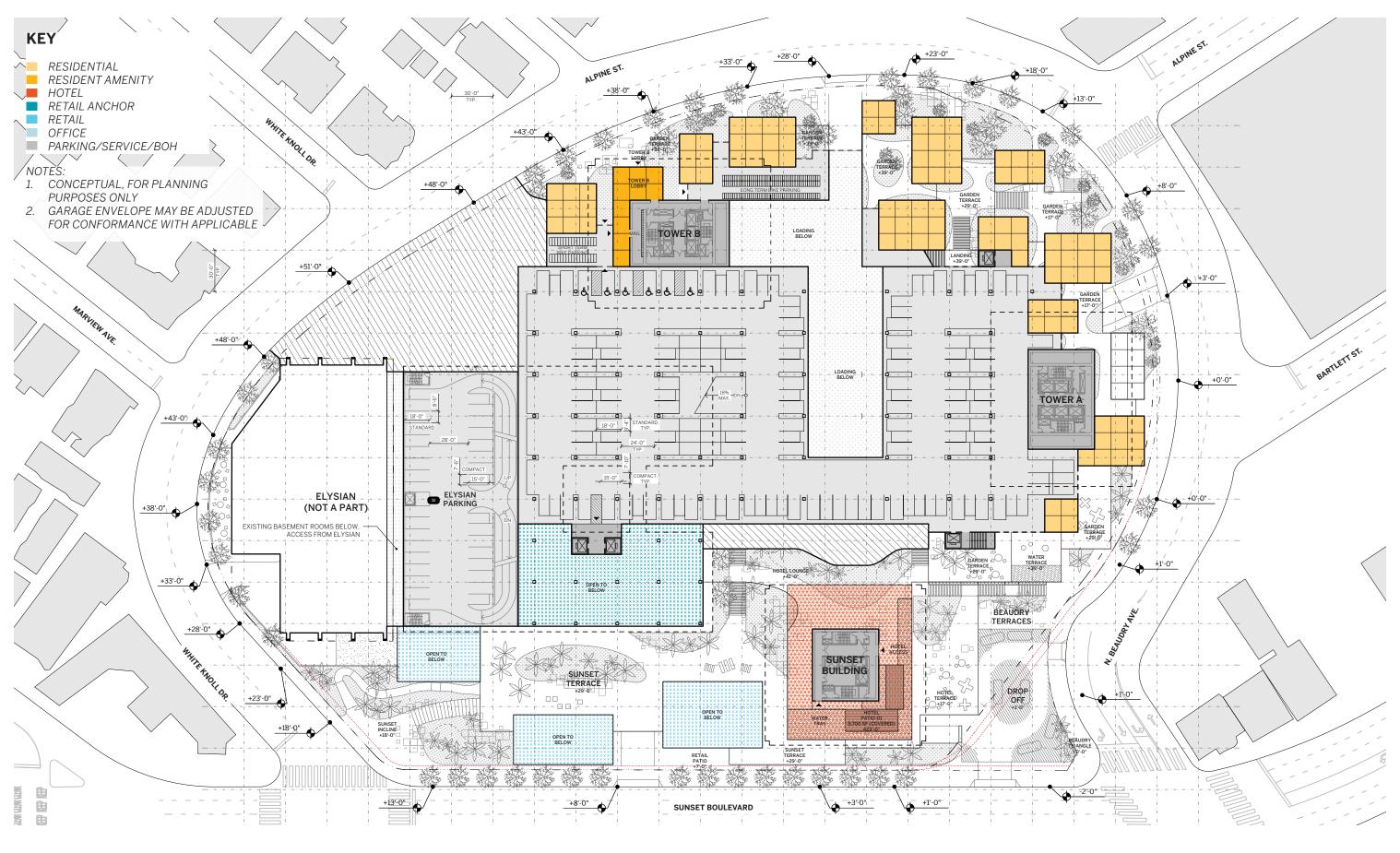
# **ARCHITECTURAL PLANS**

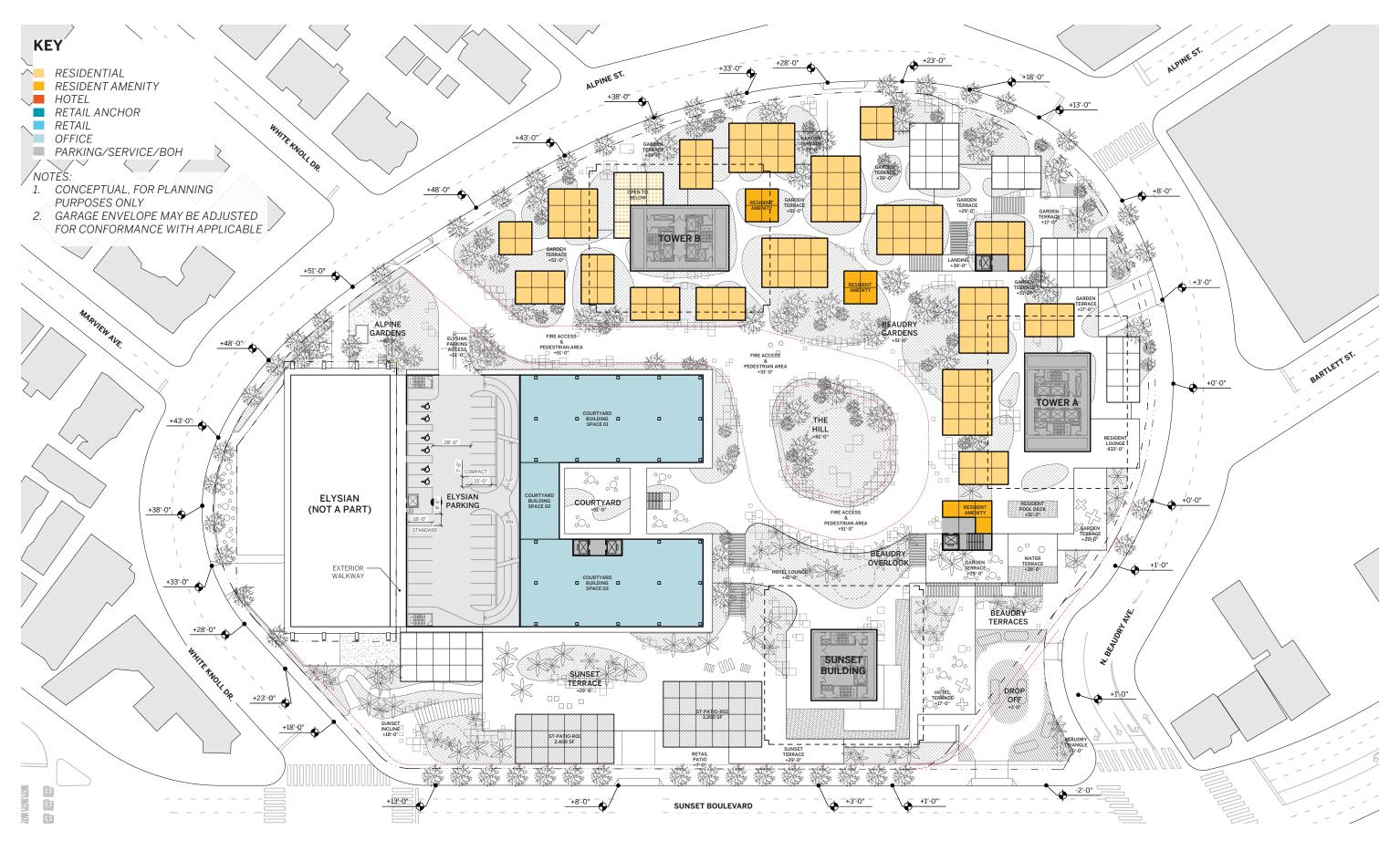


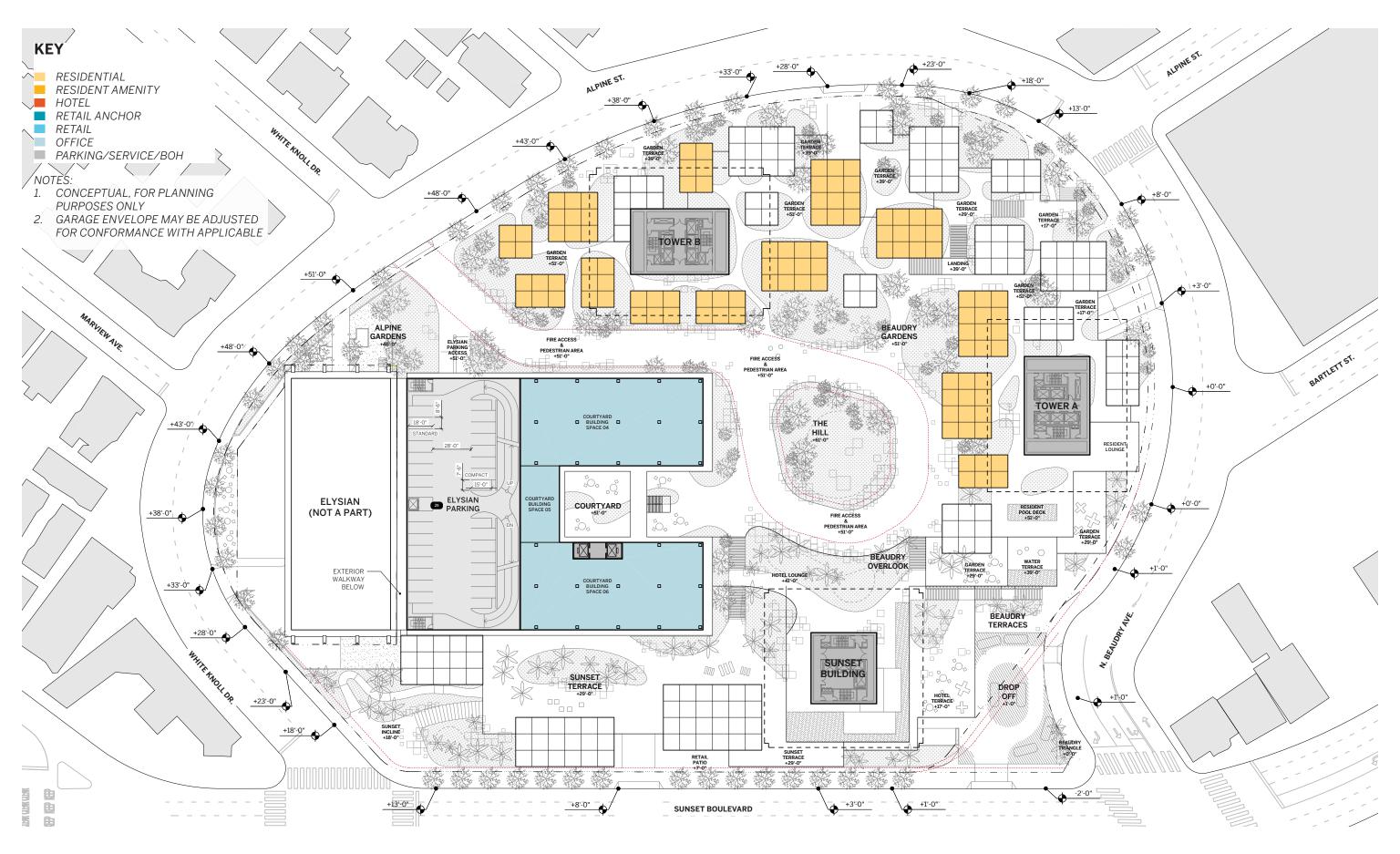


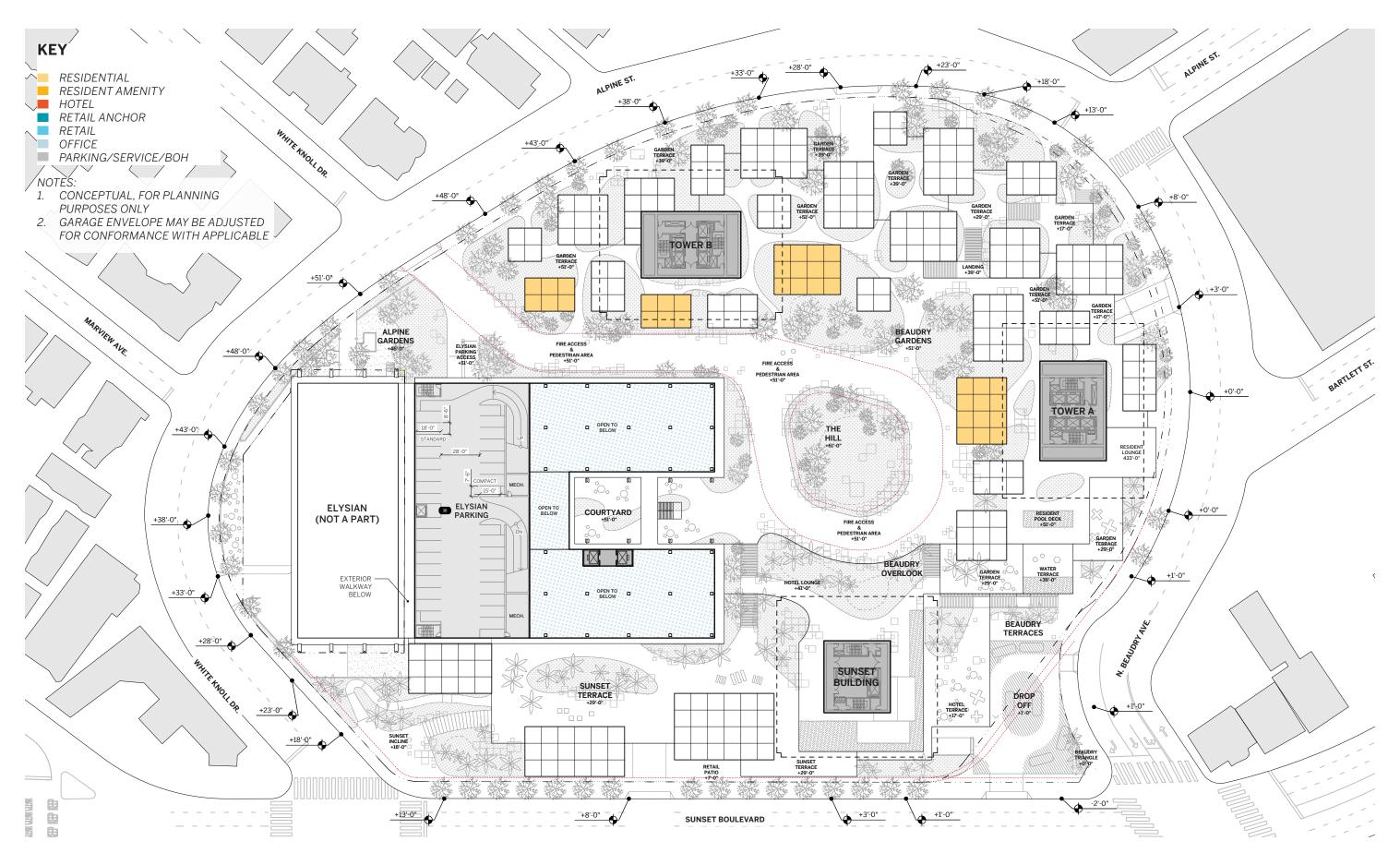


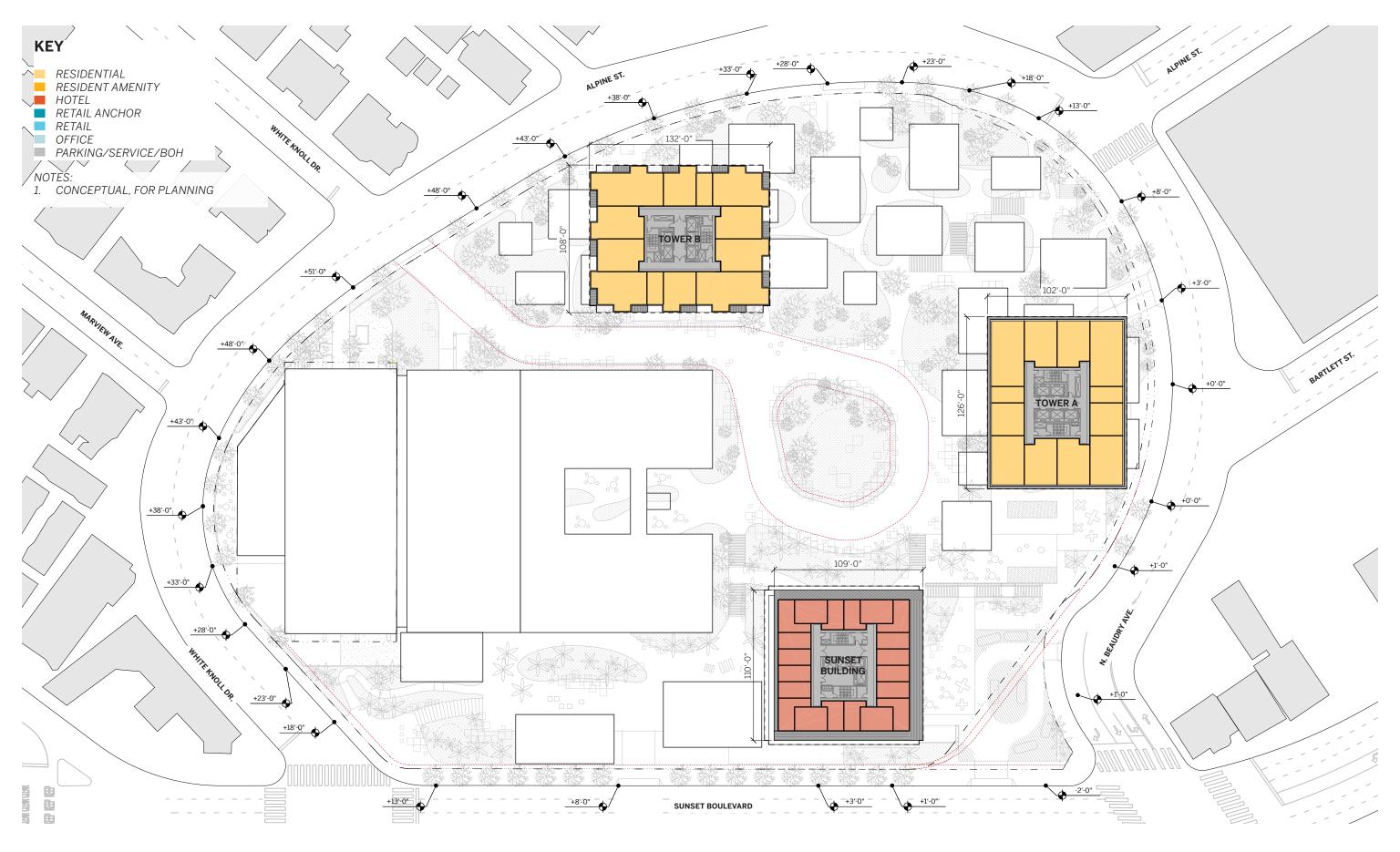


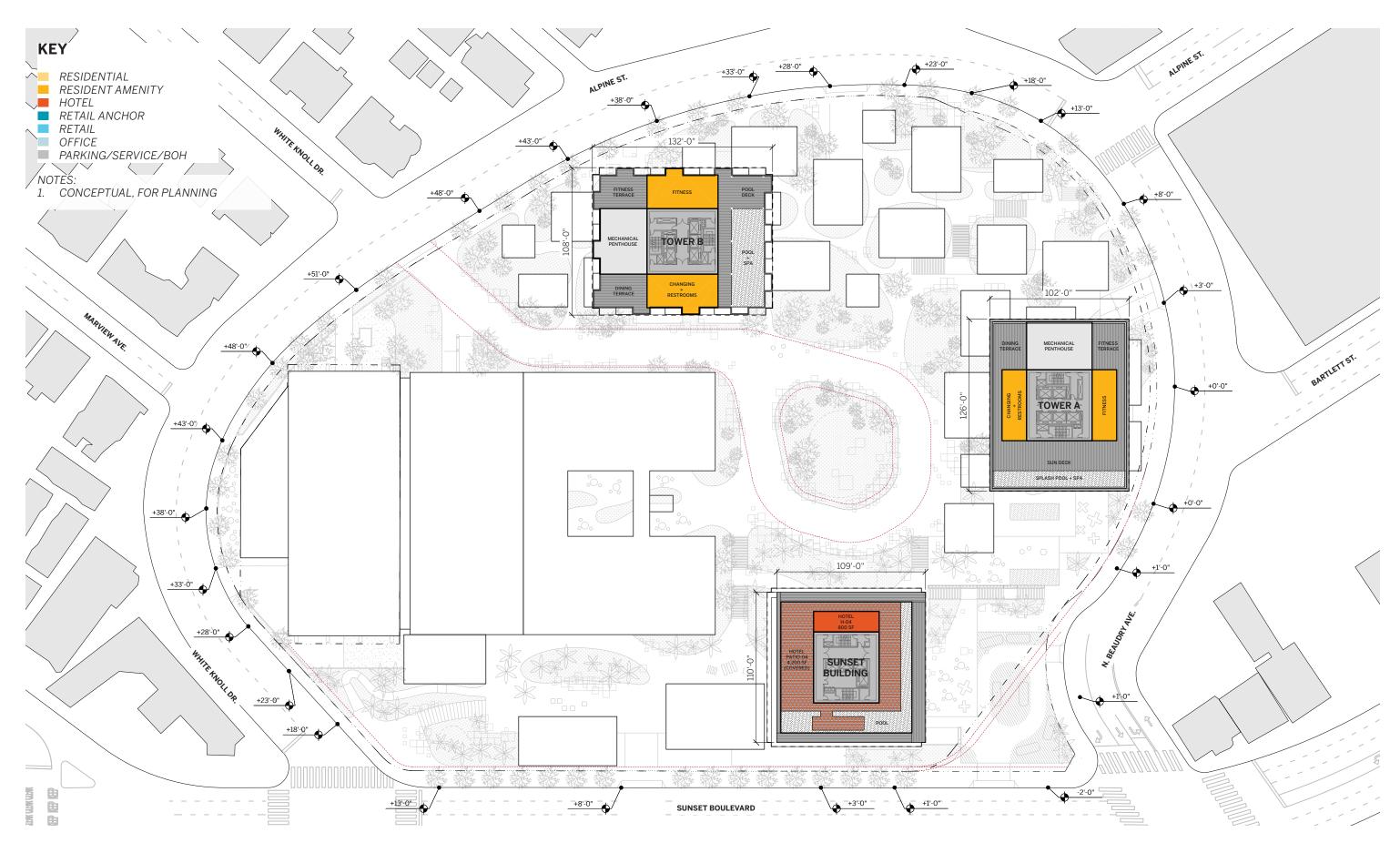








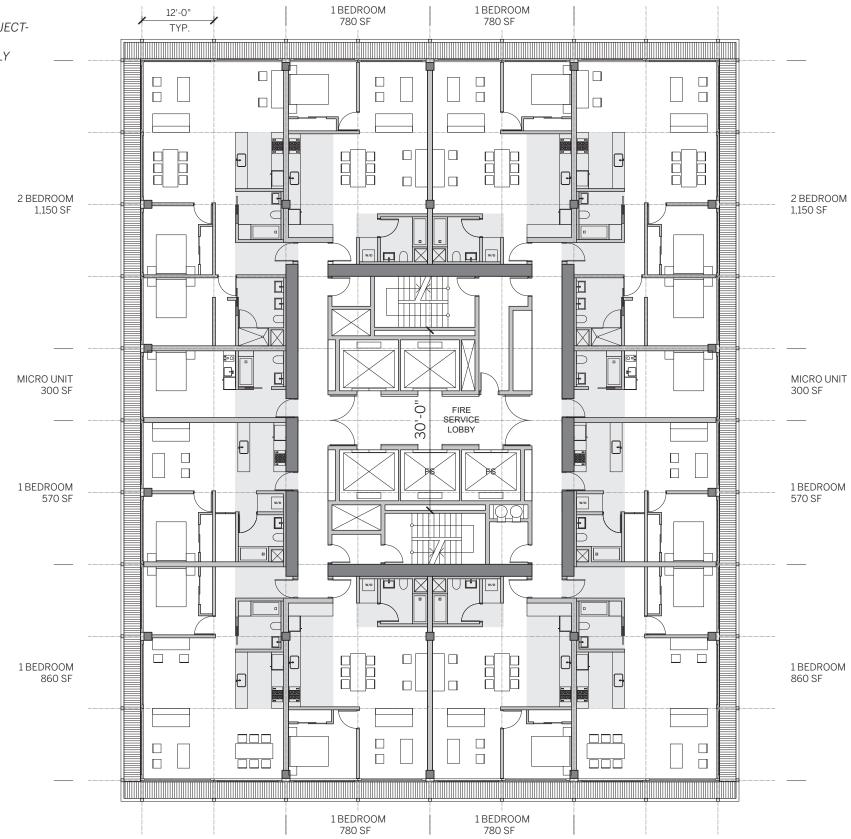




1. RESIDENTIAL UNIT AND HOTEL ROOM TYPES REPRESENT A RANGE OF POSSIBLE CONFIGURATIONS AND DO NOT REFLECT PROJECT-WIDE UNIT DISTRIBUTIONS.

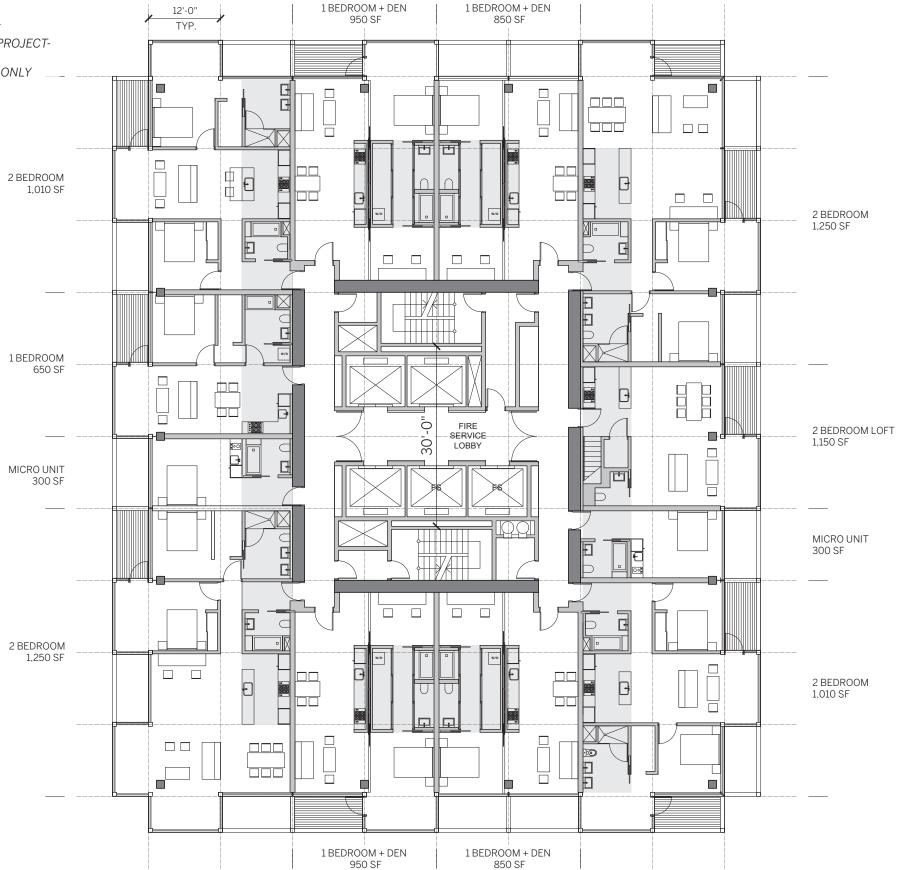


- 1. RESIDENTIAL UNIT AND HOTEL ROOM TYPES REPRESENT A RANGE OF POSSIBLE CONFIGURATIONS AND DO NOT REFLECT PROJECT-WIDE UNIT DISTRIBUTIONS.
- 2. CONCEPTUAL, FOR PLANNING PURPOSES ONLY



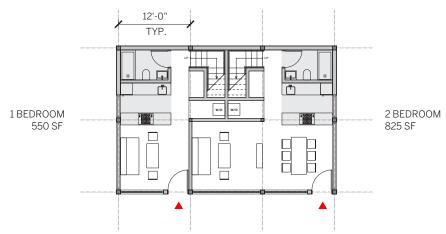


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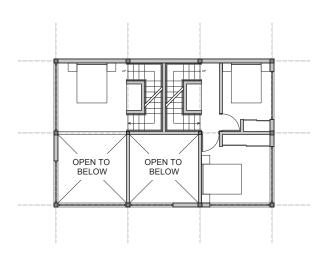


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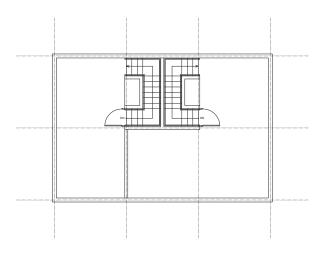
  2. DOMOSTITUTE FOR PLANKING PURPOSES ONLY.
- 2. CONCEPTUAL, FOR PLANNING PURPOSES ONLY





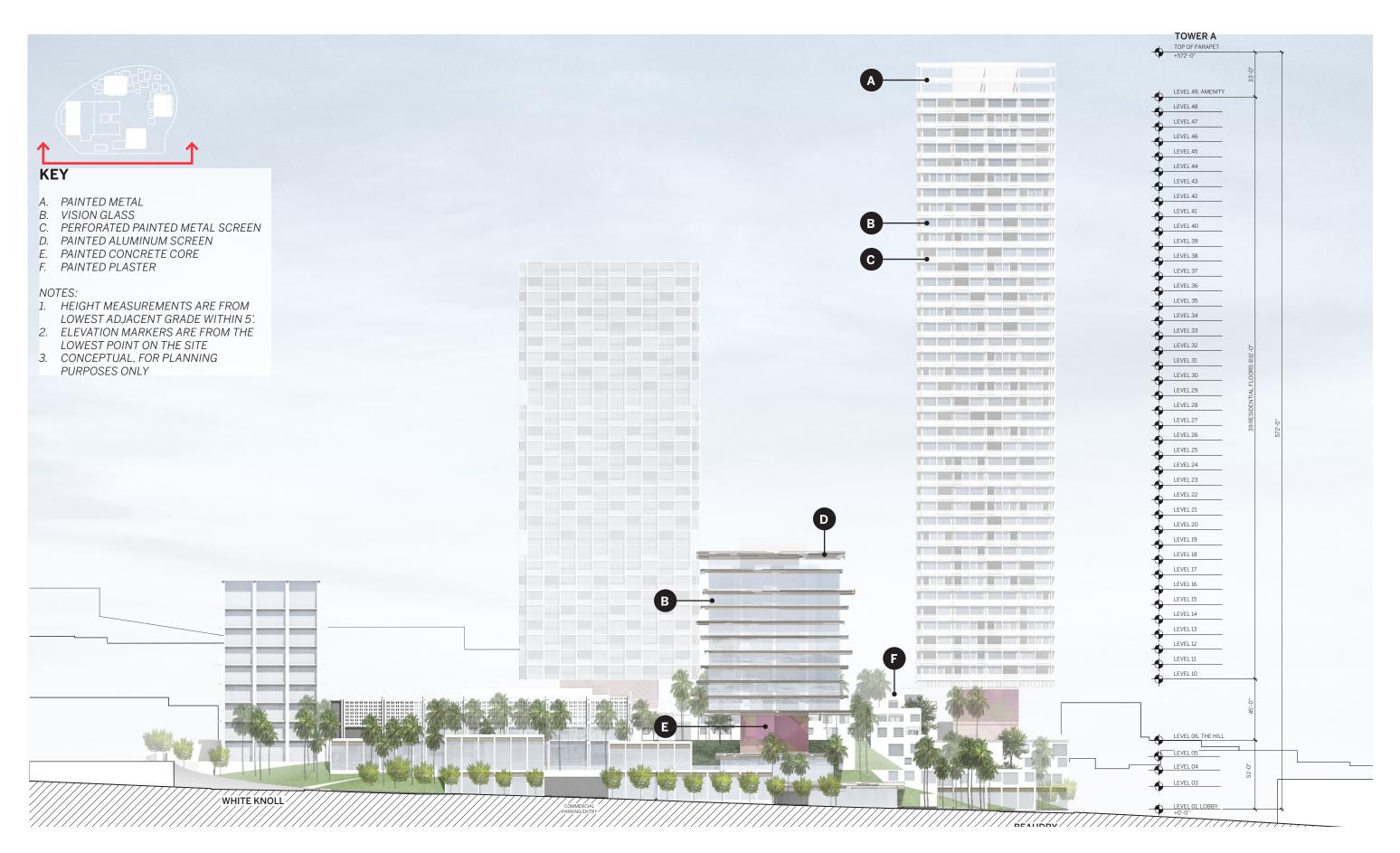


SECOND FLOOR

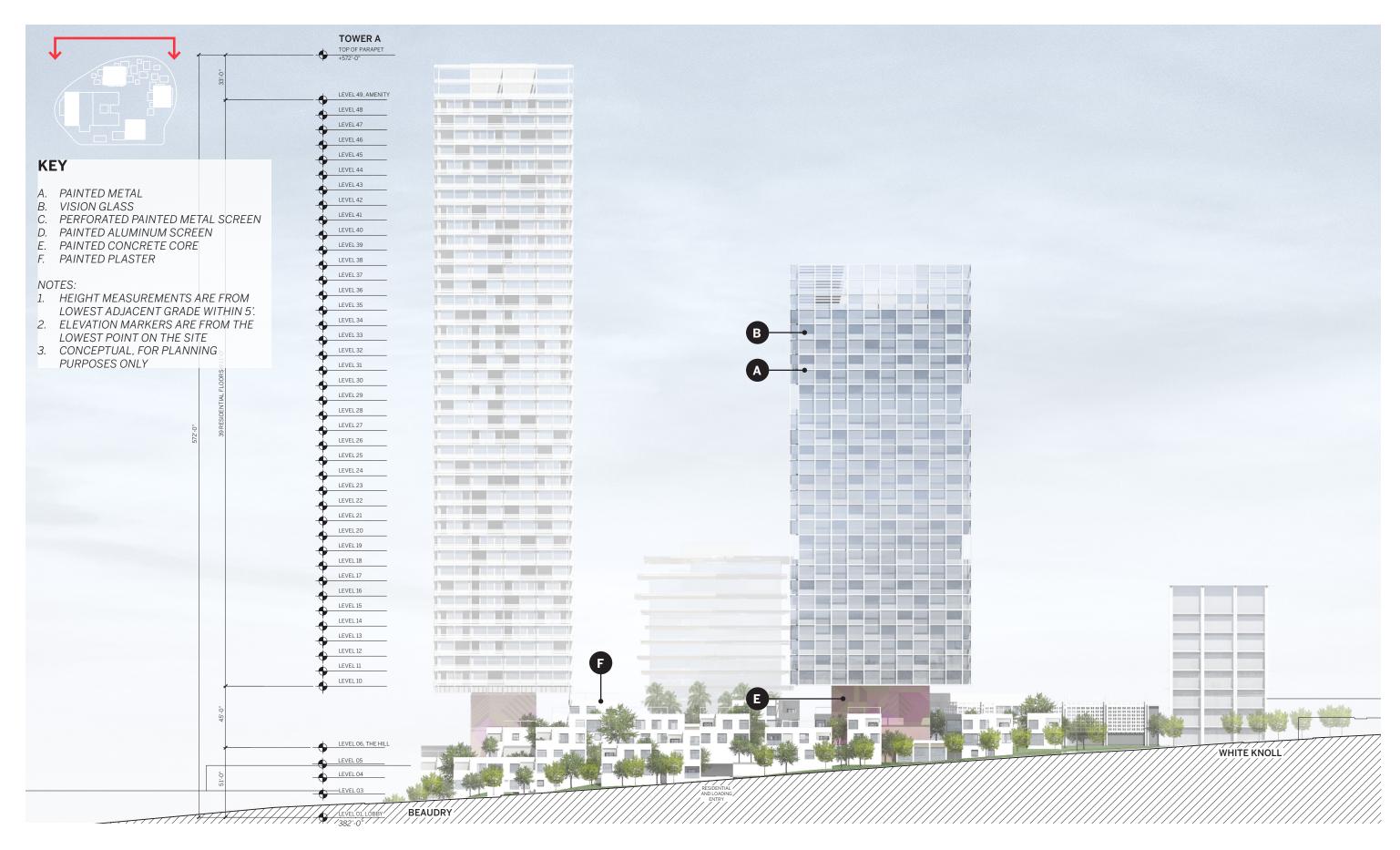


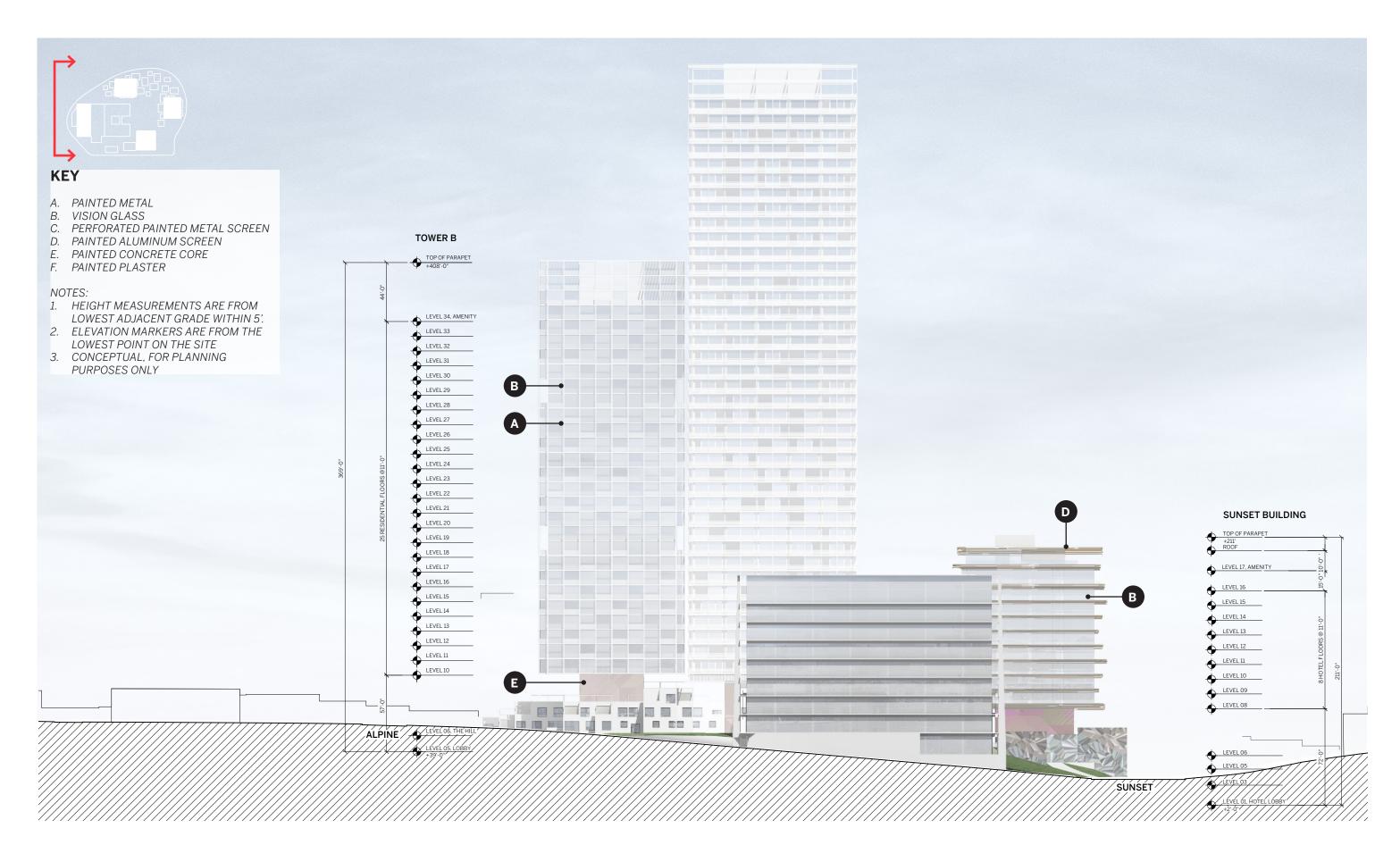
**ROOF DECK** 

# **ELEVATIONS**

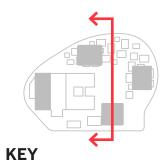








# **SECTIONS**



RESIDENTIAL

RESIDENT AMENITY

HOTEL

RETAIL

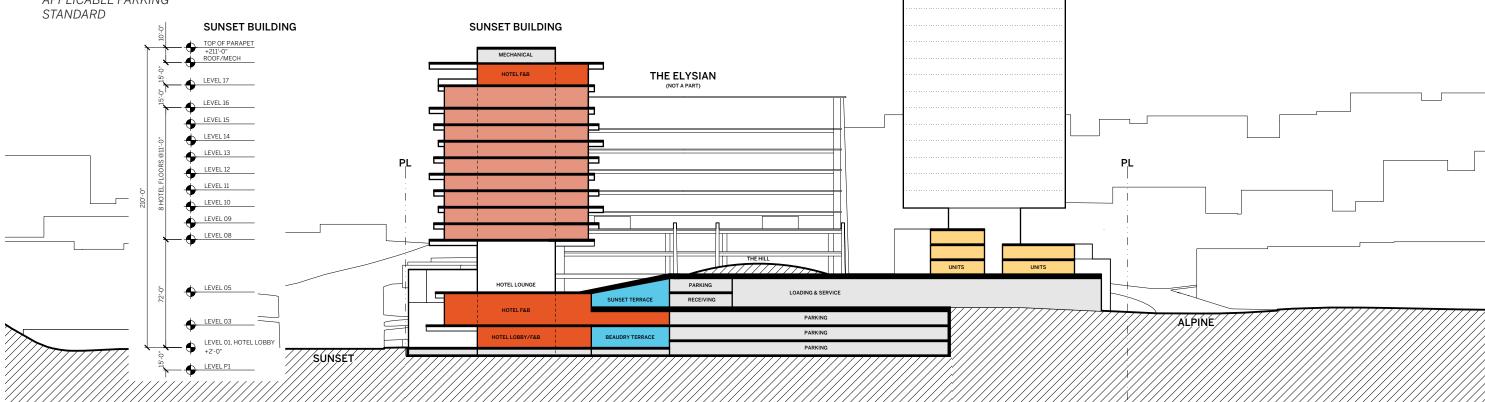
RETAIL ANCHOR

OFFICE

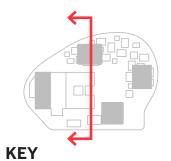
■ PARKING/SERVICE/BOH

## NOTES:

- 1. HEIGHT MEASUREMENTS ARE FROM LOWEST ADJACENT GRADE WITHIN 5'.
- 2. ELEVATION MARKERS ARE FROM THE LOWEST POINT ON THE SITE
- 3. CONCEPTUAL, FOR PLANNING PURPOSES ONLY
- 4. GARAGE ENVELOPE MAY BE ADJUSTED FOR CONFORMANCE WITH APPLICABLE PARKING



TOWER B



RESIDENTIAL

RESIDENT AMENITY

HOTEL

RETAIL

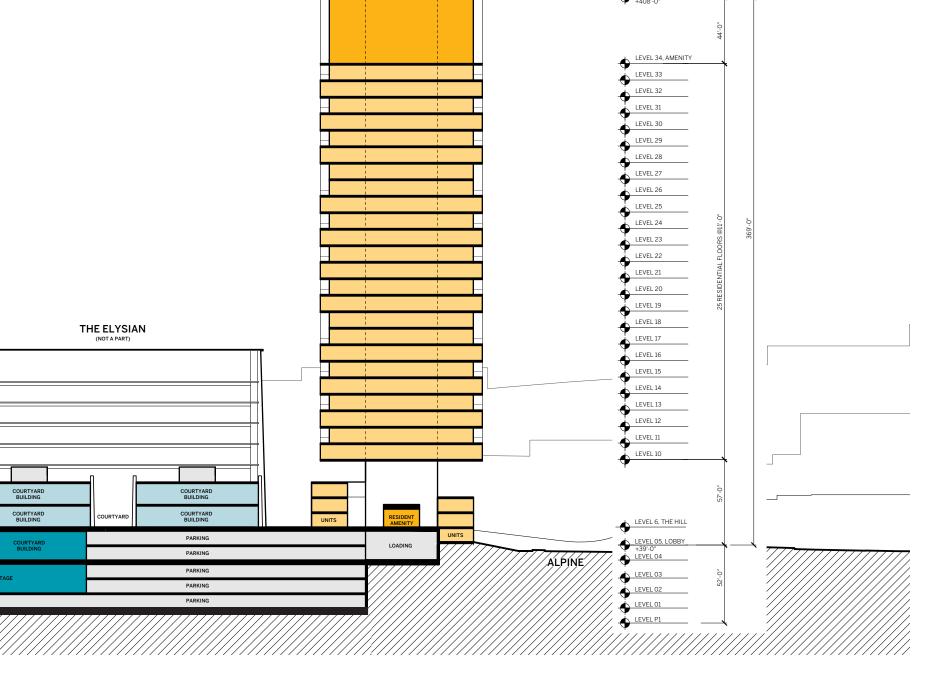
RETAIL ANCHOR

OFFICE

■ PARKING/SERVICE/BOH

## NOTES:

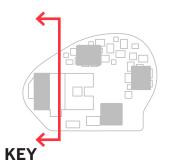
- 1. HEIGHT MEASUREMENTS ARE FROM LOWEST ADJACENT GRADE WITHIN 5'.
- 2. ELEVATION MARKERS ARE FROM THE LOWEST POINT ON THE SITE
- 3. CONCEPTUAL, FOR PLANNING PURPOSES ONLY
- 4. GARAGE ENVELOPE
  MAY BE ADJUSTED FOR
  CONFORMANCE WITH
  APPLICABLE PARKING
  STANDARD



TOWER B

SUNSET

TOWER B



RESIDENTIAL

RESIDENT AMENITY

HOTEL

RETAIL

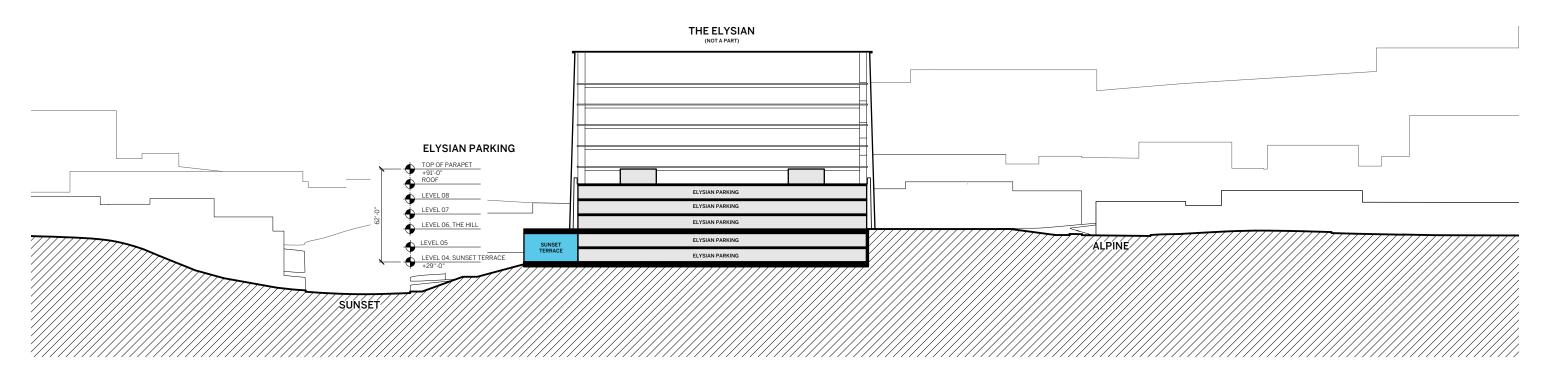
RETAIL ANCHOR

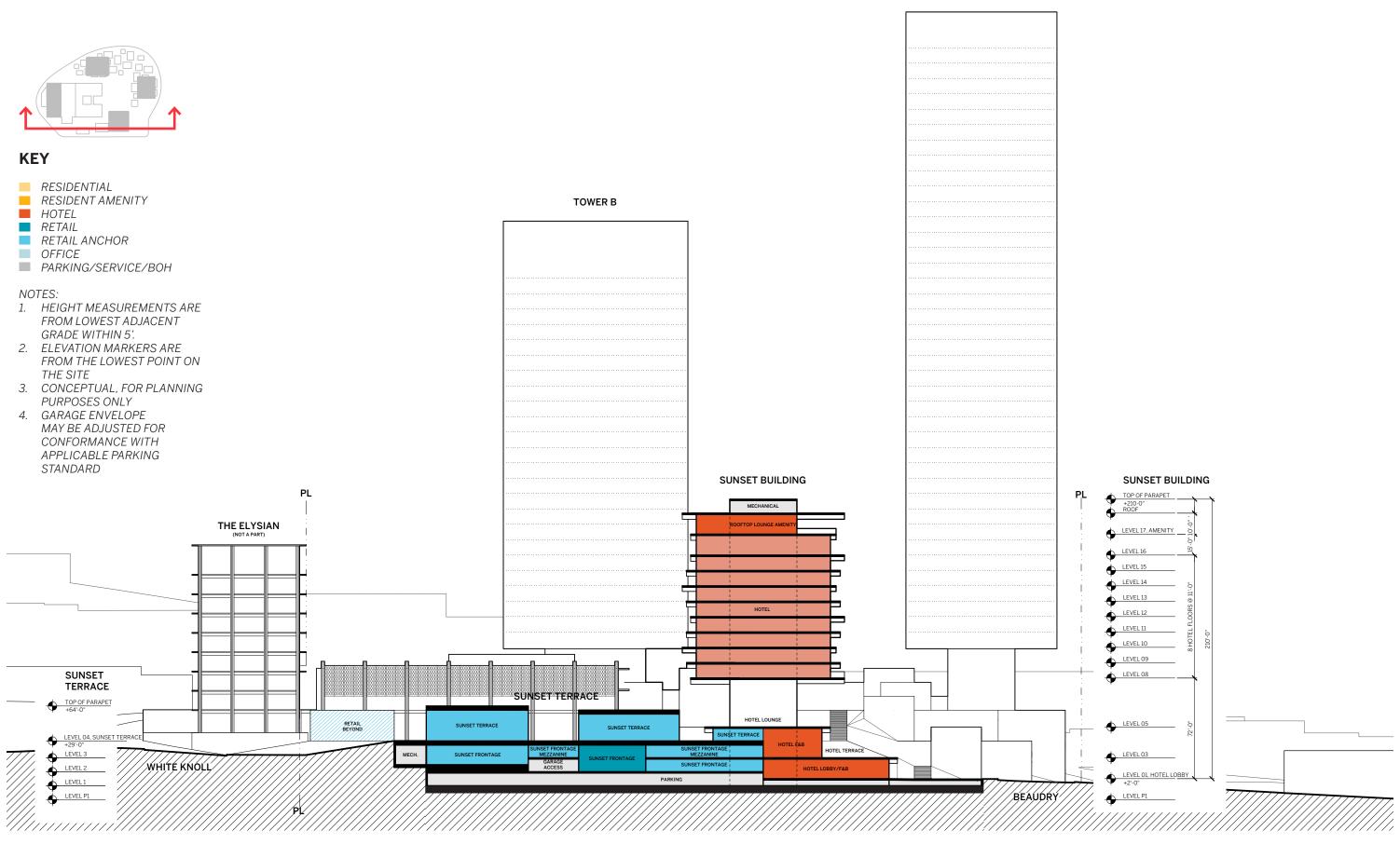
OFFICE

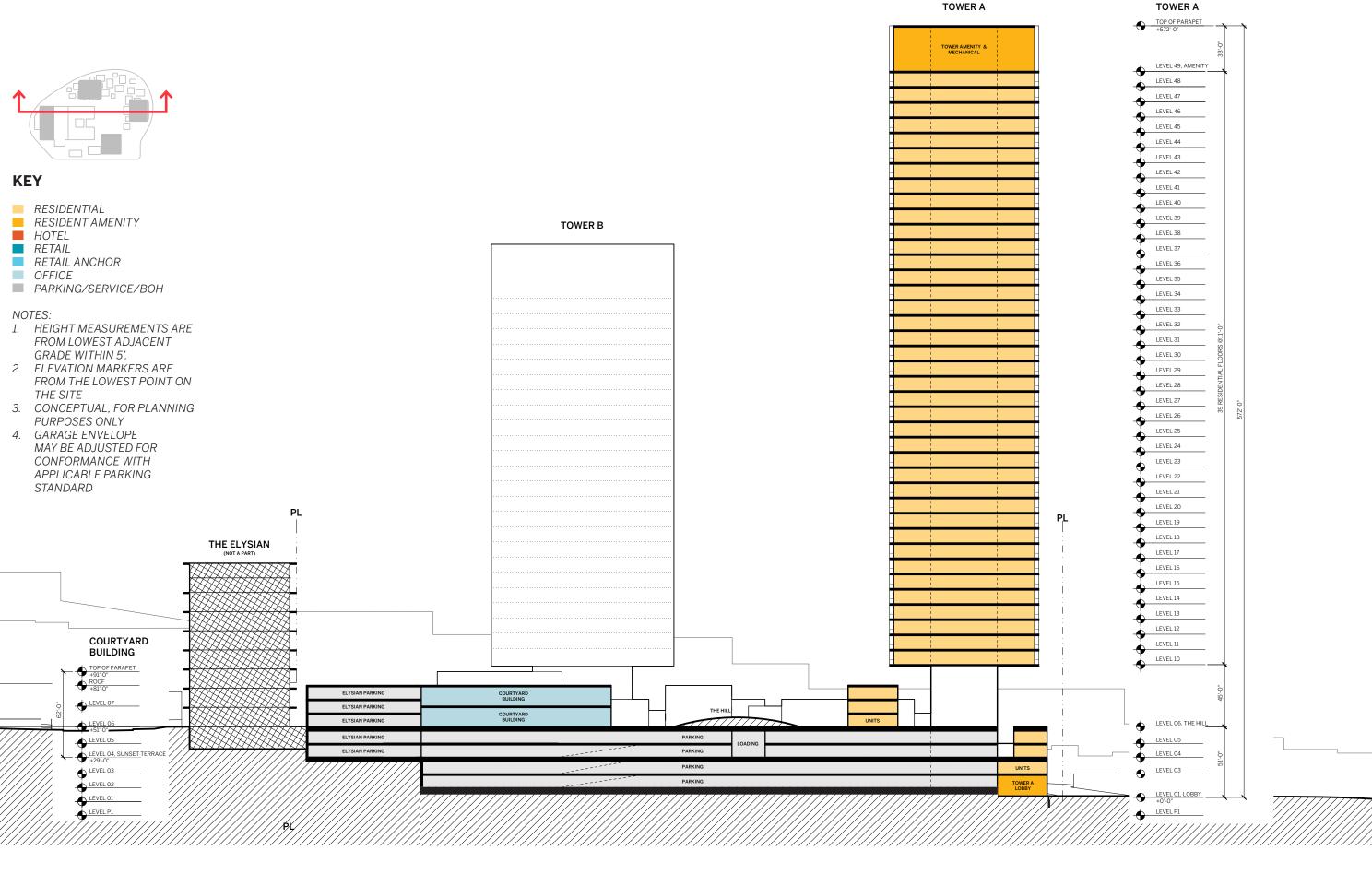
■ PARKING/SERVICE/BOH

## NOTES:

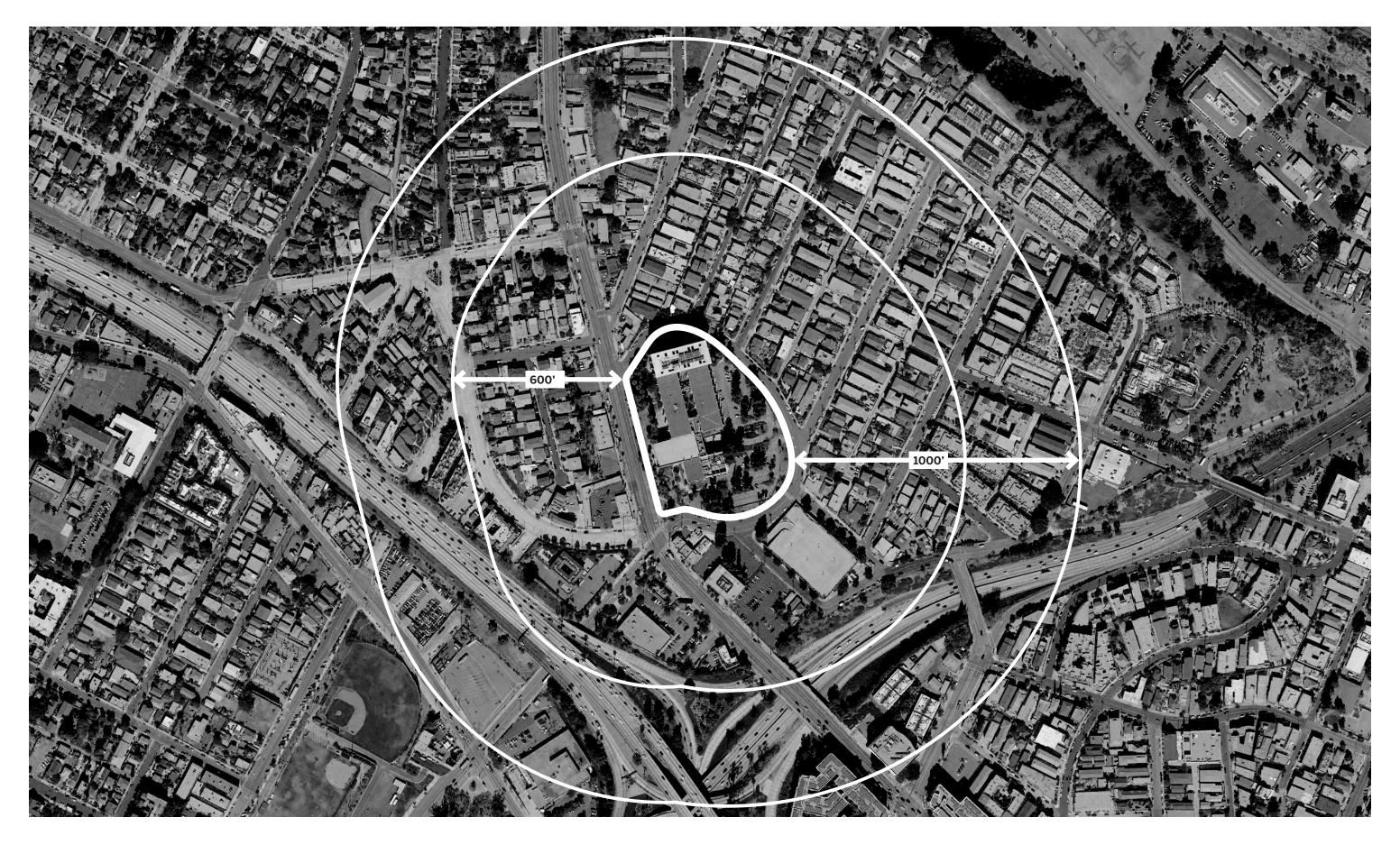
- 1. HEIGHT MEASUREMENTS ARE FROM LOWEST ADJACENT GRADE WITHIN 5'.
- 2. ELEVATION MARKERS ARE FROM THE LOWEST POINT ON THE SITE
- 3. CONCEPTUAL, FOR PLANNING PURPOSES ONLY
- 4. GARAGE ENVELOPE MAY BE ADJUSTED FOR CONFORMANCE WITH APPLICABLE PARKING STANDARD





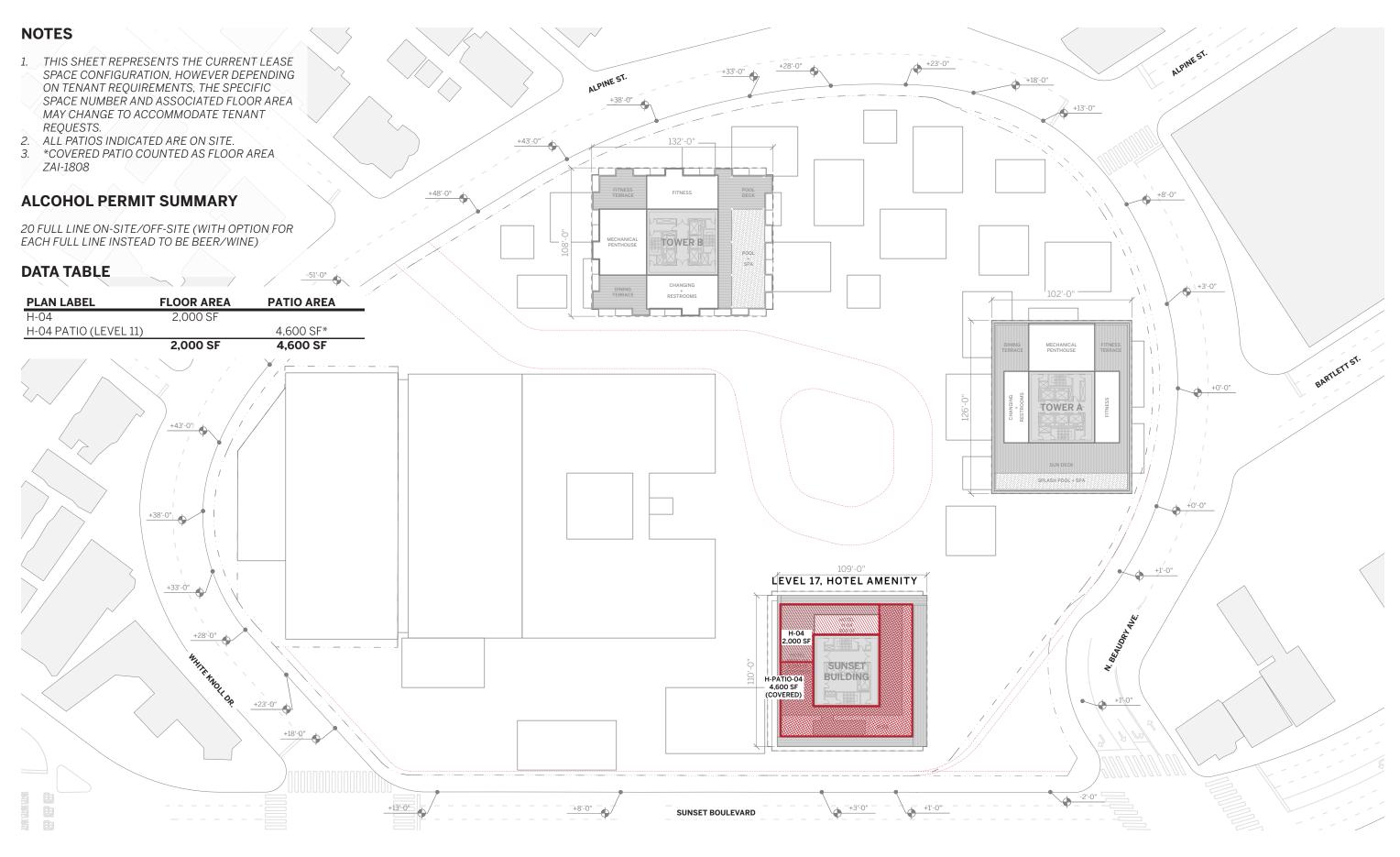


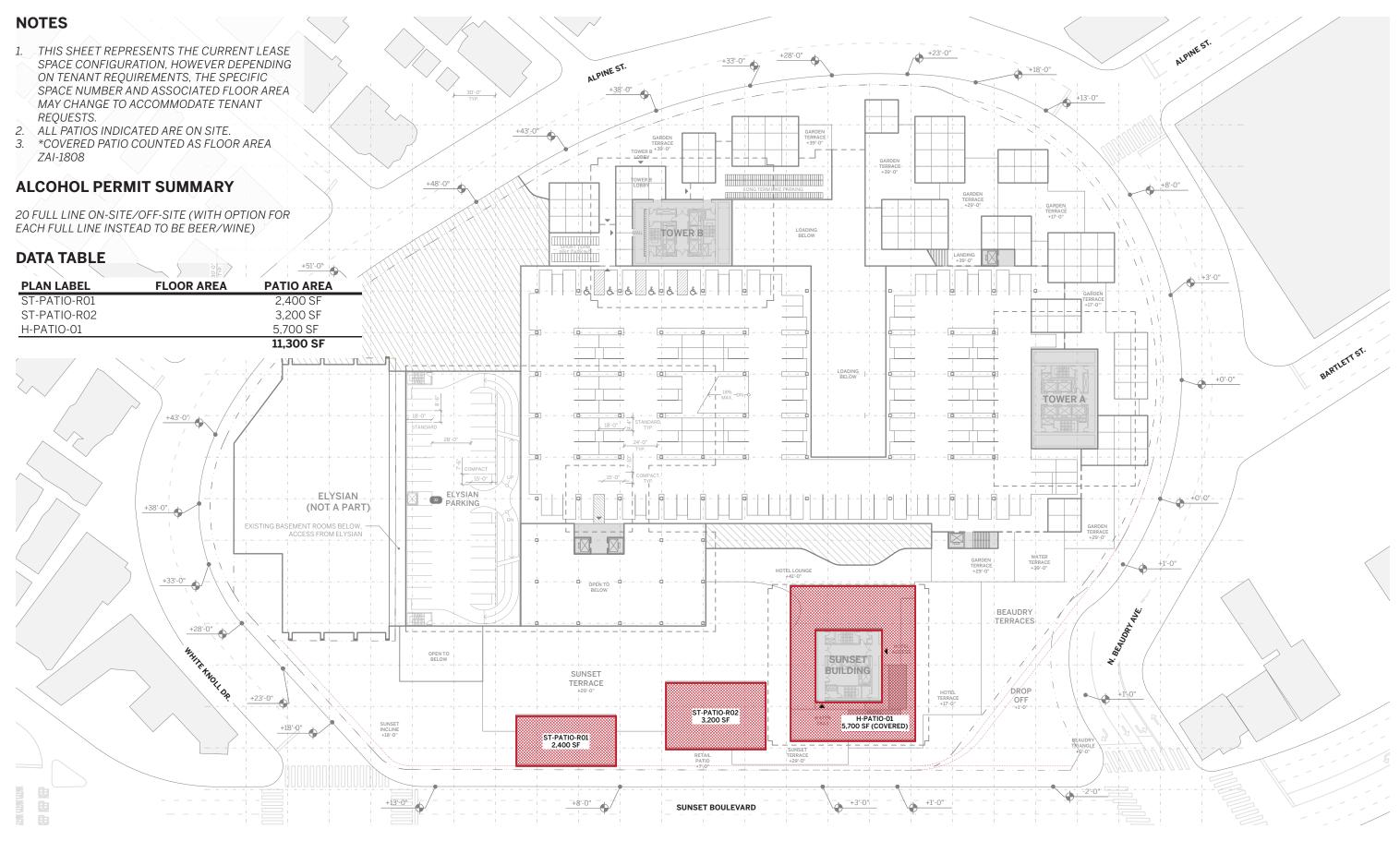
# **CUB EXHIBITS**



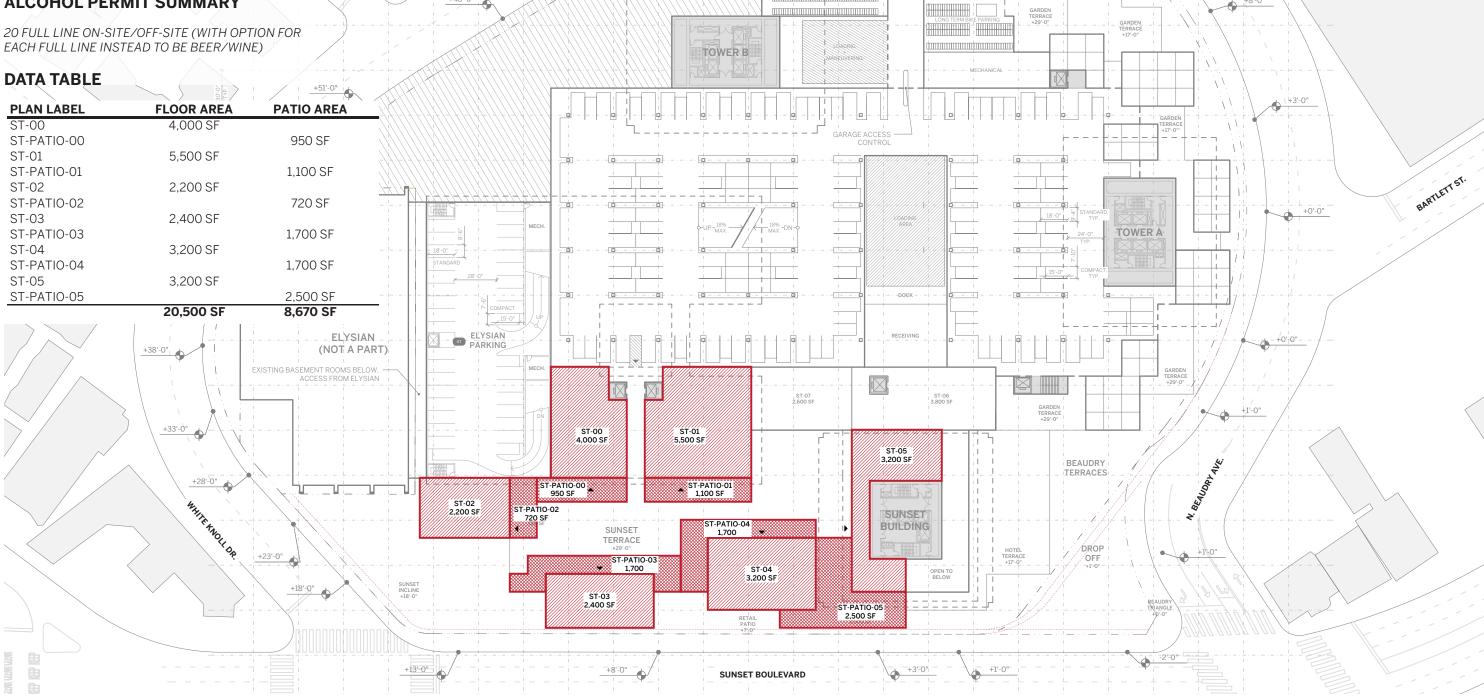
CONCEPTUAL USE	PLAN LABEL	INTERIOR AREA	occ.	PLAN LABEL	PATIO AREA	occ.	TOTAL AREA	TOTAL OCC.	TYPE
SUNSET FRONTAGE									
F&B	SF-01	6,600 SF	338	SF-PATIO-01	580 SF	39	7,180 SF	377	21, 48
GROCERY	SF-02	18,000 SF	276	SF-PATIO-02	720 SF	48	28,020 SF	801	21, 48
	SF-M1	2,400 SF	123						
	SF-M2	3,600 SF	185						
	SF-M3	3,300 SF	169						
F&B	SF-03	1,100 SF	56	SF-PATIO-03	200 SF	13	1,300 SF	70	48
F&B	SF-04	1,700 SF	87	SF-PATIO-04	300 SF	20	2,000 SF	107	48
F&B	SF-05	1,100 SF	56	SF-PATIO-05	800 SF	53	1,900 SF	110	48
BEAUDRY TERRACES									
SPECIALTY/RETAIL	BT-01	5,500 SF	84	BT-PATIO-01	550 SF	37	6,050 SF	121	21, 48
SPECIALTY/RETAIL	BT-02	4,500 SF	69	BT-PATIO-02	620 SF	41	5,120 SF	110	21, 48
SUNSET TERRACE									
ENTERTAINMENT	ST-00	4,000 SF	434	ST-PATIO-00	950 SF	63	4,950 SF	497	48
ENTERTAINMENT	ST-01	5,500 SF	596	ST-PATIO-01	1,100 SF	73	6,600 SF	669	48
F&B	ST-02	2,200 SF	113	ST-PATIO-02	720 SF	48	2,920 SF	161	48
F&B	ST-03	2,400 SF	123	ST-PATIO-03	1,700 SF	113	6,500 SF	396	48
				ST-PATIO-R01	2,400 SF	160			
F&B	ST-04	3,200 SF	164	ST-PATIO-04	1,700 SF	113	8,100 SF	491	48
				ST-PATIO-R02	3,200 SF	213			
F&B/SPECIALTY	ST-05	3,200 SF	164	ST-PATIO-05	2,500 SF	167	5,700 SF	331	48
SUNSET TOWER (HOTEL)									
LOBBY	H-01	3,800 SF	38				3,800 SF	38	48
RESTAURANT	H-02	3,100 SF	159	H-PATIO-02	1,200 SF	80	4,300 SF	239	21, 48
MEETING	H-03	3,700 SF	401	H-PATIO-03	1,800 SF	120	5,500 SF	521	48
ROOF POOL DECK F&B	H-04	2,000 SF	103	H-PATIO-04	4,600 SF*	307	6,600 SF	409	48
LOUNGE				H-PATIO-01	5,700 SF*	380	5,700 SF	380	48
HOTEL ROOMS	N/A	N/A		N/A	N/A				

NOTE: ALL AREAS AND OCCUPANCIES ARE APPRIXIMATE AND MAY VARY





# NOTES 1. THIS SHEET REPRESENTS THE CURRENT LEASE SPACE CONFIGURATION, HOWEVER DEPENDING ON TENANT REQUIREMENTS, THE SPECIFIC SPACE NUMBER AND ASSOCIATED FLOOR AREA MAY CHANGE TO ACCOMMODATE TENANT REQUESTS. 2. ALL PATIOS INDICATED ARE ON SITE. 3. \*COVERED PATIO COUNTED AS FLOOR AREA ZAI-1808 ALCOHOL PERMIT SUMMARY 20 FULL LINE ON-SITE/OFF-SITE (WITH OPTION FOR EACH FULL LINE INSTEAD TO BE BEER/WINE)



ALPINE ST.

+23'-0"

## **NOTES**

- 1. THIS SHEET REPRESENTS THE CURRENT LEASE SPACE CONFIGURATION, HOWEVER DEPENDING ON TENANT REQUIREMENTS, THE SPECIFIC SPACE NUMBER AND ASSOCIATED FLOOR AREA MAY CHANGE TO ACCOMMODATE TENANT REQUESTS.
- 2. ALL PATIOS INDICATED ARE ON SITE.
- \*COVERED PATIO COUNTED AS FLOOR AREA ZAI-1808

## **ALCOHOL PERMIT SUMMARY**

20 FULL LINE ON-SITE/OFF-SITE (WITH OPTION FOR EACH FULL LINE INSTEAD TO BE BEER/WINE)

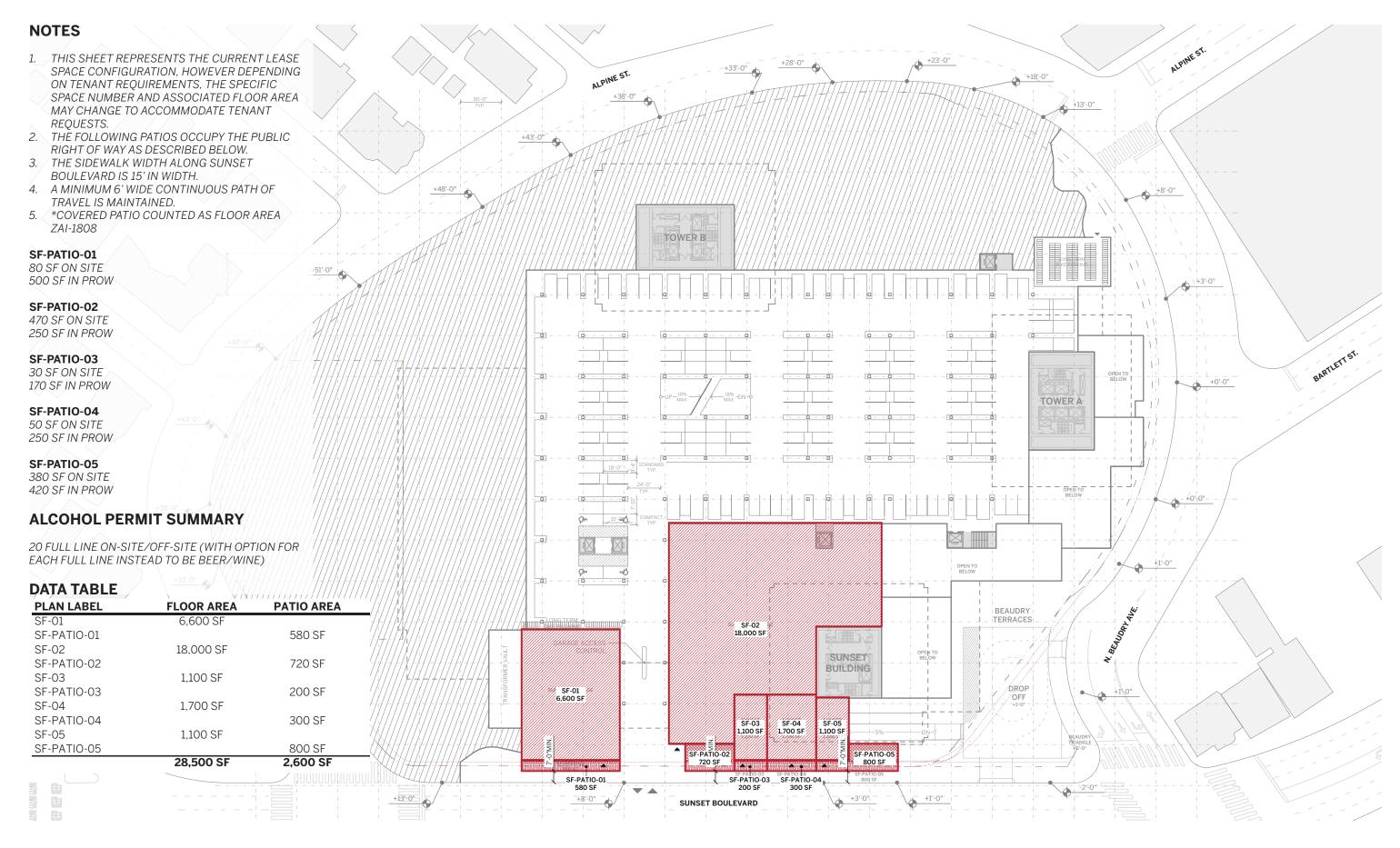


TOWER B

ALPINE ST.

+23'-0"

+18'-0"



## NOTES

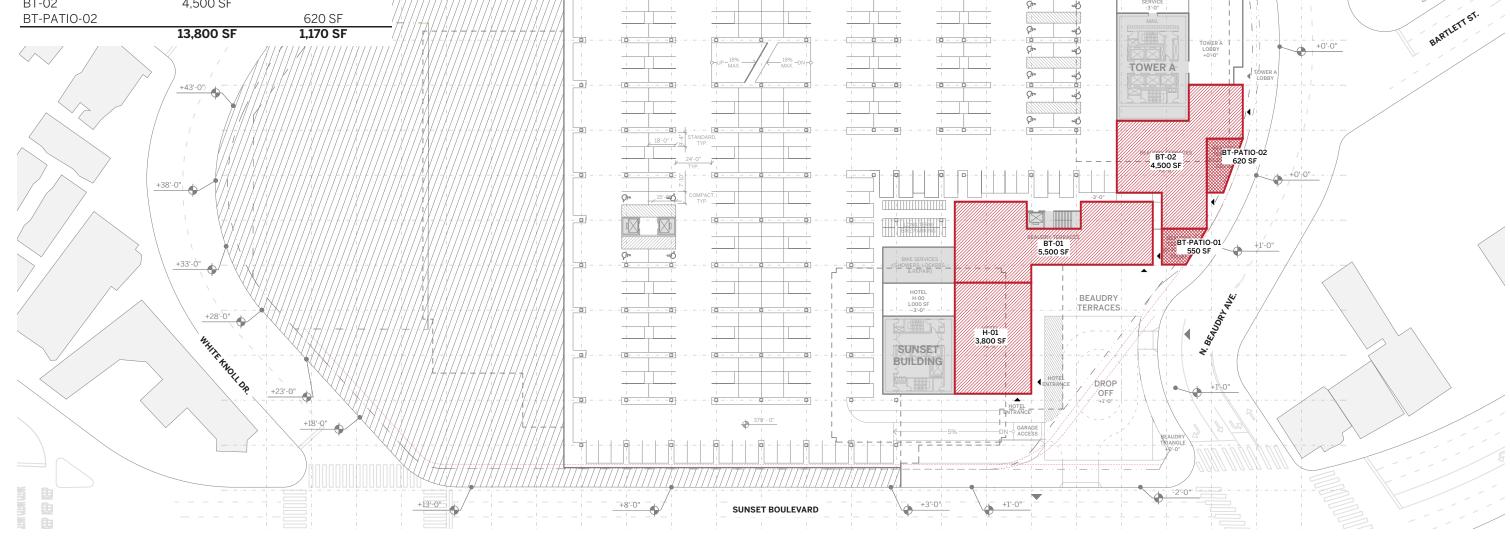
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## **ALCOHOL PERMIT SUMMARY**

20 FULL LINE ON-SITE/OFF-SITE (WITH OPTION FOR EACH FULL LINE INSTEAD TO BE BEER/WINE)

## DATA TABLE



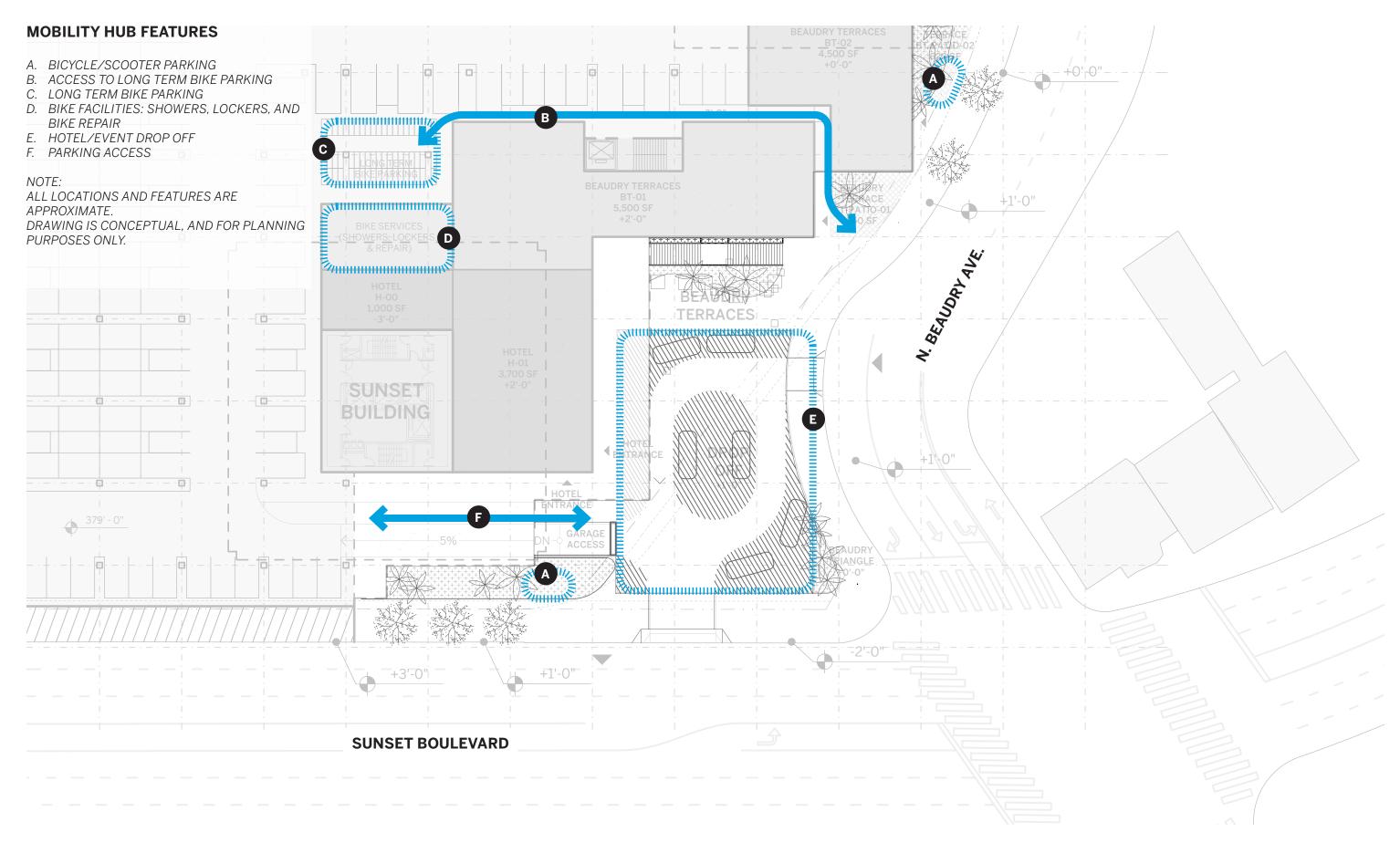


TOWER B

ALPINE ST.

+23'-0"

+18'-0"

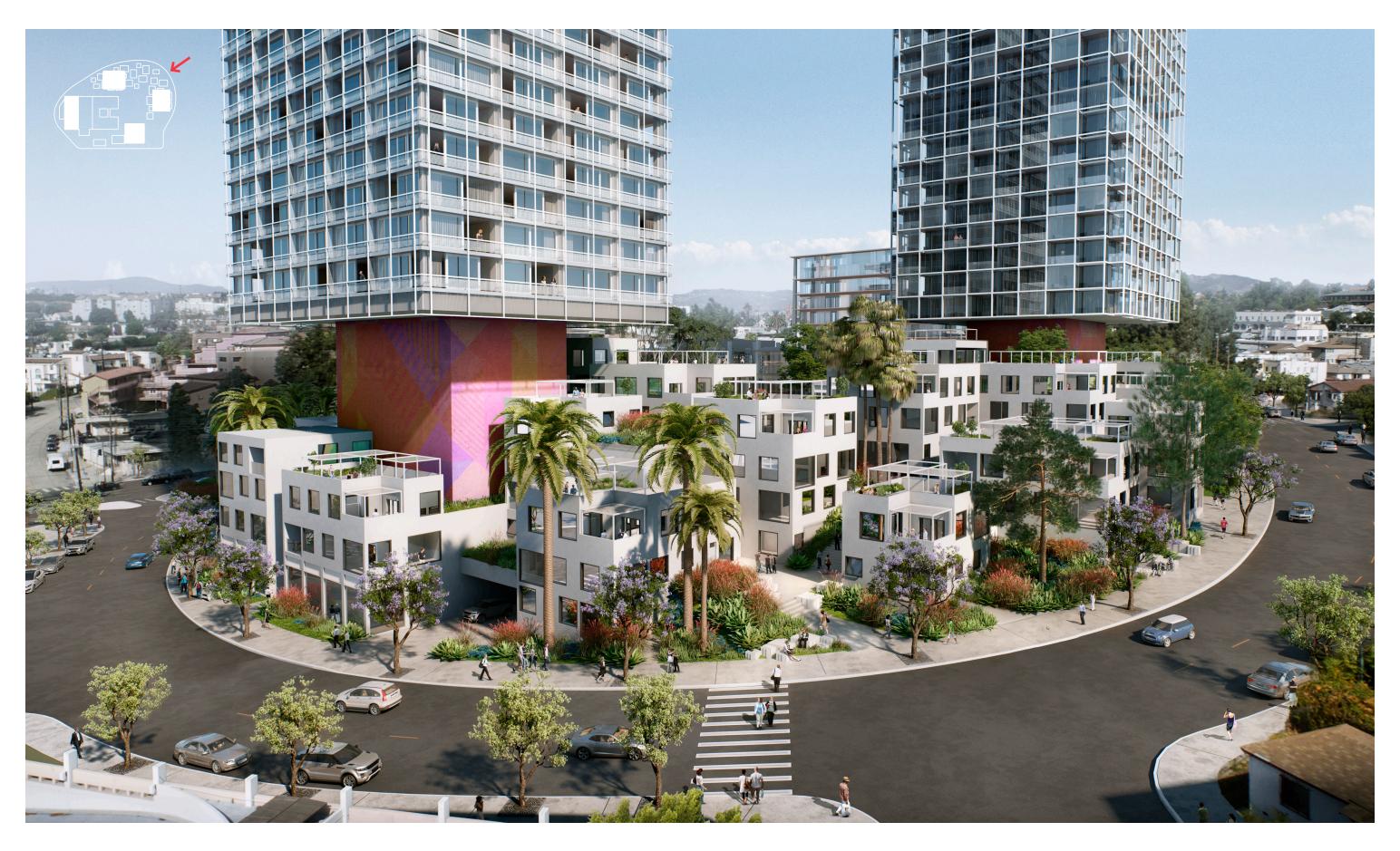


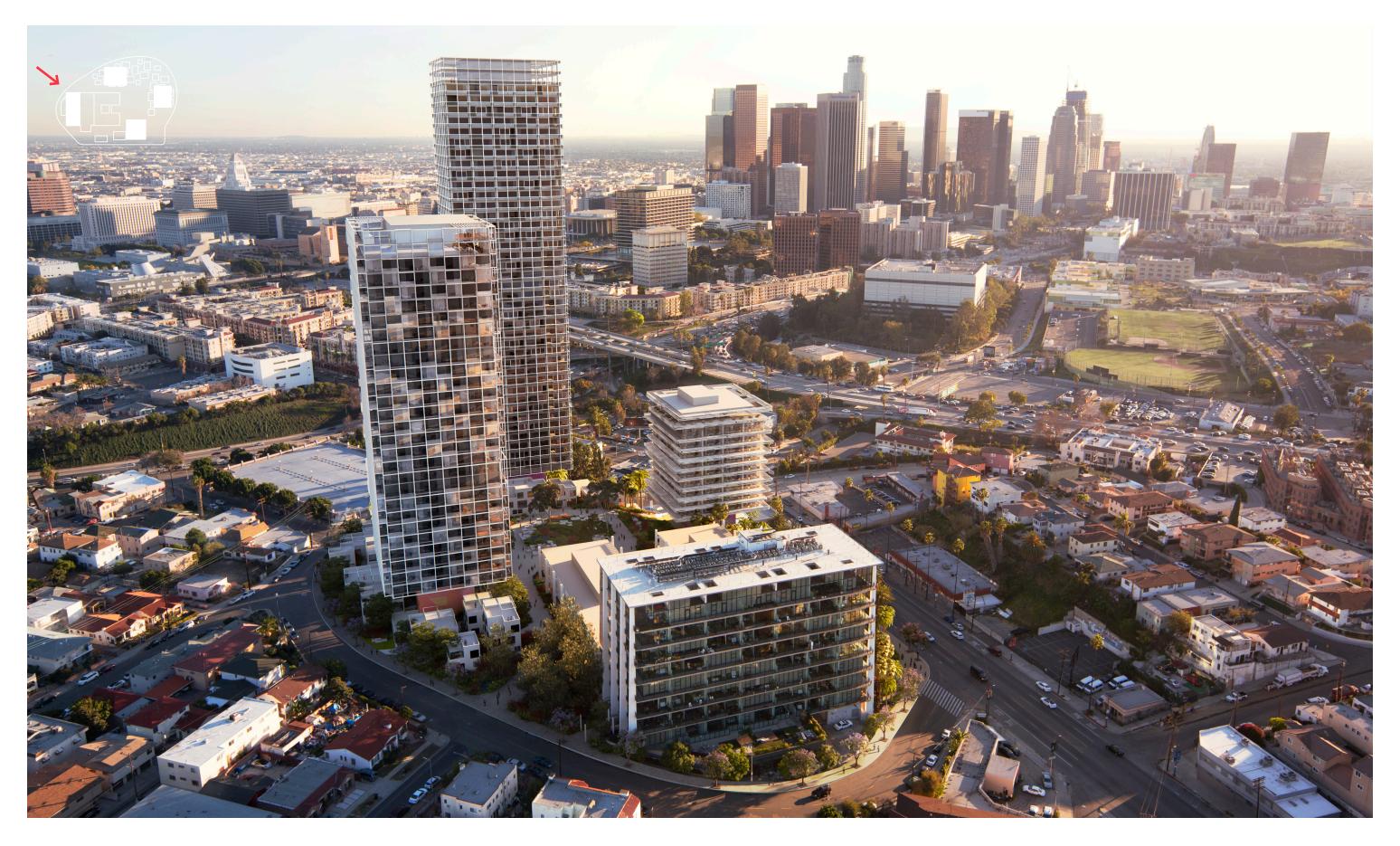


**SECTION A2** 

RENDERING









## IV. Mitigation Monitoring Program

## 1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines. Public Resources Code Section 21081.6 requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects."

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project's impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

## 2. Organization

As shown on the following pages, each identified PDF and MM for the Project is listed and categorized by environmental issue area, with accompanying discussion of:

- Enforcement Agency—the agency with the power to enforce the PDF or MM.
- Monitoring Agency—the agency to which reports involving feasibility, compliance, implementation, and development are made.

- Monitoring Phase—the phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency—the frequency at which the PDF or MM shall be monitored.
- Action(s) Indicating Compliance—the action(s) by which the enforcement or monitoring agency indicates that compliance with the identified PDF or required MM has been implemented.

## 3. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

# 4. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No

changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision-maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

# 5. Mitigation Monitoring Program

# A. Air Quality

(1) Mitigation Measures

**Mitigation Measure AIR-MM-1:** All off-road diesel-powered equipment greater than 50 hp used during Project demolition, grading/excavation, and concrete foundation activities shall meet USEPA Tier 4 final emissions standards.

- Enforcement Agency: City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Once during Project plan check (provide proof of compliance); Periodically during field inspection
- Action Indicating Compliance: Plan check approval and issuance of applicable building permit (provide proof of compliance); Field inspection sign-off

- Mitigation Measure AIR-MM-2: The Project representative shall require operator(s)/ construction contractor(s) to commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks for: (1) haul trucks associated with demolition and grading activities; and (2) concrete delivery trucks during concrete mat foundation pours. To monitor and ensure 2010 model year or newer trucks are used at the Project Site, the Lead Agency shall require that truck operator(s)/construction contractor(s) maintain records of trucks during the applicable construction activities associated with the Project and make these records available to the Lead Agency upon request.
  - Enforcement Agency: City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District
  - **Monitoring Agency:** City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Construction
  - **Monitoring Frequency:** Once during Project plan check (provide proof of compliance); Periodically during field inspection
  - Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Field inspection sign-off
- Mitigation Measure AIR-MM-3: All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications. Prior to the commencement of any construction activities, contractors must submit documentation to demonstrate the ability to maintain all construction equipment properly tuned and maintained. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications.
  - Enforcement Agency: City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District
  - Monitoring Agency: City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Construction
  - **Monitoring Frequency:** Once during Project plan check (provide proof of compliance); Periodically during field inspection
  - Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Field inspection sign-off
- Mitigation Measure AIR-MM-4: Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, regardless of their weight, trucks and vehicles in loading

and unloading queues shall have their engines turned off after five minutes when not in use, to reduce vehicle emissions.

- Enforcement Agency: City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- **Monitoring Frequency:** Once during Project plan check (provide proof of compliance); Periodically during field inspection
- Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Field inspection sign-off
- Mitigation Measure AIR-MM-5: To the extent possible, petroleum-powered construction activity shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators. If stationary petroleum-powered construction equipment, such as generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses, whenever possible.
  - Enforcement Agency: City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District
  - **Monitoring Agency:** City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Construction
  - Monitoring Frequency: Once during Project plan check (provide proof of compliance); Periodically during field inspection
  - Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Field inspection sign-off
- **Mitigation Measure AIR-MM-6:** The Project would include the use of solar-powered generators, to the extent commercially available and feasible, should generators be required during construction.
  - Enforcement Agency: City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District
  - **Monitoring Agency:** City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Construction
  - Monitoring Frequency: Plan check approval and issuance of applicable building permit (provide proof of compliance); Periodically during field inspection

 Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Field inspection sign-off

# **B. Biological Resources**

(1) Mitigation Measures

Mitigation Measure BIO-MM-1: If feasible, the removal of vegetation shall occur outside of the raptor nesting season, generally recognized as February 1 to June 30. If vegetation removal must occur during the nesting season, then a qualified biologist shall conduct a nesting bird survey prior to any vegetation removal. If active nests are identified, the biologist shall flag vegetation containing active nests. The biologist shall establish appropriate buffers around active nests to be avoided until the nests are no longer active and the young have fledged. Buffers shall be based on the species identified, but generally will consist of 300 feet for raptors as determined by the Project Biologist. If for some reason, it is not possible to remove all vegetation during the non-nesting season, then vegetation to be removed during the nesting season must be surveyed by a qualified biologist no more than three days prior to removal. If no raptors are found, the vegetation can be If nesting raptors are detected, then removal must be postponed until the fledglings have vacated the nest or the biologist has determined that the nest has failed. Furthermore, the biologist shall establish an appropriate buffer zone where construction activity may not occur until the fledglings have vacated the nest or the biologist has determined that the nest has failed. Similarly, for vegetation being preserved, if construction is to occur during the nesting season, preserved vegetation should be surveyed for the presence of nesting birds. If nesting raptors are detected, the biologist shall establish a 300-foot buffer zone where construction activity may not occur until the fledglings have vacated the nest or the biologist has determined that the nest has failed. If feasible, the demolition shall occur outside of the nesting season, generally recognized as February 1 to June 30 because of the potential for indirect impacts to nearby nests.

If demolition must occur during the raptors nesting season, then a qualified biologist shall conduct a nesting raptors survey prior to any demolition. If active nests are identified, the biologist shall flag active nests and establish appropriate buffers around active nests to be avoided until the nests are no longer active and the young have fledged. Buffers will consist of 300 feet for raptors.

- Enforcement Agency: California Department of Fish and Wildlife; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety: Los Angeles Department of City Planning

- Monitoring Phase: Construction
- Monitoring Frequency: Once, prior to issuance of grading permits; or, if vegetation removal, building demolition, or grading is initiated during the nesting season, as determined by a qualified biologist (provide proof of compliance)
- Action(s) Indicating Compliance: Issuance of applicable building permit; Compliance certification report submitted by construction monitor every 90 days, or until the nests are no longer active and vegetation is removed; or, if vegetation removal, building demolition or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist

Mitigation Measure BIO-MM-2: If feasible, the removal of vegetation should occur outside of the nesting season, generally recognized as March 15 to If vegetation removal must occur during the nesting August 15. season, then a qualified biologist shall conduct a nesting bird survey prior to any vegetation removal. If active nests are identified, the biologist shall flag vegetation containing active nests. The biologist shall establish appropriate buffers around active nests to be avoided until the nests are no longer active and the young have fledged. Buffers will be based on the species identified, but generally will consist of 50 feet as determined by the Project Biologist. If for some reason, it is not possible to remove all vegetation during the nonnesting season, then vegetation to be removed during the nesting season must be surveyed by a qualified biologist no more than three days prior to removal. If no nesting birds are found, the vegetation can be removed. If nesting birds are detected, then removal must be postponed until the fledglings have vacated the nest or the biologist has determined that the nest has failed. Furthermore, the biologist shall establish an appropriate buffer zone where construction activity may not occur until the fledglings have vacated the nest or the biologist has determined that the nest has failed. Similarly, for vegetation being preserved, if construction is to occur during the nesting season, preserved vegetation shall be surveyed for the presence of nesting birds. If nesting birds are detected, the biologist shall establish an appropriate buffer zone where construction activity may not occur until the fledglings have vacated the nest or the biologist has determined that the nest has failed.

If feasible, building demolition should occur outside of the avian nesting season, generally recognized as March 15 to August 31 because of the potential for many urban-adapted birds to utilize cavities and other openings of the building. If demolition must occur during the nesting season, then a qualified biologist shall conduct a nesting bird survey prior to any demolition. If active nests are identified, the biologist shall flag active nests and establish appropriate buffers around active nests to be avoided until the nests are no longer

active and the young have fledged. Buffers will be based on the species identified, but generally will extend of 50 feet from the nest site.

- Enforcement Agency: California Department of Fish and Wildlife; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- Monitoring Phase: Construction
- **Monitoring Frequency:** Once, prior to issuance of grading permits; or, if vegetation removal, building demolition, or grading is initiated during the nesting season, as determined by a qualified biologist (provide proof of compliance)
- Action(s) Indicating Compliance: Issuance of applicable building permit; Compliance certification report submitted by construction monitor every 90 days, or until the nests are no longer active and vegetation is removed; or, if vegetation removal, building demolition or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist

## C. Cultural Resources

(1) Mitigation Measures

Mitigation Measure CUL-MM-1: Prior to the start of Project ground disturbance, including demolition, digging, trenching, plowing, drilling, tunneling, grading, leveling, removing peat, clearing, augering, stripping topsoil or a similar activity ("Ground Disturbance Activities") at the Project Site, a qualified principal archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology shall be retained to prepare a written Cultural Resource Monitoring and Treatment Plan in accordance with the Secretary of the Interior's Standards for Archaeological Documentation, to reduce potential Project effects on unanticipated archaeological resources unearthed during construction, with an emphasis on potential historical-period materials. The Cultural Resource Monitoring and Treatment Plan shall include the professional qualifications required of key staff, monitoring protocols relative to the varying archaeological sensitivity across the Project Site, provisions for evaluating and treating unanticipated cultural materials discovered during ground-disturbing activities, situations under which monitoring may be reduced or discontinued, and reporting requirements. Cultural Resource Monitoring and Treatment Plan shall also include a section describing the protocol, in the event that unanticipated human remains are discovered during Project construction.

Prior to commencing any Ground Disturbance Activities at the Project Site, the Applicant, or its successor, shall retain archeological monitor(s) who are qualified to identify archaeological resources and who shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

Prior to the commencement of any Ground Disturbance Activities, the archaeological monitors shall provide Worker Environmental Awareness Program ("WEAP") training to construction crews involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover cultural resources during Ground Disturbance Activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing that the training was completed for all members of the construction crew involved in Ground Disturbance Activities.

The archeological monitor(s) shall observe all Ground Disturbance Activities on the Project Site at all times from the surface of native soil down until bedrock is encountered which is anticipated to be at depths ranging from 1 to 16 feet. If Ground Disturbance Activities are occurring simultaneously at multiple locations on the Project Site, the principal archaeologist shall determine if additional monitors are required for other locations where such simultaneous Ground Disturbance Activities are occurring. The on-site archaeological monitoring shall end when the Ground Disturbing Activities encounter bedrock in the Project area, or when the archaeological monitor determines that monitoring is no longer necessary.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- Monitoring Phase: Pre-construction; construction
- Monitoring Frequency: Once at Project plan check (submittal of Cultural Resource Monitoring and Treatment Plan); Monitoring to be determined by Qualified Archaeologist
- Action(s) Indicating Compliance: Submittal of Cultural Resource
  Monitoring and Treatment Plan prior to issuance of demolition or
  grading permit. Monitoring shall occur during grading and
  excavation activities; If unanticipated discoveries are found,
  submittal of compliance report by a qualified archaeologist

# D. Geology and Soils (Paleontological Resources)<sup>1</sup>

(1) Mitigation Measures

Mitigation Measure GEO-MM-1 (Previously included as Mitigation Measure CUL-MM-2 in the Initial Study and revised): The services of a Project paleontologist who meets professional standards (including a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California or related topical or geographic areas and at least one full year of supervisory experience), shall be retained prior to excavating, digging, trenching, plowing, drilling, tunneling, grading, leveling, removing peat, clearing, augering, stripping topsoil or a similar activity ("Ground Disturbance Activities") associated with the Project in order to develop a site-specific Paleontological Resource Mitigation and Treatment Plan. The Paleontological Resource Mitigation and Treatment Plan shall specify the levels and types of mitigation efforts based on the types and depths of Ground Disturbance Activities and the geologic and paleontological sensitivity The Paleontological Resource Mitigation and of the Project Site. Treatment Plan shall also include a description of the professional qualifications required of key staff, communication protocols during construction. fossil recovery protocols, sampling protocols for procedures, microfossils (if required), laboratory reporting curation provisions for any collected fossil requirements, and specimens.

This Project paleontologist shall supervise a qualified paleontologist, who may also be the archaeological monitor required by CUL-MM-1 if such monitor is qualified in both fields, to monitor Ground Disturbance Activities to identify potential paleontological remains. If artificial fill, significantly disturbed deposits, or younger deposits too recent to contain paleontological resources are encountered during construction, the Project paleontologist may reduce or curtail monitoring in the affected areas, after consultation with the Applicant and the City Office of Historic Resources.

- Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources

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In January 2018, OPR proposed comprehensive updates to the CEQA Guidelines. Prior to the release of the revised threshold questions, the question related to potential impacts to paleontological resources was considered under cultural resources. This threshold question has since been moved and is now addressed under geology and soils.

- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at plan check (submittal of Paleontological Resource Mitigation and Treatment Plan);
   Monitoring to be determined by consultation with Project paleontologist
- Action(s) Indicating Compliance: Submittal of a Paleontological Resource Mitigation and Treatment Plan prior to issuance of demolition or grading permit; if unanticipated discoveries are found, submittal of compliance documentation by a qualified paleontologist

## E. Greenhouse Gas Emissions

(1) Project Design Features

**Project Design Feature GHG-PDF-1:** The Project shall prohibit the use of natural gas-fueled fireplaces in the proposed residential units.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance);
- Action(s) Indicating Compliance: Plan check approval and issuance of applicable building permit

## F. Hazards and Hazardous Materials

(1) Project Design Features

**Project Design Feature HAZ-PDF-1:** Project buildings would be designed and placed in a manner so as to not significantly impede future access to the locations of the existing wells.

- Enforcement Agency: California Geologic Energy Management Division—Southern District; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction

- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance);
- Action(s) Indicating Compliance: Plan check approval and issuance of applicable building permit

## (2) Mitigation Measures

Mitigation Measure HAZ-MM-1: The Applicant is responsible for ensuring that all wells on the Project Site shall be abandoned and all construction in and around an abandoned well are consistent with current CalGEM regulations and recommendations (meeting the standards at the time of condition clearance). To ensure this requirement is met, the following shall be required:

- The Applicant shall engage a licensed Petroleum Engineer to monitor any and all grading or construction activities on, and in the vicinity of, oil well(s);
- The licensed Petroleum Engineer and/or his/her designee will visually inspect the excavation areas for signs of potential oil wells. If signs of potential oil well(s) cannot be visually identified or detected by the Petroleum Engineer and/or his/her designee, additional geophysical survey may also be performed during the excavation work to help locate potential oil wells, if present, within the Project Site;
- The City of Los Angeles Petroleum Administrator and/or his/her designee, in his or her reasonable discretion, shall monitor and inspect activities related to well abandonment, site preparation, zonal isolation, grading/shoring (CalOSHA), and other relevant activities on the Project Site to ensure public health and safety, regulatory consistency, and industry best practices;
- All well abandonment activities shall be consistent with CalGEM recommendations;
- The licensed Petroleum Engineer shall prepare a written report noting the exact location of the well (including latitude and longitude of each well in NAD 83 (to the sixth decimal place minimal) coordinate system), photos showing the condition of the well, and any other relevant documentation, evidencing compliance with CalGEM regulations and recommendations and shall submit said report to CalGEM (certified mail), the Petroleum Administrator, the Los Angeles City Certified Unified Program Agency (LACUPA), and to the Los Angeles Department of City Planning; and
- Prior to the issuance of building permit for the Project by the Los Angeles Department of Building and Safety (LADBS), the written

- report prepared by the licensed Petroleum Engineer must be approved by the City's Petroleum Administrator and LACUPA.
- Enforcement Agency: City of Los Angeles Petroleum Administrator;
   City of Los Angeles Department of Building and Safety; California
   Geologic Energy Management Division—Southern District; Los Angeles City Certified Unified Program Agency
- Monitoring Agency: City of Los Angeles Petroleum Administrator;
   City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- **Monitoring Frequency:** Once during Project plan check (provide proof of compliance); Field inspections during construction
- Action Indicating Compliance: Approval of written report by City
  of Los Angeles Petroleum Administrator and Los Angeles City
  Certified Unified Program Agency prior to issuance of building
  permit; compliance document by Petroleum Engineer prior to
  issuance of Certificate of Occupancy
- Mitigation Measure HAZ-MM-2: If any on-site oil wells are located, the licensed Petroleum Engineer shall survey and leak test all oil wells and shall equip the wells in general accordance with relevant CalGEM and City of Los Angeles Petroleum Administrator and/or his/her designee requirements as specified below.
  - A. Leak Tested: On-site oil wells will be leak tested for potential liquid and gas leakage. The top casing, if encountered, of oil wells within the boundary must be leak tested in the field for excessive methane levels, in coordination with CalGEM. Results of the leak test shall be documented by a Licensed Petroleum Engineer and included in the written report (see MM-HAZ-1 above);
  - B. Protection Measures: Appropriate protection measures shall be developed in accordance with relevant CalGEM and City of Los Angeles oil well requirements. Potential protection measures may include vent cones and related vent pipes and risers. Protection measures are typically implemented as a precautionary measure to help reduce and/or detect potential leak.
  - Enforcement Agency: City of Los Angeles Petroleum Administrator;
     City of Los Angeles Department of Building and Safety; California
     Geologic Energy Management Division—Southern District
  - **Monitoring Agency:** City of Los Angeles Petroleum Administrator; City of Los Angeles Department of Building and Safety; California Geologic Energy Management Division—Southern District
  - Monitoring Phase: Construction
  - Monitoring Frequency: Field inspection during construction

- Action Indicating Compliance: If an on-site wells are located, field inspection sign-off and submittal of a written report (see HAZ-MM-1)
- Mitigation Measure HAZ-MM-3: A Draft Soil and Site Management Plan, included in Appendix V of the Final EIR, will be implemented to ensure all on-site contaminated soil is properly disposed of at an appropriate, permitted disposal or treatment facility and to address the potential identification and abandonment of oil wells if encountered during earthwork activities.
  - The Draft Soil and Site Management Plan shall be submitted to the City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of excavation and grading activities.
  - As part of the Draft Soil and Site Management Plan, a licensed Petroleum Engineer, and/or his/her designee, in his or her reasonable discretion, shall be present on the Project Site during grading and excavation activities in the suspected locations of the wells and shall be on call at other times to monitor compliance with the Draft Soil and Site Management Plan.
  - **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
  - Monitoring Agency: City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Pre-construction; Construction
  - Monitoring Frequency: Once at Project plan check (provide proof of compliance); Once during field inspection
  - Action(s) Indicating Compliance: Plan check approval and issuance of grading permit; field inspection sign-off
- **Mitigation Measure HAZ-MM-4:** During construction activities at the Project Site, controls shall be in place to mitigate the effects of subsurface gases and impacted soil and groundwater on workers and the public. During construction, the following shall be implemented:
  - Gas monitoring devices would be present to alert workers of elevated gas concentrations when basement or subsurface soil disturbing work is being performed;
  - Contingency procedures would be in place if elevated gas concentrations are detected such as the mandatory use of personal protective equipment, evacuating the area, and/or increasing ventilation within immediate work area where the elevated concentrations are detected;

- Workers would be trained to identify exposure symptoms and implement alarm response actions;
- If the groundwater elevation is lowered using dewatering wells prior to excavation below groundwater, groundwater would be collected, treated, and discharged in accordance with Los Angeles Regional Water Quality Control Board (LARWQCB) requirements;
- Soil and groundwater exposed during excavations would be minimized to reduce the surface area which could off-gas. This will be done by staggering exposed demolition areas;
- Soil removed as part of construction will be sampled and tested for off-site disposal in a timely manner. If soil is stockpiled prior to disposal, it would be managed in accordance with the Project's Storm Water Pollution Prevention Plan (SWPPP);
- Fencing would be established to limit public access and allow for gas dilution; and
- Health and Safety Plan (HASP) development which would describe the work activities and hazards associated with each work activity. Hazard mitigation would be presented in the HASP to limit construction risks to workers. The HASP would have emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory PPE requirements. The HASP will be signed by all workers onsite to demonstrate their understanding of the construction risks.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Field inspection during construction
- Action Indicating Compliance: Approval of compliance documentation
- **Mitigation Measure HAZ-MM-5:** The Applicant shall install a Passive System regardless of the design methane concentration or the design methane pressures. The Passive System for the Project shall include, at minimum:
  - A. A standard de-watering system or a reinforced concrete mat slab designed to accommodate the hydrostatic pressure;
  - B. A sub-slap vapor collection and ventilation system that includes:
    - a. Perforated horizontal collection piping;

- b. A permeable gravel blanket for soil gas migration of a minimum 2 inches thick:
- c. Solid vent risers (amount and size are dependent on building size); and
- d. A complete impervious membrane (barrier) system. Since there are known oil wells on-site, this barrier system will be a chemically compatible product that covers the entire footprint of the proposed structure.
- C. If a concrete mat slab is used, the sub-slab vapor collection and ventilation system can be omitted, as approved by LADBS through submission of a Request for Modification of Building Ordinances form.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-Construction; Construction
- Monitoring Frequency: Once at Project plan check prior to issuance of grading permit (provide proof of compliance); Field inspection during construction
- Action(s) Indicating Compliance: Plan approval; Field inspection sign-off

## G. Noise

(1) Project Design Features

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- Enforcement Agency: City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Once at Project plan check (provide proof of compliance); Periodically during construction

- Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Field inspection sign-off
- **Project Design Feature NOI-PDF-2:** All outdoor mounted mechanical equipment will be enclosed or screened from off-site noise-sensitive receptors.
  - Enforcement Agency: City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
  - Monitoring Agency: City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Construction
  - Monitoring Frequency: Once at Project plan check (provide proof of compliance); Once at field inspection
  - Action(s) Indicating Compliance: Plan check approval and issuance of applicable building permit; Issuance of Certificate of Occupancy
- **Project Design Feature NOI-PDF-3:** All loading docks and trash collecting areas will be acoustically screened from off-site noise-sensitive receptors.
  - **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
  - Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Pre-construction
  - Monitoring Frequency: Once at Project plan check (provide proof of compliance)
  - Action(s) Indicating Compliance: Plan approval and issuance of applicable building permit
- **Project Design Feature NOI-PDF-4:** Project construction will not include the use of driven (impact) pile systems.
  - **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
  - **Monitoring Agency:** City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Construction
  - Monitoring Frequency: Once at Project plan check (provide proof of compliance); Periodically during construction
  - Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Field inspection sign-off

- Project Design Feature NOI-PDF-5: Outdoor amplified sound systems, if any, will be designed so as not to exceed the maximum noise level of 85 dBA (Leq-1hr) at a distance of 25 feet from the amplified speaker sound systems at the Sunset Building Roof Deck. A qualified noise consultant will provide written documentation that the design of the system complies with these maximum noise levels.
  - **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
  - **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Post-construction
  - Monitoring Frequency: Once at Project plan check (provide proof of compliance); Once at field inspection
  - Action(s) Indicating Compliance: Plan check approval and issuance of applicable building permit; preparation of compliance document by noise consultant prior to issuance of Certificate of Occupancy
- Project Design Feature NOI-PDF-6: The occupancy for the Elysian Parking outdoor roof deck will be limited to 150 people. The occupancy limitation shall be indicated on a sign that is readily visible within the outdoor roof deck.
  - Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
  - **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Post-construction
  - **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Once at field inspection
  - Action(s) Indicating Compliance: Field inspection sign-off; Plan check approval and issuance of applicable building permit;
  - (2) Mitigation Measures
- **Mitigation Measure NOI-MM-1:** A temporary and impermeable sound barrier shall be erected at the locations listed below prior to the start of construction activities. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.
  - Along the eastern property line of the Project Site between the construction areas and the residential uses on the east side of White Knoll Drive and Alpine Street east of the Project Site

(receptor locations R1, R2 and R3). The temporary sound barrier shall be designed to provide a minimum 18-dBA noise reduction at the ground level of receptor location R1, 15 dBA noise reduction at receptor location R2 and 9 dBA noise reduction at the ground level of receptor location R3.

- Along the northern property line of the Project Site between the construction areas and residential use on Boylston Street (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 10-dBA noise reduction at the ground level of receptor location R5.
- Along the western property line of the Project Site between the construction areas and residential uses on Sunvue Place (receptor location R6) and the motel on the west side Sunset Boulevard (receptor location R7). The temporary sound barrier shall be designed to provide a minimum 11-dBA and 6-dBA noise reduction at the ground level of receptor locations R6 and R7, respectively.
- Along the south side of the on-site Elysian residential building between the construction area. The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of the Elysian residential building.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check (provide proof of compliance); Once during field inspection
- Action(s) Indicating Compliance: Plan check approval and issuance of applicable building permit; Submittal of compliance documentation from qualified noise consultant

## H. Public Services—Police Protection

(1) Project Design Features

Project Design Feature POL-PDF-1: Prior to the start of construction, the Applicant shall implement temporary security measures including security fencing (e.g., chain-link fencing), low-level security lighting, and locked entry (e.g., padlocked gates or guard-restricted access) to limit access by the general public. Regular security patrols during non-construction hours shall also be provided.

- Enforcement Agency: City of Los Angeles Police Department;
   City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once at Project plan check (provide proof of compliance); Once during Field inspection
- Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Field inspection sign-off

**Project Design Feature POL-PDF-2:** During operation, the Project shall incorporate a 24-hour/seven-day security plan to ensure the safety of its residents and site visitors. The Project's security plan could include, but not be limited to, the following design features:

- Installing and utilizing a 24-hour security camera network throughout the underground parking structure, the elevators, the common and amenity spaces, the lobby areas, and the rooftop and ground level outdoor open spaces;
- Controlling access to all building elevators, hotel rooms, residences, and resident-only common areas;
- Maintaining staff on-site, including at the lobby concierge desk and within the car valet area. Designated staffers shall be dedicated to monitoring the Project's security cameras and directing staff to locations where any suspicious activity is viewed; and
- Training staff on security policies for the Project's buildings. Duties
  of the security personnel would include, but not be limited to,
  assisting residents and visitors with site access, monitoring
  entrances and exits of buildings, managing and monitoring
  fire/life/safety systems, and patrolling the property.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; or City of Los Angeles Department of City Planning
- Monitoring Phase: Post-construction
- Monitoring Frequency: Once at Project plan check (provide proof of compliance); Once during field inspection
- Action Indicating Compliance: Plan check approval and submittal of compliance documentation by Applicant; Issuance of Certificate of Occupancy

- **Project Design Feature POL-PDF-3:** The Project shall provide lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.
  - Enforcement Agency: City of Los Angeles Police Department;
     City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
  - Monitoring Agency: City of Los Angeles Department of Building and Safety
  - Monitoring Phase: Pre-construction; Construction
  - Monitoring Frequency: Once at Project plan check (provide proof of compliance); Once during field inspection
  - Action Indicating Compliance: Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

**Project Design Feature POL-PDF-4:** The Project shall provide lighting of parking areas to maximize visibility and reduce areas of concealment.

- Enforcement Agency: City of Los Angeles Police Department;
   City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check (provide proof of compliance); once during field inspection
- Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

**Project Design Feature POL-PDF-5:** The Project shall design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites.

- Enforcement Agency: City of Los Angeles Police Department;
   City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check (provide proof of compliance); Once during field inspection

 Action Indicating Compliance: Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

# I. Transportation

(1) Project Design Features

Project Design Feature TR-PDF-1: A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. The Construction Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and will include, but not be limited to, the following elements, as appropriate:

- Scheduling workdays to begin and end prior to the morning and afternoon peak hours, respectively, to the extent feasible so as to avoid worker trips during those peak hours.
- Scheduling of construction-related deliveries, haul trips, etc., so as
  to occur outside the commuter peak hours to the extent feasible, to
  reduce the effect on traffic flow on surrounding streets.
- Planning and scheduling of construction activities so as to minimize the duration of sidewalk and lane closures on Sunset Boulevard.
- Provision of worker parking on-site or in designated off-site private parking areas and prohibition of construction-related vehicle parking on surrounding public streets, other than the streets adjacent to the Project Site.
- Provision of replacement parking for neighboring residents to make up for on-street parking temporarily lost during Project construction.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men) and to maintain access for land uses in the vicinity of the Project Site.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate, especially as it pertains to maintaining safe routes to schools.
- Identification of a construction manager and provision of a telephone number and email address for any inquiries or

- complaints from community members regarding construction activities. The telephone number and email address shall be posted at the Project Site in a location that is readily visible to any interested party throughout the construction process.
- The construction manager shall provide advance notification to Castelar Elementary School and Nightingale Middle School of upcoming construction activities.
- Pedestrian/bicycle connections to the bus stops shall remain unblocked. If a bus stop is temporarily relocated during construction, advance notification of alternative bus stop sites and the temporary location of the relocated stop shall be provided to public.
- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Transportation; City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit (provide proof of compliance); Once during field inspection
- Action(s) Indicating Compliance: Plan check approval and issuance of grading permit; field inspection sign-off

## (2) Mitigation Measures

**Mitigation Measure TR-MM-1:** The Project shall include the following TDM measures to further reduce VMT:

- Unbundled Parking/Parking Cash-Out: The Project would provide unbundled parking, which requires residents and tenants to specifically opt-in to a parking lease (unbundled parking) and requires companies to refund the cost of parking to employees who opt-out (parking cash-out).
- <u>Promotions and Marketing</u>: The Project shall include a transportation management coordinator (TMC) on the building management staff to promote the benefits of TDM. The TMC will provide information on public transit and any related incentives, flexible work schedules and telecommuting programs, pedestrian and bicycle amenities provided, rideshare/carpool/vanpool programs, and parking incentives.

- <u>Ride-Share Program</u>: The Project shall participate in the Downtown Transportation Management Organization (TMO), which would help to match employees with similar commutes into ride-share programs.
- <u>First-Mile/Last-Mile Options</u>: The Transportation Center at the Project Site shall support services that address first-mile/last-mile connectivity issues with public transit.
- Pedestrian Network Improvements: The Project shall widen sidewalks on all sides of the Project Site to meet Mobility Plan standards. The Project shall install a new pedestrian crosswalk with continental crosswalk markings across Sunset Boulevard at White Knoll Drive with the installation of a traffic signal at that location. The Project shall also install all-way stop-control at the intersection of Beaudry Avenue & Alpine Street, where there is currently an uncontrolled crosswalk across Beaudry Avenue.
- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning**Monitoring Agency:** City of Los Angeles Department of Transportation
- Monitoring Phase: Construction
- Monitoring Frequency: Once at Project plan check prior to issuance of building permits (provide proof of compliance); Once prior to issuance of Certificate of Occupancy
- Action(s) Indicating Compliance: Approval of TDM program from LADOT; issuance of Certificate of Occupancy; Submittal of compliance documentation by Applicant

## J. Tribal Cultural Resources

(1) Mitigation Measures

Mitigation Measure TCR-MM-1: In coordination with CUL-MM-1, prior to commencing any ground disturbance activities, including demolition, excavating, digging, trenching, plowing, drilling, tunneling, grading, leveling, removing peat, clearing, augering, stripping topsoil or a similar activity ("Ground Disturbance Activities") at the Project Site, the Applicant, or its successor, shall retain a tribal monitor that is qualified to identify subsurface tribal cultural resources to monitor Ground Disturbance Activities. Any qualified tribal monitor shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation.

The tribal monitor shall observe all Ground Disturbance Activities on the Project site from the surface of native soil down until bedrock is encountered which is anticipated to be at depths ranging from 1 to 16 feet. If Ground Disturbance Activities are occurring simultaneously at multiple locations on the Project site, the principal archaeologist shall determine if additional tribal monitors are required for other locations where such simultaneous Ground Disturbance Activities are occurring. The on-site tribal monitoring shall end when the Ground Disturbance Activities encounter bedrock, or when the archaeological and tribal monitors both indicate that the monitoring for tribal cultural resources is no longer necessary.

In coordination with CUL-MM-1, prior to commencing any Ground Disturbance Activities, the archaeological monitor, in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program ("WEAP") training to construction crews involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during Ground Disturbance Activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in Ground Disturbance Activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any Ground Disturbance Activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with the tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- 1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all Ground Disturbance Activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project;<sup>2</sup> and (2) OHR.
- 2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal

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It should be noted that in the event that any human remains affiliated with the Gabrielino Indians are encountered during Project construction, Mr. Robert Dorame (chair of the Gabrielino Tongva Indians of California Tribal Council) or current chair would be notified. Additionally, the chair of tribe would be notified if any cultural remains, deposits, or artifacts pertaining to the Gabrielino or Tongva were to be found during construction even if a Most Likely Descendant has been designated from another tribe.

- cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future Ground Disturbance Activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- 3. The Applicant, or its successor, shall implement the tribe's recommendations if the qualified archaeologist retained by the City and paid for by the Applicant, in consultation with the tribal monitor, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- 4. In addition to any recommendations from the applicable tribe(s), the qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
- 5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate After making a reasonable effort to mediate this the dispute. particular dispute, the City may: (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor. shall pay all costs and fees associated with the mediation.
- 6. The Applicant, or its successor, may recommence Ground Disturbance Activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and tribal monitor and determined to be reasonable and appropriate.
- 7. The Applicant, or its successor, may recommence Ground Disturbance Activities inside of the specified radius of the discovery

- site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.
- 8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to OHR, the South Central Coastal Information Center ("SCCIC") at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
- 9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.
- Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historical Resources; City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historical Resources
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check (provide proof of compliance); monitoring to be determined by qualified archaeologist
- Action(s) Indicating Compliance: Completion of compliance documentation prior to issuance of demolition or grading permit; If discoveries are found, submittal of compliance documentation by qualified archaeologist.

# K. Utilities and Service Systems—Water Supply and Infrastructure

(1) Project Design Features

Project Design Feature WAT-PDF-1: In addition to regulatory requirements, the Project design shall incorporate the following water conservation features to support water conservation in addition to those measures required by the City's current codes and ordinances:

- High-Efficiency Toilets with a flush volume of 1.1 gallons per flush, or less.
- Showerheads with a flow rate of 1.5 gallons per minute, or less.
- Residential Lavatory Faucets (manual) with a flow rate of 0.5 gallon per minute, or less.
- ENERGY STAR-Certified Residential Clothes Washers—Frontloading with Integrated Water Factor of 2.7 or less and capacity of 5.6 cubic feet.
- ENERGY STAR-Certified Residential Dishwashers—standard with 3.2 gallons/cycle or less.
- Domestic Water Heating System located in close proximity of point(s) of use.
- Individual metering and billing for water use for every residential dwelling unit and commercial unit.
- Water-saving Pool Filter or Reuse pool backwash water for irrigation.
- Pool/Spa recirculating filtration equipment.
- Pool splash troughs around the perimeter that drain back into the pool.
- Install a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired.
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- Enforcement Agency: City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once at Project plan check (provide proof of compliance); Once prior to issuance of Certificate of Occupancy
- Action(s) Indicating Compliance: Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

# L. Utilities and Service Systems—Wastewater

- (1) Project Design Features
- **Project Design Feature WAS-PDF-1:** The Project Applicant shall provide for the upsizing of the existing 8-inch sewer line on Beaudry Avenue, or equivalent infrastructure improvements determined by LA Sanitation, to ensure adequate capacity is available to serve the estimated sewer flows of the Project.
  - **Enforcement Agency:** City of Los Angeles Department of Public Works
  - Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works
  - Monitoring Phase: Pre-construction; Construction
  - Monitoring Frequency: Once, prior to plan approval (provide proof of compliance); Once prior to issuance of a Certificate of Occupancy
  - Action(s) Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy
- **Project Design Feature WAS-PDF-2:** During operation of the Project, the proposed swimming pools shall not be drained concurrently. In addition, the largest swimming pool shall be drained over a minimum span of two days.
  - **Enforcement Agency:** City of Los Angeles Department of Public Works; City of Los Angeles Department of City Planning
  - Monitoring Agency: City of Los Angeles Department of City Planning
  - Monitoring Phase: Operation
  - Monitoring Frequency: Once, prior to issuance of Certificate of Occupancy
  - Action(s) Indicating Compliance: Submittal of compliance documentation by Applicant prior to Certificate of Occupancy

### CITY OF LOS ANGELES

INTER-DEPARTMENTAL MEMORANDUM

EXHIBIT C
LADOT Inter-Departmental
Memo dated November 2, 2020
CPC-2018-176

1111 Sunset Blvd LADOT Case #CEN 20-49596

Date:

November 2, 2020

To:

Milena Zasadzien, Seplor City Planner

Department of City Planning

From:

Wes Pringle, Transportation Engineer

Department of Transportation

Subject:

TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT AT

1111 SUNSET BOULEVARD

The Department of Transportation (DOT) reviewed the traffic analysis, dated January 2019, prepared by Gibson Transportation Consulting, Inc., for the proposed mixed-use project located at 1111-1115 Sunset Boulevard. However, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. A VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. Therefore, in response to this action, the applicant submitted a VMT analysis dated October 2020, that replaced the previous analysis submitted, dated January 2019. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

#### **DISCUSSION AND FINDINGS**

#### A. Project Description

The project proposes to demolish four out of the five existing buildings in the project site. The building to remain is a 98-unit Elysian apartment building that is not part of the project. The proposed development will consist of a mixed-use project located on an egg-shaped parcel formed by Sunset Boulevard to the west and a continuous loop formed by White Knoll Drive, Alpine Street, and Beaudry Avenue. The study included the analysis of two different project alternative proposals expected to be completed by 2028.

The proposed development under the mixed-use project scenario will consist of up to 737 residential units (including up to 76 affordable housing units), up to 180 hotel rooms, up to 48,000 square feet (sf) of office space, and up to 95,000 sf of general commercial floor area. Under the No-Hotel development scenario, the project will include up to 827 residential units (including up to 76 affordable housing units), up to 48,000 square feet (sf) of office space, and up to 95,000 sf of general commercial floor area. Under both development scenarios, the commercial uses are assumed to consist of approximately 35,000 sf of restaurant space, approximately 27,300 sf grocery store, approximately 14,500 sf of health club/gym/spa uses, and 18,200 sf of retail uses.

#### B. <u>Freeway Safety Analysis</u>

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation included in the October 2020 assessment identified the number of project trips expected to be added to a nearby freeway off-ramp serving the project site. It was determined that project traffic at one off-ramp: I-110 southbound off-ramp to Figueroa Terrace will exceed 25 peak hour trips under the Mixed-Use Development Scenario and the No-Hotel Development Scenario. Therefore, a freeway ramp analysis was required.

Conditions were analyzed for year 2028, with and without traffic from the Mixed-Use Developmental Scenario – the higher generating and thus more conservative Development Scenario to use in this analysis. An analysis of ramp queuing based on future traffic conditions with the Project in operation indicated that the queue length would be approximately 98 feet during the afternoon peak hour. The ramp is approximately 500 feet long and, therefore, the queue would not affect mainline freeway operations and would not result in a significant safety impact.

#### C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9<sup>th</sup> Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the two different project alternative proposals <u>do</u> exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

A Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and are discussed above. As part of Threshold T-3 analysis, the project proposes to install an all-way stop controlled at the intersection of Beaudry Avenue and Alpine Street. Any proposed installation of new traffic control devices, painting of red curb, and implementation of driveway safety features is subject to final approval by LADOT. During the building permit approval process for this project, the applicant should work with DOT's Central District Office for a final determination and approval. The assessment determined that under either development scenarios, the project would <u>not</u> have a significant transportation impact under any of the above thresholds.

#### D. <u>Transportation Impacts</u>

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT and the City Council adopted distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the East Los Angeles APC area, in which the project is located, the following thresholds have been established:

Household VMT per Capita: 7.2Work VMT per Employee: 12.7

As cited in the VMT Analysis report, prepared by the Gibson Transportation Consulting, Inc., the project proposes to incorporate the TDM strategies of reduced parking supply and bicycle parking as project design features. The VMT projections for the proposed Mixed-Use development are 4.8 Household VMT and 8.4 Work VMT. The VMT projections for the proposed No-Hotel development are 4.9 Household VMT and 8.3 Work VMT. Therefore, it is concluded that implementation of either of the two project alternatives would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary reports is provided as **Attachment 1 & 2** to this report.

#### E. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment 3 & 4** to this report.

#### **PROJECT REQUIREMENTS**

#### A. <u>Corrective Measures (Non-CEQA Analysis)</u>

Per DOT's Transportation Assessment Guidelines, a CEQA and non-CEQA analysis were conducted for the project. The Traffic Study non-CEQA access and circulation analysis included a review of current and potential future deficiencies that may result from the project. To address these non-CEQA deficiencies, the applicant should be required to implement the following corrective measures.

#### 1. Transportation Demand Management (TDM) Program

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review <u>prior</u> to the issuance of the first building permit for this project and a final TDM program approved by DOT is required <u>prior</u> to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- Reduced Parking Supply;
- Bicycle Parking per LAMC;
- Pedestrian Network Improvements;
- Unbundled Parking;
- Parking Cash-Out;
- Promotions and Marketing;
- Ride-Share Program;
- First-Mile and Last-Mile Options;
- Make a one-time financial contribution of \$100,000 to the City of Los Angeles
   Department of Transportation to be used for traffic safety improvements under the
   City's Vision Zero / Safe Routes to School Program;
- Contribute a one-time fixed fee contribution of \$100,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project;
- Record a Covenant and Agreement to ensure that the TDM program will be Maintained;

#### 2. Transportation Systems Management (TSM) Improvements

The project would contribute up to **\$500,000** toward TSM improvements within the project area that may be considered to better accommodate intersection operations and increase network capacity throughout the study area. LADOT'S ATSAC Section has identified the following improvements within the project area:

- Installation of a mini-hub near the intersection of Beaudry Avenue and Sunset Boulevard.
- Installation of new 25-pair interconnect cables along existing conduits on Temple Street between Beaudry Avenue and Union Avenue & repair or upgrade existing cables, if deemed necessary, during the installation process.
- Installation of new 25-pair interconnect cables along existing conduits on Sunset Boulevard between Beaudry Avenue and Union Avenue & repair or upgrade existing cables, if deemed necessary, during the installation process.
- Installation of new 12-pair interconnect cables, new 48SM video fiber cables, new 3" conduits on Stadium Way between Vin Scully Avenue to Downtown Gate St / SR 110 Freeway Ramp.
- Installation of new 25-pair interconnect cables on Beaudry Avenue between Sunset Boulevard and Temple Street & repair or upgrade existing cables, if deemed necessary, during the installation process.

The installation of new interconnect/ fiber optic cables would improve to the network capacity to better utilize adaptive traffic signal control, additional closed circuit television (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations within the project area. Collectively, these TSM improvements provide a system wide benefit by reducing delays experienced by motorists at study intersections.

Should the project be approved, then a final determination on how to implement the TSM improvements listed above will be made by DOT prior to the issuance of the first building permit. These TSM improvements will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of \$500,000 to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay \$500,000 to DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these TSM improvements must be guaranteed <u>prior</u> to the issuance of any building permit and completed <u>prior</u> to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

#### 3. FASTLinkDTLA Transportation Management Organization (TMO)

The project would join in the effort as a founding member and shall participate in the initial funding and marketing of FASTLinkDTLA, a Downtown Los Angeles Transportation Management Organization (DTLATMO) to promote alternative modes of travel and programs to reduce vehicle trips in Downtown Los Angeles area, including the project site. The TMO would offer similar services to those described above in the project's local TDM plan but would have a much wider reach and can result in much greater trip reduction benefits. TMO's in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in the Downtown L.A. area can be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Downtown L.A. community.

The TMO's activities would help augment or implement some of the strategies described above for the project-specific TDM plan.

The Applicant shall participate in the initial funding and marketing of FASTLinkDTLA to address these needs, and help alleviate current and future traffic congestions throughout the area.

#### 4. Intersection Reconfiguration

The project proposes to remove the planted triangle island separating the southbound through lanes from the southbound right-turn lane at the intersection of Beaudry Avenue and Sunset Boulevard. The southbound approach on the north leg would be widened to incorporate a right-turn lane, though lane, and left-turn lane. The proposed configuration of the intersection is shown as **Attachment 5.** Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at <a href="mailto:ladot.planprocessing@lacity.org">ladot.planprocessing@lacity.org</a> to arrange a pre-design meeting to finalize the proposed design needed for the intersection reconfiguration. If the proposed intersection reconfiguration does not receive the required approval during plan review, a substitute design should be provided subject to the approval of LADOT.

#### B. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below.

#### 1. Traffic Signal Warrant Analysis

In the preparation of traffic study, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. When choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. The traffic study included a traffic signal warrant analyses for the unsignalized intersection: Sunset Boulevard and White Knoll Drive (am and pm peak hours). According to the analysis, a traffic signal at the unsignalized intersection is warranted as it satisfies the peak hour volume warrant for a signal based on future projected traffic volumes.

Any proposed signal installation is subject to final approval by LADOT. During the building permit approval process for this project, the applicant should work with DOT's Central District Office for a final determination on the need for a traffic signal at the location. The satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. If DOT makes the determination that a traffic signal is warranted and needed at the intersection, then the applicant would be responsible to cover all costs associated with the design and installation of the new signal.

#### C. Implementation of Improvements

The applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be guaranteed through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at <a href="ladot.planprocessing@lacity.org">ladot.planprocessing@lacity.org</a> to arrange a pre-design meeting to finalize the proposed design needed for the project. If a proposed traffic improvement does not receive the required approval during plan review, a substitute improvement may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the improvement location, upon demonstration that the substitute measure is equivalent or superior to the original improvement in addressing the identified operational constrain.

#### D. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Sunset Boulevard** has been designated as Avenue I that would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **White Knoll Drive** has been designated as Collector that would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. **Alpine Street** has been designated as Collector Streets that would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. **Beaudry Avenue** has been designated as Collector Streets that would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if other applicable highway dedication, street widening and/or sidewalk requirements for this project.

#### E. <u>Parking Requirements</u>

The traffic study indicated that under the Mixed-Use development scenario, the project proposes to supply at least 933 parking spaces within a six-level parking podium and a total of 436 bicycle parking spaces, of which 337 will be long-term and 99 will be short-term. Under the No-Hotel development scenario, the project proposes to supply at least 907 parking spaces within a six-level parking podium and a total of 421 bicycle parking spaces, of which 340 will be long-term and 81 will be short-term. The project also includes the provision of 168 parking spaces in a five-level parking structure (the Elysian Parking Facility) within the footprint of the proposed Courtyard building for the existing Elysian apartment building, which is itself not a part of the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

#### F. <u>Construction Impacts</u>

The applicant shall prepare a Construction Traffic Management Plan which will include a construction work site traffic control plan, DOT recommends that the construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <a href="http://ladot.lacity.org/what-we-do/plan-review">http://ladot.lacity.org/what-we-do/plan-review</a> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway

or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours, to the extent feasible.

#### G. Passenger loading areas and project access

The two dedicated on-street passenger loading areas and the project access points are illustrated in Attachment 6. Vehicular access to the Project Site would be provided by six vehicular driveways surrounding the Project Site, including two along Sunset Boulevard, one on White Knoll Drive, one on Alpine Street, and two on Beaudry Avenue. The driveway located on Sunset Boulevard between White Knoll Drive and Beaudry Avenue, will serve as a primary access point for commercial uses, including office, retail, restaurant, grocery store, and fitness center. The driveway on White Knoll Drive, will provide access only to the Elysian Parking Facility and emergency vehicle access to the interior of the project site. The driveway on Alpine Street where it intersects with Beaudry Avenue, will provide secondary commercial and residential access and would be the primary access for service vehicles to the project site. The driveway on Beaudry Avenue between Alpine Street and Bartlett Street, will provide primary residential access to the project site. The driveway on Beaudry Avenue in front of the Sunset Building at the southwest corner of the project site, will operate as an inbound-only driveway, it will access a pick-up/drop-off area on-site and the parking structure facility. The driveway on Sunset Boulevard, will serve as the primary access to the Sunset Building pick-up / drop off area, and there would be access to the parking structure facility. The preliminary site plan for the proposed on-street passenger loading areas was found acceptable to DOT's Central District Office; however, a final approval for the passenger loading areas will need to take place during the building permit approval process. The applicant should work with DOT's Central District Office for a final determination and approval for the two on-street passenger loading areas located in the public right of way.

#### H. <u>Driveway Access and Circulation</u>

The proposed site plan illustrated in **Attachment 6** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

#### I. <u>Development Review Fees</u>

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eduardo Hermoso of my staff at (213) 482-7024.

#### Attachments

J:\Letters\2020\CEN20-49695\_1111 Sunset Blvd\_mu\_vmt\_.docx

c: Gerald Gubatan, Council District 1
Matthew Masuda, Central District, BOE
Edward Yu, Central District Office, DOT
Taimour Tanavoli, Case Management, DOT
Jonathan Chambers, Gibson Transportation Consulting, Inc.

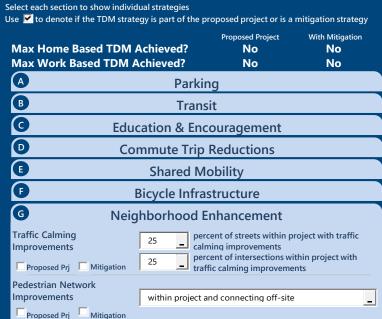
### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**





Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	661	DU
Housing   Hotel	180	Rooms
Retail   General Retail	18.2	ksf
Retail   Supermarket	27.3	ksf
Retail   Health Club	14.5	ksf
Retail   High-Turnover Sit-Down Restaurant	35	ksf
Office   General Office	48	ksf
Housing   Affordable Housing - Family	76	DU

#### **TDM Strategies**



#### **Analysis Results**

Proposed	With			
Project	Mitigation			
8,887	8,887			
Daily Vehicle Trips	Daily Vehicle Trips			
56,710	56,710			
Daily VMT	Daily VMT			
4.8	4.8			
Houseshold VMT per Capita	Houseshold VMT per Capita			
8.4	8.4			
<b>0.4</b> Work VMT	<b>0.4</b> Work VMT			
per Employee	per Employee			
Significant \	/MT Impact?			
Household: No	Household: No			
Threshold = 7.2	Threshold = 7.2			
15% Below APC	15% Below APC			
Work: No	Work: No			
Threshold = 12.7	Threshold = 12.7			
15% Below APC	15% Below APC			



**Report 1: Project & Analysis Overview** 

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Mixed-Use Development Scenario

Project Address: 1111 W SUNSET BLVD, 90012



	Project Informa	tion						
Land Use Type Value Units								
	Single Family	0	DU					
	Multi Family	661	DU					
Housing	Townhouse	0	DU					
	Hotel	180	Rooms					
	Motel	0	Rooms					
	Family	76	DU					
Affaudable Hassins	Senior	0	DU					
Affordable Housing	Special Needs	0	DU					
	Permanent Supportive	0	DU					
	General Retail	18.200	ksf					
	Furniture Store	0.000	ksf					
	Pharmacy/Drugstore	0.000	ksf					
	Supermarket	27.300	ksf					
	Bank	0.000	ksf					
	Health Club	14.500	ksf					
Barati.	High-Turnover Sit-Down							
Retail	Restaurant	35.000	ksf					
	Fast-Food Restaurant	0.000	ksf					
	Quality Restaurant	0.000	ksf					
	Auto Repair	0.000	ksf					
	Home Improvement	0.000	ksf					
	Free-Standing Discount	0.000	ksf					
	Movie Theater	0	Seats					
Off:	General Office	48.000	ksf					
Office	Medical Office	0.000	ksf					
	Light Industrial	0.000	ksf					
Industrial	Manufacturing	0.000	ksf					
	Warehousing/Self-Storage	0.000	ksf					
	University	0	Students					
	High School	0	Students					
School	Middle School	0	Students					
	Elementary	0	Students					
	Private School (K-12)	0	Students					
Other		0	Trips					

**Report 1: Project & Analysis Overview** 

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Mixed-Use Development Scenario

Project Address: 1111 W SUNSET BLVD, 90012



Analysis Results							
Total Employees: 582							
	Total Population:	1,728					
Propose	d Project	With Mi	tigation				
8,887	Daily Vehicle Trips	8,887	Daily Vehicle Trips				
56,710	Daily VMT	56,710	Daily VMT				
4.8	Household VMT	4.8	Household VMT per				
4.8	per Capita	4.8	Capita				
8.4	Work VMT	8.4	Work VMT per				
8.4	per Employee	0.4	Employee				
	Significant VMT	mpact?					
	APC: East Los A	ngeles					
	Impact Threshold: 15% Belo	ow APC Average					
	Household = 7	7.2					
	Work = 12.7	,					
Propose	ed Project	With Mi	tigation				
VMT Threshold	Impact	VMT Threshold	Impact				
Household > 7.2	No	Household > 7.2	No				
Work > 12.7	No	Work > 12.7	No				

**Report 2: TDM Inputs** 

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Mixed-Use Development Scenario





	TDM Strategy Inputs									
Stra	Strategy Type Description Proposed Project Mitigations									
	Deduce modified and he		2157	2157						
	Reduce parking supply	Actual parking provision (spaces)	933	933						
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0						
Parking	Parking cash-out	Employees eligible (%)	0%	0%						
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00						
	parking	Employees subject to priced parking (%)	0%	0%						
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0						

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 1, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Mixed-Use Development Scenario





Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
		Reduction in headways (increase in frequency) (%)	0%	0%
	Reduce transit headways	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
Transit	Implement	Degree of implementation (low, medium, high)	0	0
	neighborhood shuttle	Employees and residents eligible (%)	0%	0%
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education &	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
Encouragement	Promotions and marketing	Employees and residents participating (%)	0%	0%

**Report 2: TDM Inputs** 

Date: October 1, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Mixed-Use Development Scenario

Project Address: 1111 W SUNSET BLVD, 90012



Strate	gy Туре	Description	<b>Proposed Project</b>	Mitigations
	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and	Employees participating (%)	0%	0%
	Telecommute	Type of program	0	0
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0
Reductions	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0

**Report 2: TDM Inputs** 

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard
Project Scenario: Mixed-Use Development Scenario

Project Address: 1111 W SUNSET BLVD, 90012



	TDM	Strategy Inputs,	, Cont.						
Strategy Type Description Proposed Project Mitigations									
	Implement/Improve on-street bicycle facility		0	0					
Bicycle Infrastructure	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes					
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0					
	Traffic calming	Streets with traffic calming improvements (%)	0%	0%					
Neighborhood	improvements	Intersections with traffic calming improvements (%)	0%	0%					
Enhancement	Pedestrian network improvements	Included (within project and connecting offsite/within project only)	0	0					

Report 3: TDM Outputs

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Mixed-Use Development Scenario Project Address: 1111 W SUNSET BLVD, 90012



#### **TDM Adjustments by Trip Purpose & Strategy**

						Place type	: Compact	Infill						
		Ноте В	ased Work	Ноте Во	sed Work	Ноте В	sed Other	Ноте В	ased Other	Non-Home	Based Other	Non-Home	Based Other	
			luction		action		luction		action		luction		action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Parking	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Parki
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1 - 5
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Transit sections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education &
Encouragement	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Encouragemer sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
neadenons	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy
Shared Mobility	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Appendix, Shar
- I a a i i i a a i i i a a i i i a a a a	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Mobility section 1 - 3

Report 3: TDM Outputs

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Mixed-Use Development Scenario Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

	Place type. Compact inini													
			ased Work luction		ased Work action		ased Other Juction		ased Other action		Based Other	Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	. Source
	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy
Bicycle Infrastructure	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	Appendix, Bicycle Infrastructure
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	sections 1 - 3
Neighborhood	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix,
Enhancement	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Neighborhood Enhancement sections 1 - 2

	Final Combined & Maximum TDM Effect											
	Home Bas Produ		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

= Min	= Minimum (X%, 1-[(1-A)*(1-B)])						
	where X%=						
PLACE	urban	75%					
TYPE	compact infill	40%					
MAX:	suburban center	20%					
	suburban	15%					

Note: (1-[(1-A)\*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard



**Report 4: MXD Methodology** 

Project Scenario: Mixed-Use Development Scenario Project Address: 1111 W SUNSET BLVD, 90012

Version 1.3

	MXD Methodology - Project Without TDM													
Unadjusted Trips MXD Adjustment MXD Trips Average Trip Length Unadjusted VMT MXD VI														
Home Based Work Production	657	-29.4%	464	7.5	4,928	3,480								
Home Based Other Production	1,819	-40.4%	1,085	5.6	10,186	6,076								
Non-Home Based Other Production	2,582	-4.1%	2,477	6.8	17,558	16,844								
Home-Based Work Attraction	844	-21.7%	661	8.5	7,174	5,619								
Home-Based Other Attraction	5,590	-34.1%	3,682	5.9	32,981	21,724								
Non-Home Based Other Attraction	1,939	-4.5%	1,851	6.2	12,022	11,476								

	MXD Methodology with TDM Measures													
		Proposed Project Project with Mitigation Measures												
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT								
Home Based Work Production	-13.0%	403	3,026	-13.0%	403	3,026								
Home Based Other Production	-13.0%	943	5,283	-13.0%	943	5,283								
Non-Home Based Other Production	-13.0%	2,154	14,646	-13.0%	2,154	14,646								
Home-Based Work Attraction	-13.0%	575	4,886	-13.0%	575	4,886								
Home-Based Other Attraction	-13.0%	3,202	18,890	-13.0%	3,202	18,890								
Non-Home Based Other Attraction	-13.0%	1,610	9,979	-13.0%	1,610	9,979								

	NAVO VNAT Nasthadalagu Day Capita 9 Day F	man lavra a
	MXD VMT Methodology Per Capita & Per E	mpioyee
	Total Population:	1,728
	Total Employees:	582
	APC:	East Los Angeles
	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	8,309	8,309
Total Home Based Work Attraction VMT	4,886	4,886
Total Home Based VMT Per Capita	4.8	4.8
Total Work Based VMT Per Employee	8.4	8.4

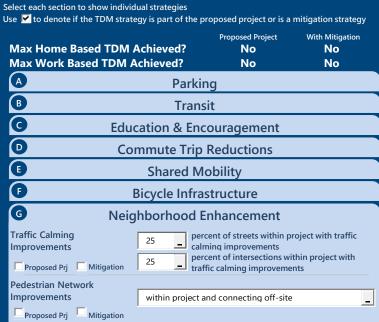
### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**





Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	751	DU
Retail   General Retail	18.2	ksf
Retail   Supermarket	27.3	ksf
Retail   Health Club	14.5	ksf
Retail   High-Turnover Sit-Down Restaurant	35	ksf
Office   General Office	48	ksf
Housing   Affordable Housing - Family	76	DU

#### **TDM Strategies**



#### **Analysis Results**

Proposed Project	With Mitigation
8,304	8,304
Daily Vehicle Trips	Daily Vehicle Trips
53,035	53,035
Daily VMT	Daily VMT
4.9	4.9
Houseshold VMT	Houseshold VMT
per Capita	per Capita
8.3	8.3
Work VMT per Employee	Work VMT per Employee
Significant <sup>1</sup>	VMT Impact?
Household: No	Household: No
Threshold = 7.2	Threshold = 7.2
15% Below APC	15% Below APC
Work: No	Work: No
Threshold = 12 7	Threshold = 12.7
15% Below APC	15% Below APC



**Report 1: Project & Analysis Overview** 

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: No-Hotel Development Scenario

Project Address: 1111 W SUNSET BLVD, 90012



	Project Informa	tion			
Land	Use Type	Value	Units		
	Single Family	0	DU		
	Multi Family	751	DU		
Housing	Townhouse	0	DU		
	Hotel	0	Rooms		
	Motel	0	Rooms		
	Family	76	DU		
Affordable Housing	Senior	0	DU		
Affordable Housing	Special Needs	0	DU		
	Permanent Supportive	0	DU		
	General Retail	18.200	ksf		
	Furniture Store	0.000	ksf		
	Pharmacy/Drugstore	0.000	ksf		
	Supermarket	27.300	ksf		
	Bank	0.000	ksf		
	Health Club	14.500	ksf		
Retail	High-Turnover Sit-Down	25.000	lf		
Ketali	Restaurant	35.000	ksf		
	Fast-Food Restaurant	0.000	ksf		
	Quality Restaurant	0.000	ksf		
	Auto Repair	0.000	ksf		
	Home Improvement	0.000	ksf		
	Free-Standing Discount	0.000	ksf		
	Movie Theater	0	Seats		
Office	General Office	48.000	ksf		
Office	Medical Office	0.000	ksf		
	Light Industrial	0.000	ksf		
Industrial	Manufacturing	0.000	ksf		
	Warehousing/Self-Storage	0.000	ksf		
	University	0	Students		
	High School	0	Students		
School	Middle School	0	Students		
	Elementary	0	Students		
	Private School (K-12)	0	Students		
Other	. /	0	Trips		

**Report 1: Project & Analysis Overview** 

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: No-Hotel Development Scenario

Project Address: 1111 W SUNSET BLVD, 90012



	Analysis Des									
Analysis Results										
	Total Employees: 492									
	Total Population: 1,931									
Propose	ed Project	With Mi	itigation							
8,304	Daily Vehicle Trips	8,304	Daily Vehicle Trips							
53,035	Daily VMT	53,035	Daily VMT							
4.9	Household VMT	4.9	Household VMT per							
4.9	per Capita	4.9	Capita							
8.3	Work VMT	8.3	Work VMT per							
8.3	per Employee	8.5	Employee							
	Significant VMT	Impact?								
	APC: East Los A	ngeles								
	Impact Threshold: 15% Beld	ow APC Average								
	Household = 7	7.2								
	Work = 12.7	7								
Propose	ed Project	With Mi	tigation							
VMT Threshold	Impact	VMT Threshold	Impact							
Household > 7.2	No	Household > 7.2	No							
Work > 12.7	No	Work > 12.7	No							

**Report 2: TDM Inputs** 

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard





TDM Strategy Inputs											
Stra	tegy Type	Description	<b>Proposed Project</b>	Mitigations							
	Dadwa andina wash	City code parking provision (spaces)	2221	2221							
	Reduce parking supply	Actual parking provision (spaces)	907	907							
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0							
Parking	Parking cash-out	Employees eligible (%)	0%	0%							
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00							
	parking	Employees subject to priced parking (%)	0%	0%							
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0							

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 1, 2020
Project Name: 1111 Sunset Boulevard

Project Scenario: No-Hotel Development Scenario Project Address: 1111 W SUNSET BLVD, 90012

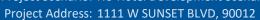


**TDM Strategy Inputs, Cont. Strategy Type** Description **Proposed Project** Mitigations headways (increase Reduce transit share (as a percent headways Lines within project site improved (<50%, 0 Transit implementation (low, Implement neighborhood shuttle Employees and residents eligible (%) Employees and residents eligible (%) Transit subsidies passenger (daily behavior change 0% **Education &** program Employees and **Encouragement** Promotions and marketing (cont. on following page)

**Report 2: TDM Inputs** 

Date: October 1, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: No-Hotel Development Scenario





Strate	gy Туре	Description	<b>Proposed Project</b>	Mitigations
	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and	Employees participating (%)	0%	0%
	Telecommute	Type of program	0	0
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0
Reductions	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0

**Report 2: TDM Inputs** 

Date: October 1, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: No-Hotel Development Scenario





TDM Strategy Inputs, Cont.											
Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations							
	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0							
Bicycle Infrastructure	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes							
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0							
Neighborhood Enhancement	Traffic calming	Streets with traffic calming improvements (%)	0%	0%							
	improvements	Intersections with traffic calming improvements (%)	0%	0%							
	Pedestrian network improvements	Included (within project and connecting offsite/within project only)	0	0							

**Report 3: TDM Outputs** 

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: No-Hotel Development Scenario Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy

						Place type	: Compact	Infill						
			ased Work	Ноте В	ased Work		ased Other	Ноте Во	ased Other		Based Other	Non-Home	Based Other	
			luction		action		luction		action		luction		action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strateg
Parking	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Park
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1 - 5
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strateg
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Transections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education &
Encouragement	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Encourageme sections 1 -
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strateg
Shared Mobility	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Appendix, Shared Mobility sections 1 - 3
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Report 3: TDM Outputs

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: No-Hotel Development Scenario Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

	Flace type. Compact mini													
			Home Based Work Home Based Wo Production Attraction				ased Other luction		ased Other action	Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy
Bicycle Infrastructure	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	Appendix, Bicycle Infrastructure
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	sections 1 - 3
Neighborhood	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix,
Enhancement	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Neighborhood Enhancement sections 1 - 2

Final Combined & Maximum TDM Effect												
Home Based Work Production				sed Work action	Home Ba Produ	sed Other Iction	Home Bas Attra		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

= Minimum (X%, 1-[(1-A)*(1-B)])							
where X%=							
PLACE	urban	75%					
TYPE	compact infill	40%					
MAX:	suburban center	20%					
	suburban	15%					

Note: (1-[(1-A)\*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

Date: October 1, 2020

Project Name: 1111 Sunset Boulevard





Version 1.3

Report 4:	MXD M	ethodo	ology
-----------	-------	--------	-------

MXD Methodology - Project Without TDM											
Unadjusted Trips MXD Adjustment MXD Trips Average Trip Length Unadjusted VMT MXD VMT											
Home Based Work Production	737	-28.4%	528	7.5	5,528	3,960					
Home Based Other Production 2,042 -40.0% 1,226 5.6 11,435											
Non-Home Based Other Production	2,552	-4.0%	2,450	6.8	17,354	16,660					
Home-Based Work Attraction	714	-22.4%	554	8.5	6,069	4,709					
Home-Based Other Attraction	4,624	-34.2%	3,044	5.9	27,282	17,960					
Non-Home Based Other Attraction	1,830	-4.5%	1,748	6.2	11,346	10,838					

MXD Methodology with TDM Measures										
	Proposed Project Project with Mitigation Measures									
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment Mitigated Trips Mitigated \						
Home Based Work Production	-13.0%	459	3,443	-13.0%	459	3,443				
Home Based Other Production	-13.0%	1,066	5,970	-13.0%	1,066	5,970				
Non-Home Based Other Production	-13.0%	2,130	14,486	-13.0%	2,130	14,486				
Home-Based Work Attraction	-13.0%	482	4,095	-13.0%	482	4,095				
Home-Based Other Attraction	-13.0%	2,647	15,617	-13.0%	2,647	15,617				
Non-Home Based Other Attraction	-13.0%	1,520	9,424	-13.0%	1,520	9,424				

MXD VMT Methodology Per Capita & Per Employee									
Total Population: 1,931 Total Employees: 492									
	APC: East Los Angeles								
	Proposed Project	Project with Mitigation Measures							
Total Home Based Production VMT	9,413	9,413							
Total Home Based Work Attraction VMT	4,095	4,095							
Total Home Based VMT Per Capita	4.9	4.9							
Total Work Based VMT Per Employee	8.3	8.3							

TABLE 18
FUTURE WITH PROJECT CONDITIONS - MIXED-USE DEVELOPMENT SCENARIO
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions Mixed-Use Development Scenario			
			Delay	LOS	Delay	LOS	∆ Delay	
Sign	alized Intersections							
1.	Echo Park Avenue &	A.M.	23.3	С	25.4	С	2.1	
	Sunset Boulevard	P.M.	24.6	С	28.0	С	3.4	
2.	Vin Scully Avenue &	A.M.	78.3	Е	78.0	E	-0.3	
	Sunset Boulevard	P.M.	54.0	D	57.4	E	3.4	
3.	Marion Avenue &	A.M.	11.1	В	12.1	В	1.0	
	Sunset Boulevard	P.M.	15.7	В	11.7	В	-4.0	
4.	Beaudry Avenue & Sunset Boulevard	A.M. P.M.	34.0 113.0	C F	65.3 126.8	E F	31.3 13.8	
5.	Figueroa Street & Sunset	A.M.	51.5	D D	56.0	E	4.5	
5.	Boulevard / Cesar E. Chavez Avenue	P.M.	32.2	С	36.8		4.5	
6.	Grand Avenue &	A.M.	35.3	D	41.4	D	6.1	
0.	Cesar E. Chavez Avenue	P.M.	41.2	D	50.9	D	9.7	
7.	Grand Avenue &	A.M.	24.9	С	24.7	С	-0.2	
	US 101 Northbound Ramps	P.M.	26.3	Č	28.0	Č	1.7	
8.	Beaudry Avenue &	A.M.	39.2	D	43.3	D	4.1	
	Temple Street	P.M.	45.2	D	93.6	F	48.4	
9.	Grand Avenue &	A.M.	40.6	D	42.4	D	1.8	
	Temple Street	P.M.	29.1	С	30.1	С	1.0	
10.	Beaudry Avenue &	A.M.	28.4	С	32.1	С	3.7	
	1st Street	P.M.	36.4	D	44.3	D	7.9	
11.	Beaudry Avenue &	A.M.	15.8	В	16.0	В	0.2	
	2nd Street	P.M.	28.5	С	33.6	С	5.1	
12.	Beaudry Avenue &	A.M.	7.0	A	6.7	Α	-0.3	
	SR 110 Southbound Off-ramp	P.M.	6.1	A	6.0	A	-0.1	
13.	Beaudry Avenue & 3rd Street	A.M. P.M.	22.1 20.1	C	23.1 22.0	C C	1.0 1.9	
Uno	ignalized Intersections	F.IVI.	20.1	C	22.0		1.9	
		T 4 14	00.4	0	40.7	Г Б	0.7	
14. [a]	White Knoll Drive & Sunset Boulevard	A.M. P.M.	23.4 50.3	C F	16.7 16.9	B B	-6.7 -33.4	
15.	Marview Avenue &	A.M.	9.2	A	9.9	A	0.7	
15.	White Knoll Drive	P.M.	9.2	A	10.0	A	1.0	
16.	White Knoll Drive &	A.M.	9.2	A	10.9	В	1.7	
	Alpine Street	P.M.	9.3	A	11.0	В	1.7	
17.	Beaudry Avenue &	A.M.	9.4	A	12.9	В	3.5	
	Alpine Street (North)	P.M.	9.4	Α	14.7	В	5.3	
18.	Beaudry Avenue &	A.M.	12.2	В	10.5	В	-1.7	
[b]	Alpine Street (South)	P.M.	12.7	В	10.9	В	-1.8	
19.	Beaudry Avenue &	A.M.	14.4	В	21.4	С	7.0	
	Bartlett Street	P.M.	19.8	С	34.6	D	14.8	
20.	Everett Street &	A.M.	37.8	Е	42.8	Е	5.0	
	Sunset Boulevard	P.M.	48.7	E	56.4	F	7.7	

#### Notes:

- [a] Future with Project Conditions include installing a traffic signal at this intersection. Average delay is reported.
- [b] Future with Project Conditions include installing all-way stop-control at this intersection. Average delay is reported.

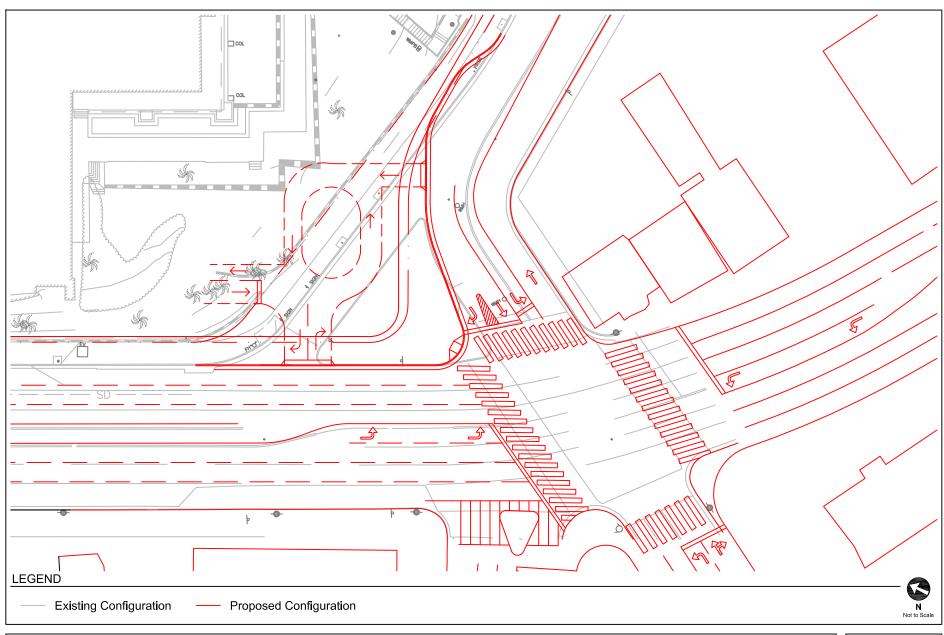
TABLE 19
FUTURE WITH PROJECT CONDITIONS - NO-HOTEL DEVELOPMENT SCENARIO
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions No-Hotel Development Scenario			
			Delay	LOS	Delay	LOS	∆ Delay	
Sign	alized Intersections							
1.	Echo Park Avenue &	A.M.	23.3	С	25.0	С	1.7	
	Sunset Boulevard	P.M.	24.6	С	27.4	С	2.8	
2.	Vin Scully Avenue &	A.M.	78.3	E	77.9	E	-0.4	
	Sunset Boulevard	P.M.	54.0	D	57.1	E	3.1	
3.	Marion Avenue &	A.M.	11.1	В	11.9	В	0.8	
	Sunset Boulevard	P.M.	15.7	В	11.7	В	-4.0	
4.	Beaudry Avenue & Sunset Boulevard	A.M. P.M.	34.0 113.0	C F	60.5 121.3	E F	26.5 8.3	
5.	Figueroa Street & Sunset	A.M.	51.5	D	55.8	E	4.3	
٥.	Boulevard / Cesar E. Chavez Avenue	P.M.	32.2	С	36.6	D	4.3	
6.	Grand Avenue &	A.M.	35.3	D	39.7	D	4.4	
0.	Cesar E. Chavez Avenue	P.M.	41.2	D	49.5	D	8.3	
7.	Grand Avenue &	A.M.	24.9	С	24.6	С	-0.3	
	US 101 Northbound Ramps	P.M.	26.3	Ċ	27.9	Ċ	1.6	
8.	Beaudry Avenue &	A.M.	39.2	D	42.3	D	3.1	
	Temple Street	P.M.	45.2	D	90.3	F	45.1	
9.	Grand Avenue &	A.M.	40.6	D	42.2	D	1.6	
	Temple Street	P.M.	29.1	С	30.0	С	0.9	
10.	Beaudry Avenue &	A.M.	28.4	С	32.1	С	3.7	
	1st Street	P.M.	36.4	D	44.3	D	7.9	
11.	Beaudry Avenue &	A.M.	15.8	В	16.0	В	0.2	
	2nd Street	P.M.	28.5	С	32.8	С	4.3	
12.	Beaudry Avenue &	A.M.	7.0	A	6.7	A	-0.3	
40	SR 110 Southbound Off-ramp	P.M.	6.1	A C	6.0	A C	-0.1	
13.	Beaudry Avenue & 3rd Street	A.M. P.M.	22.1 20.1	C	23.0 21.8	C	0.9 1.7	
Uns	ignalized Intersections	1 .101.	20.1	0	21.0	<u> </u>	1.7	
14.	White Knoll Drive &	A.M.	23.4	С	16.3	В	-7.1	
[a]	Sunset Boulevard	P.M.	50.3	F	15.2	В	-35.1	
15.	Marview Avenue &	A.M.	9.2	A	9.9	A	0.7	
	White Knoll Drive	P.M.	9.0	A	10.0	A	1.0	
16.	White Knoll Drive &	A.M.	9.2	Α	10.7	В	1.5	
	Alpine Street	P.M.	9.3	A	10.9	В	1.6	
17.	Beaudry Avenue &	A.M.	9.4	А	12.7	В	3.3	
	Alpine Street (North)	P.M.	9.4	Α	14.4	В	5.0	
18.	Beaudry Avenue &	A.M.	12.2	В	10.3	В	-1.9	
[b]	Alpine Street (South)	P.M.	12.7	В	10.7	В	-2.0	
19.	Beaudry Avenue &	A.M.	14.4	В	20.9	С	6.5	
	Bartlett Street	P.M.	19.8	С	33.7	D	13.9	
20.	Everett Street &	A.M.	37.8	E	42.4	E	4.6	
	Sunset Boulevard	P.M.	48.7	E	55.7	F	7.0	

#### Notes:

- [a] Future with Project Conditions include installing a traffic signal at this intersection. Average delay is reported.
- [b] Future with Project Conditions include installing all-way stop-control at this intersection. Average delay is reported.

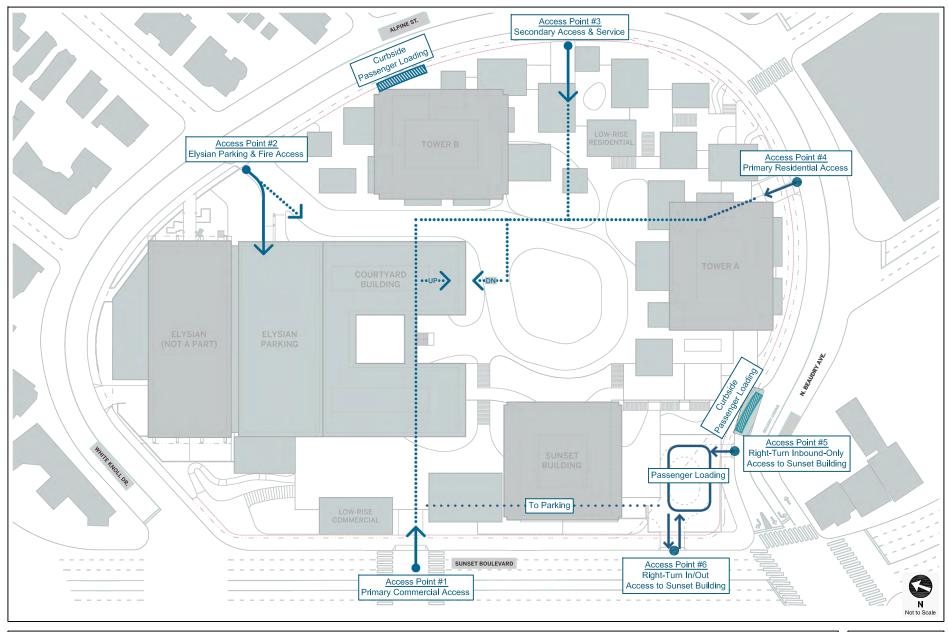




PROPOSED CONFIGURATION OF BEAUDRY AVENUE & SUNSET BOULEVARD

FIGURE 5

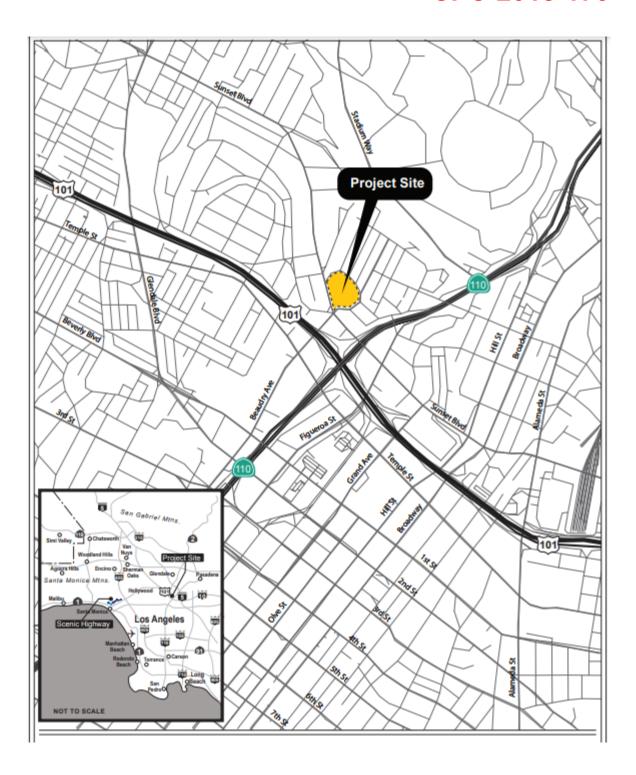




VEHICULAR PROJECT SITE ACCESS

FIGURE 2

# EXHIBIT D Vicinity Map CPC-2018-176



ZIMAS PUBLIC General Plan Land Use 02/13/2022 MARION AVE GENC MED MED HIMED BOYLSTON ST COLLEGE ST GENC HIME! LIEWE AVE ALPINE ST. AND THE PROPERTY OF THE PARTY O SENC CENC BÉNC, 0.04 Miles 200 Feet

Address: 1111 W SUNSET BLVD

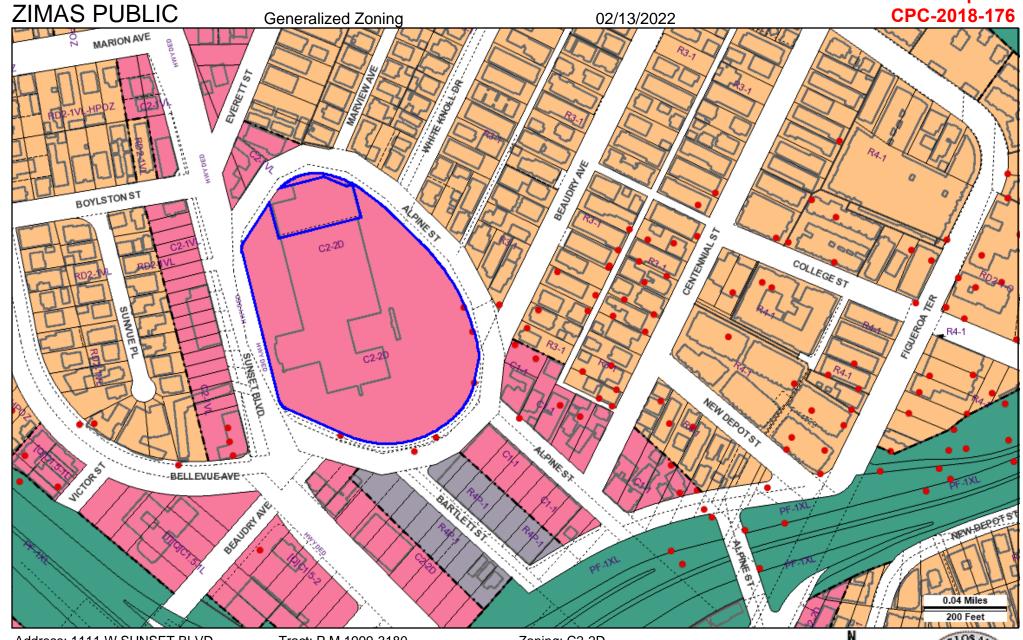
APN: 5406020003 PIN #: 136-5A211 440 Tract: P M 1999-3180

Block: None

Lot: B Arb: None Zoning: C2-2D

General Plan: General Commercial





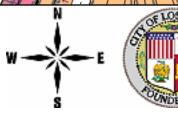
Address: 1111 W SUNSET BLVD

APN: 5406020003 PIN #: 136-5A211 440 Tract: P M 1999-3180

Block: None

Lot: B Arb: None Zoning: C2-2D

General Plan: General Commercial





Ordinance No. 83,089

An Ordinance ordering the establishment of a building line on Alpine Street between Alameda Street and Beaudry Avenue, and Beaudry Avenue between Alpine Street and Sunset Boulevard, in the City of Los Angeles.

The People of the City of Los An-

geles do ordain as follows:

Section 1. That after public hearing, pursuant to the provisions of Article 4 of Chapter 1 of the Los Angeles Municipal Code, the City Council of the City of Los Angeles hereby determines that the public peace, heaith, safety, comfort, convenience, interest and welfare require; and

It is hereby ordered that the minimum distance back from the street line for the erection of buildings or structures to be designated as the building line on Alpine Street between Alameda Street and Beaudry Avenue, and Beaudry Avenue between Alpine Street and Sunset Boulevard shall be as described in Resolution of Intention No. 1218, adopted by the Council of the City of Los Angeles on the 15th day of April, 1940; which description by reference thereto, is hereby made a part hereof as though fully set forth herein.

Sec. 2. The City Clerk shall certify to the passage of this ordinance by a unanimous vote and cause the same to be published once in The Los An-

geles Daily Journal.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles by the unanimous vote of all members of said Council present, there being not less than twelve members present, at its meeting of July 1, 1940.

WALTER C. PETERSON,

Approved this 10th day of July,

1940. FLETCHER BOWRON, Mayor.

7/17 1t File #2828 (1938)

Resolution No. 1218
WHEREAS, Article 4 of Chapter 1
of the Los Angeles Municipal Code prescribes the method of procedure for establishing building lines in the

City of Los Angeles; and

WHEREAS, Pursuant to the pro-visions of said Article of said Chapter a petition has been filed with the City Clerk asking that a building line be established on APLINE STREET BETWEEN ALAMEDA STREET AND BEAUDRY AVENUE, AND BEAU-DRY AVENUE BETWEEN ALPINE STREET AND SUNSET BOULE-VARD, and said City Cierk has duly presented said petition to the City Council for the consideration of that body, and after due consideration thereof, good cause appearing there-

for, NOW, THEREFORE, BE IT RE-SOLVED, That the public peace, health, safety, comfort, convenience, interest and welfare require, and that it is the intention of the Council of the City of Los Angeles to determine the minimum distance back from the street line for the erection of buildings or structures, the same to be designated as "building lines," as

follows:

ALONG THE NORTHERLY SIDE

ALONG THE NORTHERLY SIDE OF ALPINE STREET BETWEEN CLEVELAND STREET AND A POINT APPROXIMATELY 71 FEET WESTERLY FROM CENTENNIAL

STREET:

Beginning at a point in the north-easterly line of Alpine Street, 60 feet in width, distant thereon 10 feet easterly line of Alpine Street, 60 leet in width, distant thereon 10 feet northwesterly from the northwesterly line of Cleveland Street, 40 feet in width; thence westerly along a curve to the south tangent at its point of beginning to said northeasterly line of Alpine Street and having a radius of 549.52 feet an arc distance of 263.42 feet; thence South 85° 05′ 45″ West and tangent to said curve at its point of ending 128.23 curve at its point of ending 128.23 feet; thence westerly along a curve concave to the north, tangent at its point of beginning to said last men-tioned course and having a radius of 487.57 feet an arc distance of 199.00 feet to the point of tangency in a line parallel with and distant 16 feet northeasterly measured at right angles northeasterly measured at right angles from the northeasterly line of that portion of Alpine Street extending southeasterly from Bunker Hill Avenue; thence North 71° 31′ 10″ West along said parallel line 73.70 feet to the southeasterly line of Bunker Hill Avenue, 50 feet in width; thence northwesterly in a direct line to the intersection of the northwesterly line of Bunker Hill Avenue with a line parallel with and distant 16 feet northeasterly measured at right angles northeasterly measured at right angles from the northeasterly line of that portion of Alpine Street 60 feet in portion of Alpine Street 60 feet in with extending northwesterly from Bunker Hill Avenue; thence North 71° 32′ 25″ West along said parallel line 272.13 feet; thence northwesterly along a curve concave to the northeast, tangent at its point of beginning to said parallel line and having a radius of 672.22 feet to a point distant on said curve 10 feet southeasterly from the southeasterly line of Figueroa Street, 100 feet in width; thence Street. 100 feet in width: thence northwesterly in a direct line to a point in said southeasterly line of Figueroa Street distant thereon 10 feet northeasterly from said last mentioned curve; thence northwesterly in a direct line to a point in the north-westerly line of said Figueroa Street distant thereon 10 feet northeasterly from the southeasterly prolongation of a line parallel with and distant 16 feet northeasterly measured of of a line parallel with and distant 16 feet northeasterly measured at right angles from the northeasterly line of that portion of Alpine Street, 60 feet in width, extending north-westerly from Figueroa Street; thence southwesterly in a direct line to a point in said last mentioned parallel line distant thereon 10 feet north-westerly from said northwesterly line westerly from said northwesterly line of Figueroa Street; thence North 47° 40' 40" West along said parallel line

of Figueroa Street; thence North 47° 40′ 40″ West along said parallel line 333.62 feet; thence North 47° 43′ 25″ West along a line parallel with and distant 16 feet northeasterly measured at right angles from the northeasterly line of that portion of Alpine Street extending southeasterly from Centennial Street, 60 feet in width, 133.15 feet to the southeasterly line of Centennial Street; thence northwesterly along a curve concave to the southwest, tangent at its point of beginning to said last mentioned parallel line and having a radius of 523.25 feet to a point in the northeasterly line of Alpine Street distant thereon 70.58 feet northwesterly from the northwesterly line of Centennial Street, 60 feet in width.

ALONG THE SOUTHWESTERLY SIDE OF ALPINE STREET BE-TWEEN ALAMEDA STREET AND CLEVELAND STREET THE BUILD-ING LINE SHALL BE A LINE 76 FEET SOUTHWESTERLY MEAS-URED AT RIGHT ANGELES FROM

THE NORTHEASTERLY LINE OF SAID ALPINE STREET.

ALSO ALONG THE SOUTHWEST-ERLY SIDE OF ALPINE STREET RETWEEN CLEVELAND STREET AND HILL STREET THE BUILDING LINE SHALL BE A LINE DE-

SCRIBED AS FOLLOWS:

Beginning at the point of intersec-tion of the Northwesterly line of Cleveland Street with a line parallel with and distant 16 feet southwesterly measured at right angles from said southwesterly line of Alpine Street 60 feet in width; thence North 67° 26' 20" West along said parallel line 8.35 feet: thence westerly along a curve concave to the south, tangent at its noint of beginning to said parallel line and having a radius of 473.52 feet an arc distance of 226.99 feet; thence South 85° 05' 45" West and tangent to said curve 18.87 feet to a point in the easterly line of Hill Street, 30 feet in width, distant thereon 6.21 feet southerly from the southerly line of Alpine Street, 60 feet in width.

ALONG THE SOUTHWESTERLY SIDE OF ALPINE STREET BE-TWEEN A POINT 113,52 FEET NORTHWESTERLY FROM CENTENNIAL STREET AND A POINT 200 FEET NORTWESTERLY OF CENTENNIAL STREET THE BUILD-ING LINE SHALL BE A LINE DE-SCRIBED AS FOLLOWS:

Beginning at a point in the south-westerly line of Alpine Street, 60 feet in width, distant thereon 113.52 feet northwesterly from the northwesterly line of Centennial Street, 40 feet in width; thence northwesterly along a curve concave to the southwest tangent at its point of beginning to said southwesterly line of Albine Street and having a radius of 447.25 feet to a point distant 18.26 feet southwesterly measured at right angles from the southwesterly line of Alpine Street.

ALONG THE WESTERLY SIDE

ALONG THE WESTERLY SIDE OF THAT PORTION OF ALPINE STREET EXTENDING NORTHERLY FROM BEAUDRY AVENUE AND ON THE WESTERLY AND NORTHERLY SIDES OF BEAUDRY AVENUE BETWEEN SAID ALPINE STREET AND SUNSET BOULE-VARD, THE BUILDING LINE SHALL BE A LINE DESRIBED AS

FOLLOWS:

Beginning at a point in the westerly line of Alpine Street extending northerly from Beaudry Avenue distant thereon and along the southerly pro-longation of said westerly line 68.88 feet northerly from a line parallel with and distant 50 feet westerly measured at right angles from the westerly line of Lot 90, Victor Heights Tract, as per map recorded in Book 12, Page 40, Miscellaneous Records of Los Angeles County; thence southerly along a curve concave to the west tangent at its point of beginning to said westerly line of Alpine Street and having a radius of 225 feet an arc distance of 77.17 feet to a point in a line parallel with and distant 60 feet westerly measured at right angles from said westerly line of Lot 90; thence South 6° 07' 50" West along said last mentioned parallel line and tangent to said curve at its point of ending 57.56 feet; thence southwesterly along a curve concave to the northwest, tangent at its point of beginning to said last mentioned course and having a radius of 120 feet an arc distance of 177.40 feet; thence North 89° 10′ 00″ West and tangent to said last mentioned curve at its point of ending 268.73 feet: thence northwesterly along a curve concave to the northeast, tangent at its point of beginning to said last mentioned course and having a radius of 90 feet an arc distance of 35.94 feet to the southeasterly terminus of that certain curve in the northeasterly line of Beaudry Avenue extending southeasterly from Sunset Boulevard. ALONG THE SOUTHEASTERLY SIDE OF BEAUDRY AVENUE EX-TENDING NORTHEASTERLY FROM SUNSET BOULEVARD, THE BUILD-ING LINE SHALL BE A LINE DE-SCRIBED AS FOLLOWS:

Beginning at a point in said southeasterly line of Beaudry Avenue distant thereon 40.77 feet southwesterly from the northeasterly line of Lot 12, Baxter Todds Subdivision of Block 11, Beaudry Tract No. 2, as per map recorded in Book 10, Page 38, Miscellaneous Records of Los Angeles County; thence northeasterly along a curve concave to the southeast, tangent to said southeasterly line of Beaudry Avenue and having a radius of 90 feet an arc distance of 49.68 feet to said northeasterly line of Lot 12 distant thereon 14.82 feet southeasterly from said southeasterly line of Beaudry Avenue.

BE IT FURTHER RESOLVED. That the hour of 10:00 o'clock A. M. of the 17th day of May, 1940, at the Council Chamber of the City of Los Angeles, be and the same is hereby designated as the time and place when and where any and all persons having any objection to the establishment of said proposed build-ing lines may appear before the said City Council and present any objec-tions which they may have to said proposed building lines as herein provided. Any such person having any interest in any land upon which said building lines are proposed to be established may file with the City Clerk a written protest or objection to the establishment of the building lines designated herein. Such protest must be filed not later than the hour set for hearing and no other protest or objection shall be considered. All protestants may appear before the Council at said hearing, either in person or by counsel, and be heard in support of their protests or objections; and

BE FURTHER RESOLVED IT That the Board of Public Works shall That the Board of Public Works shall cause a copy of this resolution to be conspicuously posted upon the street in front of each block or part of block of any street, public way or place where said building lines are proposed to be established by this resolution, and the City Clerk shall cause this resolution to be published once in the Los Angeles Daily Journal, in the manner and form required by in the manner and form required by aw.

I HEREBY CERTIFY that the foregoing Resolution was adopted by the City Council of the City of Los Angeles at its meeting of April 15, 1940.

RALPH E. DAVIS.

4/23 11 City Clerk.

# INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. The Commission's ROPs can be accessed at <a href="http://planning.lacity.org">http://planning.lacity.org</a>, by selecting "Commissions, Boards & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but <u>have</u> been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

#### **ENABLE BOOKMARKS ONLINE:**

\*\*If you are using Explorer, you will need to enable the Acrobat toolbar the bookmarks on the left side of the screen.

to see

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

#### ARMBRUSTER GOLDSMITH & DELVAC LLP

LAND USE ENTITLEMENTS I LITIGATION IN MUNICIPAL ADVOCACY

12100 WILSHIRE BOULEVARD, SUITE 1600 LOS ANGELES, CA 90025

Tel: (310) 209-8800

Fax: (310) 209-8801

E-MAIL: bill@AGD-LandUse.com WEB: www.AGD-LandUse.com

February 14, 2022

#### BY EMAIL

WILLIAM F. DELVAC

DIRECT DIAL: (310) 254-9050

The Honorable City Planning Commission of the City of Los Angeles 200 N. Spring Street, Room 272 Los Angeles, CA 90012

Attn: Cecilia Lamas, Acting Commission Executive Assistant cpc@lacity.org

Re: <u>1111 Sunset (VTT-80315-1A; CPC-2018-176-DB-BL-VCU-CU-MCUP-DD-</u>

SPR; ENV-2018-177-EIR); February 24, 2022 Agenda

#### Dear Commissioners:

We represent 1111 Sunset Boulevard, LLC, the Applicant for the 1111 Sunset Project, located at 1111-1115 West Sunset Boulevard (Project Site). The Project consists of a planned mixed-use development of up to 737 residential units (76 of which are Very Low Income affordable units) and up to 180 hotel rooms and 95,000 square feet of general commercial floor area under the Mixed Use Development Scenario and up to 827 residential units (76 of which are Very Low Income affordable units) and no hotel with 95,000 square feet of general commercial floor area under the No Hotel Development Scenario.

Before you are two items – an appeal of VTTM No. 80315 filed by Supporters Alliance for Environmental Responsibility (SAFER) and the approval of the Project's entitlement requests (certification of the EIR, Density Bonus Compliance review with two off-menu requests and a waiver, Building Line Removal, Vesting Conditional Use Permit, Conditional Use Permit for A Major Development Project, Site Plan Review, and a Director's Determination regarding trees).

#### **Appeal**

Regarding the Appeal, the only issue SAFER raised concerned indoor air quality, in particular, alleged emissions of formaldehyde. This is the same comment made in SAFER's comment on the EIR to the Advisory Agency and Hearing Officer. This appeal adds nothing new. That comment was fully responded to by the City's expert environmental consultant, Eyestone Environmental, in a Response to Comment Memo date December 22, 2021 (attached

#### ARMBRUSTER GOLDSMITH & DELVAC LLP

The Honorable City Planning Commission of the City of Los Angeles February 14, 2022
Page 2

hereto as Exhibit A). The Response concludes that the SAFER letter significantly overstates impacts and presents no credible evidence of a significant indoor air quality impact. Thus, no new significant information (as defined by CEQA Guidelines Section 15088.5) that would require recirculation of the Draft EIR has been identified."

#### **Community Concerns**

With respect to the entitlement requests, one of the issues raised by the community concerns gentrification and displacement. Kosmont Companies, an expert in housing and real estate matters, provided an analysis of issues relating to the subjects of gentrification, as well as housing affordability and housing displacement and concluded:

"The analysis presented in this study indicates that there is no basis to conclude that the 1111 Sunset Project would cause or contribute to gentrification within the geographic area proximate to the Project site (the "Local Study Area"). Further, the analysis also indicates that there is no basis to conclude that gentrification is presently occurring within the Local Study Area, or it is too speculative to determine whether gentrification is occurring in the Local Study Area."

A copy of the Kosmont report, Displacement and Gentrification Study, August 2021 ("Kosmont Report") is attached hereto as Exhibit B.

As noted in the Kosmont Report, the Project Site is surrounded by a significant concentration of housing that is subject to the City's Rent Stabilization Ordinance ("RSO"). Given the RSO provisions as well as state law on replacement housing, the Kosmont Report cites these as additional reasons why the Project would not cause displacement in the area around the Project Site.

#### **Project Impacts, Benefits and Requests**

The Project has undergone significant environmental review and the only significant unavoidable impacts are temporary construction impacts. It is unusual for a project of this type to have only construction impacts. As presented in the Statement of Overriding Conditions, the Project's benefits, including the significant provision of housing, including Very Low Income affordable units on site, significantly outweigh the temporary construction impacts. In addition, in discussions with community representatives and interested parties, the Applicant has agreed to various community benefits including local business retail rental opportunities and public access to open space as well as local hiring provisions and various Project Labor Agreements.

#### ARMBRUSTER GOLDSMITH & DELVAC LLP

The Honorable City Planning Commission of the City of Los Angeles February 14, 2022 Page 3

We respectfully request the Commission deny the Appeal and grant the Project entitlements.

Sincerely,

William F. Delvac

#### Attachments:

A: Eyestone Environmental December 22, 2021 Response To Comments

B: Kosmont Companies 1111 Sunset BLVD. Displacement and Gentrification Study, August 2021

cc: Milena Zasadzien, Department of City Planning, Major Projects Kathleen King, Department of City Planning, Major Projects Debbie Lawrence, Department of City Planning, Major Projects Council District 1



то: Kathleen King, City Planner

City of Los Angeles, Department of City Planning

**FROM:** Stephanie Eyestone-Jones and Ashley Munoz, Eyestone Environmental

SUBJECT: 1111 Sunset Project—Responses to Comments from December 15, 2021,

Hearing Examiner Hearing and Responses to Lozeau Drury/SAFER Letter Dated

December 15, 2021

DATE: December 23, 2021

On December 15, 2021, a public hearing was held for the 1111 Sunset Project ("Project"). Public comments regarding the environmental topics studied as part of CEQA were limited. However, Shannon Yang provided several comments regarding the environmental impacts of the Project that are responded to below. As demonstrated by these responses, the environmental topics raised have already been addressed in the Draft EIR and no new significant information (as defined by CEQA Guidelines Section 15088.5) that would require recirculation of the Draft EIR has been identified. Specifically, there are no new significant environmental impacts from the Project or from a mitigation measure that was identified in the Final EIR. In addition, there are no substantial increases in the severity of any of the significant environmental impacts identified in the Draft EIR.

In addition, Lozeau Drury/Supporters Alliance for Environmental Responsibility (SAFER) submitted a comment letter dated December 15, 2021, that raised comments regarding indoor air quality (refer to Attachment A).

Specific responses to Shannon Yang's comments and SAFER's comment letter are provided below.



December 23, 2021 Page 2

#### Comment Letter No. 1

Shannon Yang (Oral comments at the Hearing Examiner Hearing)

#### Comment No. 1-1

I've lived here a long time. It's a very dense area and parking is a nightmare (Marview, White Knoll, Alpine, Centennial) with the number of apartment complexes. Every household has 2-3 cars. What are the plans for parking here?

#### Response to Comment No. 1-1

Note that parking demand is no longer an environmental topic covered under CEQA. Nonetheless, the Project's plans for parking are described in the Draft EIR. As proposed, the Project would provide approximately 1.27 parking spaces per residential unit under the Mixed Use Development Scenario and 1.1 parking spaces per residential unit under the No-Hotel Development Scenario, without considering the parking demands of other land uses. As shown in Tables II-2 and II-3 in Section II, Project Description, of the Draft EIR, the Project would provide 933 parking spaces for the Mixed Use Development Scenario or 907 parking spaces for the No-Hotel Development Scenario. As stated on pages II-13 and II-14 in Section II, Project Description, of the Draft EIR, these totals reflect the parking requirements based on the Los Angeles Municipal Code (LAMC) and Assembly Bill (AB) 744 at the time the requirements were calculated. Subsequently, AB 1245 was passed which amended AB 744 and further reduced minimum parking requirements. However, as indicated in the Draft EIR, the original minimum parking requirements were maintained in the Project design to satisfy market demand for parking and to ensure no spillover of parking into the surrounding neighborhood. In addition, the Project would also include 168 parking spaces for the Elysian Apartment Building. These parking spaces are not included in the Project's parking totals. Overall, the Project would meet the parking requirements specified by the LAMC and AB 744.



December 23, 2021 Page 3

#### Comment No. 1-2

The Beaudry loop is the main way in/out of the neighborhood. What happens if there's a natural disaster?

#### Response to Comment No. 1-2

Emergency access is evaluated in Section IV.L., Transportation, of the Draft EIR. As discussed therein, with regard to emergency access during construction, travel lanes would be maintained in each direction on all streets around the Project Site throughout the construction period and emergency access would not be impeded. In addition, the Construction Management Plan (Project Design Feature TR-PDF-1) that would be implemented during construction of the Project would include street/lane closure information, a detour plan, haul route(s), and a staging plan. The Project would also comply with all applicable codes and ordinances for emergency access. In addition, Project construction would not close or block access to any properties in the vicinity of the Project Site.

With regard to emergency access during operation, existing vehicular access to the Project Site would be enhanced and would be provided via six access points surrounding the Project Site. The Project's driveways and internal circulation would be designed to meet all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Compliance with applicable City Building Code and Fire Code requirements, including emergency vehicle access, would be confirmed as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, and which are required prior to the issuance of a building permit. In addition, the Project would not include the installation of barriers that could impede emergency vehicle access.

As discussed in Section IV.K.1, Public Services—Fire Protection, of the Draft EIR, emergency vehicles would continue to access the Project Site directly from the surrounding roadways. In addition, the increase in traffic generated by the Project would not significantly impact emergency vehicle response to the Project Site and surrounding uses, including along City-designated disaster routes, such as Sunset Boulevard, located west of the Project Site,



December 23, 2021 Page 4

since the drivers of emergency vehicles have the ability to avoid traffic by using sirens to clear a path of travel or driving in the lanes of opposing traffic.

Overall, emergency access to the Project Site and surrounding area would be maintained and the Project would not result in inadequate emergency access during construction or operation of the Project.

#### Comment No. 1-3

I am 25 and have been driving for 10 years. I don't think you understand the Dodgers traffic. It takes me 1 hour to get home from Grand Avenue during dodger gameday traffic. Foot traffic, vehicle traffic, how will it be remedied?

#### Response to Comment No. 1-3

Transportation impacts under CEQA are based on vehicle miles traveled (VMT) and not on any level of service metrics. With respect to VMT, the Project was found to have a less than significant impact after implementation of Mitigation Measure TR-MM-1. Nonetheless, Appendix C of the Project's Transportation Assessment, included as Appendix Q of the Draft EIR, includes an analysis of traffic conditions during a Dodger gameday for informational purposes only. As described therein, overall, the Project would not substantially change intersection delay in the Project vicinity and in some cases intersection delay would be improved. The comment does not raise CEQA issues with respect to the Draft EIR or any of the impact analyses therein, is noted for the record, and will be forwarded to the decision-makers for their review and consideration.



December 23, 2021 Page 5

#### **Comment Letter No. 2**

SAFER c/o Rebecca Davis Lozeau Drury LLP 1939 Harrison St., Ste. 150 Oakland, CA 94612

#### Response to Comment Letter No. 2

SAFER maintains that the Project would have a significant impact on indoor air quality due to formaldehyde. However, the commenter provides no credible evidence that the Project will be constructed with building materials with significant amounts of formaldehyde, primarily citing an unsubstantiated, general article prepared by the commenter himself. The commentor provides limited corroborating data (e.g., CARB) to support his own research/opinion. In review of relevant State rules and regulations, the commentor's data was not cited. A comprehensive literature search may provide contradictory statements from experts in the field.

There are no requirements or guidance from SCAQMD or relevant agencies to evaluate such risk from indoor air quality. In fact, indoor air quality is not within the jurisdiction of SCAQMD. The commenter cites a 10 in one million cancer risk threshold. However, this threshold is intended to be used to evaluate the increase in cancer risk above ambient conditions (outdoor air). Therefore, the application of the 10 in one million threshold for indoor air quality is not appropriate.

The project does not represent a unique or special development that needs addressing in CEQA, therefore no special analysis or mitigation is required. The Project will comply with the existing codes and regulations in California, which adequately address potential emissions and risks from building materials to ensure safe practices and healthy indoor air.



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The Project would be required to comply with the CARB ATCM (Airborne Toxic Control Measure to Reduce Formaldehyde Emissions from Composite Wood Products): The purpose of this airborne toxic control measure is to "reduce formaldehyde emissions from composite wood products, and finished goods that contain composite wood products, that are sold, offered for sale, supplied, used, or manufactured for sale in California. The composite wood products covered by this regulation are hardwood plywood, particleboard, and medium density fiberboard." The measure applies to manufacturers, distributors, importers, fabricators (that use such materials to make other goods), retailers, third party certifiers who manufacture, offer for sale or supply these goods in California. The control measure assures that all building materials and furnishings manufactured, distributed, imported and used in new construction in California meet the maximum allowable concentrations that assure healthful indoor air quality.

According to CARB, from a public health standpoint, the CWP Regulation's emission standards are set at low levels intended to protect public health.<sup>1</sup> The CWP Regulation, adopted in 2007, established two phases of emissions standards: an initial Phase I, and later, a more stringent Phase II that requires all finished goods, such as flooring, destined for sale or use in California to be made using complying composite wood products. As of January 2014, only Phase II products are legal for sale in California. Thus, all new wood products installed in the Project would comply with the more stringent Phase II requirements. Impacts with respect to formaldehyde would be less than significant.

In addition, the Proposed Project would be required to comply with the California Green Building Standards Code, which is Part 11 of the California Code of Regulations, commonly referred to as CALGreen. The Proposed Project would be built with materials that are compliant with current regulations, which are intended to set low levels of formaldehyde in composite wood materials. These measures have been established through CALGreen and are designed to reduce the quantity of air contaminants to acceptable levels. Division 4.5, Environmental Quality, of CALGreen provides mandatory residential measures to reduce

California Air Resources Board, Frequently Asked Questions for Consumers, Reducing Formaldehyde Emissions from Composite Wood Products, ww3.arb.ca.gov/toxics/compwood/consumer\_faq.pdf?\_ga= 2.32900281.682464648.1573169874-1026610208.1565143819, accessed December 2021.



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the quantity of air contaminants that are odorous, irritating and/or harmful to the comfort and wellbeing of a building's installers, occupants, and neighbors. It includes VOC limits for paints, coating, adhesives, adhesive bonding primers, sealants, sealant primers, and caulk. Section 4.504.3, Carpet Systems, of CALGreen establishes product requirements to meet one of the following: (1) Carpet and Rug Institute's Green Label Plus Program; (2) California Department of Public Health, "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions from Indoor Sources Using Environmental Chambers," Version 1.1; (3) NSF/ANSI 140 at the Gold Level; or (4) Scientific Certifications Systems Indoor Advantage Gold. Furthermore, Section 4.504.5, Composite wood products, of the CALGreen Code establishes limits for formaldehyde as specified in Cal Green Table 4.504.5.

The commenter also cites another research paper, *Ventilation and Indoor Air Quality in New California Homes with Gas Appliances and Mechanical Ventilation* (Chan, W., Kim, Y., Singer, B., and Walker I. 2019. *Ventilation and Indoor Air Quality in New California Homes with Gas Appliances and Mechanical Ventilation*. Lawrence Berkeley National Laboratory, Energy Technologies Area, LBNL-2001200, DOI: 10.20357/B7QC7X). The research paper collected data from 70 homes (single-family dwelling units) about ventilation practices and indoor air quality and measured indoor air concentrations of formaldehyde emitted from composite wood products that might contain formaldehyde-based glues. It should be noted that the commenter is listed as an author on this research paper which at its best is self-serving and likely presents a conflict of interest. The commentor should have provided supporting data other than his own authorship.

The commenter claims the research paper studied new homes built in 2012 or later. However, this claim is not entirely correct. According to the research paper, the study characterized 70 homes built between 2011 and 2017. In order to be part of the study, buildings also had to meet several other conditions. According to the research paper, the building had to be a single-family detached structure, located in California, and built in 2011 or later. This would not be an appropriate comparison as the Project consists of high-rise residential buildings with mostly steel and concrete construction. Single-family residential construction typically would use more wood or formaldehyde containing products in comparison to high-rise construction. Therefore, it is misleading to directly apply results from the research paper to the proposed Project. Additionally, the research paper acknowledges



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that California regulations have been effective in reducing formaldehyde concentrations in homes and states "[c]omparisons of indoor formaldehyde... levels with those from a prior study of new homes in California (conducted in 2007-08) suggest that contaminant levels are lower in recently built (after 2008) homes. California's regulation to limit formaldehyde emissions from composite wood products appears to have substantially lowered its emission rate and concentration in new homes." Therefore, the research paper does not represent reliable or credible evidence that the Project would pose health risks to residents and workers from indoor air quality. Thus, the calculations provided in the comment amount to speculation and do not reflect the actual proposed Project uses and are thus unsupported by substantial evidence.

Further, as discussed above, there are no requirements or guidance from SCAQMD or relevant agencies to evaluate such risk suggested in the comment. As a mixed-use residential development, the Project does not represent a unique or special development that needs addressing in CEQA, which is primarily concerned with a project's impact on the environment; therefore, no special analysis or mitigation is required under CEQA. The Project will comply with the existing codes and regulations in California, which adequately address potential emissions and risks from building materials to ensure safe practices and healthy indoor air.

Mr. Offermann's assessment of impacts also overestimates the amount of potential residential exposure to formaldehyde from the Proposed Project. Mr. Offermann's assumption that the daily exposure level of formaldehyde would be constant for a 70-year period significantly overestimates the amount of potential formaldehyde emissions from the Proposed Project. The risk calculated by Mr. Offerman assumes that formaldehyde emissions from construction materials would remain constant for 70 years, when in fact, they would decrease over time. Newly manufactured materials would off-gas at a higher rate while older materials would off-gas at a lower rate due to depletion of VOCs. The concentrations cited in Mr. Offerman's analysis is based on newly built single-family

Chan, W., Kim, Y., Singer, B., and Walker I. 2019. Ventilation and Indoor Air Quality in New California Homes with Gas Appliances and Mechanical Ventilation. Lawrence Berkeley National Laboratory, Energy Technologies Area, LBNL-2001200, DOI: 10.20357/B7QC7X.



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residences with less than 3 years in age which may not be sufficient time to fully off-gas VOC from construction materials. By significantly overstating the exposure level over the entire 70 year duration, Mr. Offermann does not provide an accurate assessment of risk exposure. Therefore, the commenter does not provide credible evidence of significant impacts related to indoor air quality.

Moreover, the commenter speculates that the Project could have an effect on the Project residents, which is not considered to be an impact under CEQA and need not be analyzed in the Project's EIR. See, e.g., *Parker Shattuck Neighbors v. Berkeley City Council* (2013) 222 Cal.App.4th 768, 782 (Court concluded that alleged health risks to project residents and construction workers from contaminated soils did not constitute a fair argument of an impact to the environment under CEQA. "In general, CEQA does not regulate environmental changes that do not affect the public at large: "the question is whether a project [would] affect the environment of persons in general, not whether a project [would] affect particular persons." [Citations omitted]).

With regard to PM<sub>2.5</sub> ambient concentrations, Page IV.A-62 of the Draft EIR notes that the Project would be consistent with the California Air Resources Board (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* which provides recommendations for siting sensitive land uses near freeways. The CARB Land Use Handbook recommends a 500-foot buffer distance between freeways and residential uses. As the Project is located over 500 feet from the 101 and 110 freeways, additional analysis was not warranted. In addition, the Project would be required to comply with the City of LA Green Building Code which mandates MERV 13 filtration.<sup>3</sup> Therefore, further analysis of the effects of ambient PM<sub>2.5</sub> to future residents is required.

Therefore, SAFER's comment letter and the Mr. Offerman's memorandum do not present credible evidence of a significant impact not disclosed in the EIR, and no new

3 2020 City of Los Angeles Green Building Code Plan Check Notes, Residential Buildings.



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analysis is required. Nonetheless, this comment will be made available to the public and decision makers as information.

#### Conclusion

In conclusion, as demonstrated by these responses, the environmental topics raised by Shannon Yang have already been addressed in the Draft EIR. In addition, the SAFER letter significantly overstates impacts and presents no credible evidence of a significant indoor air quality impact. Thus, no new significant information (as defined by CEQA Guidelines Section 15088.5) that would require recirculation of the Draft EIR has been identified.

# **Attachment A**

Lozeau Drury Comment Letter



Via Email

December 15, 2021

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Re: Comment on Final Environmental Impact Report, 1111-1115 West Sunset Boulevard Project; Case Nos. ENV-2018-177-EIR, VTT-80315; CPC-2018-176-DB-BL-VCU-CU-MCUP-DD-SPR; ZA-2021-9399-ZAI

Dear Hearing Office, Advisory Agency, and Ms. King:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Draft Environmental Impact Report ("FEIR") prepared for the Project known as 1111-1115 West Sunset Boulevard, including all actions related or referring to the proposed 994,982 square foot mixed-use development proposed on a 6.72 acre site located at 1111 and 1115 West Sunset Boulevard in the City of Los Angeles ("Project").

After reviewing the FEIR, we conclude that the FEIR fails as an informational document, fails to adequately analyze the Project's environmental impacts, and fails to impose all feasible mitigation measures to reduce the Project's impacts. SAFER requests that the City address these shortcomings in a revised environmental impact report and recirculate it prior to considering approvals for the Project.

This comment has been prepared with the assistance of Certified Industrial Hygienist, Francis "Bud" Offermann, PE, CIH (Exhibit A). Mr. Offermann's comments are incorporated herein by reference.

#### I. PROJECT DESCRIPTION

This Project involves the removal of four existing buildings at 1111-1115 West Sunset Boulevard and the development of up to 994,982 square feet of new buildings on the 6.27 net acre site. Two development scenarios are proposed for the site: a mixed-use development scenario and a no-hotel development scenario. The mixed-use development scenario would include up to 737 residential units, 180 hotel guest rooms, 48,000 square feet of office space, and 95,000 square feet of general commercial. The no-hotel scenario would include up to 827 residential units, 48,000 square feet of office space, and 95,000 square feet of general commercial. Under both scenarios, all uses would be built within four primary structures above a screened six-level parking lot. Separate from the four primary structures, three low-rise, non-residential structures would be oriented towards Sunset Boulevard and Beaudry Avenue. In addition, a portion of the proposed residential uses would be located in low-rise residential buildings dispersed throughout the eastern and southern portions of the Project Site.

#### II. LEGAL BACKGROUND

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an environmental impact report ("EIR") (except in certain limited circumstances). See, e.g. Pub. Res. Code § 21100. The EIR is the very heart of CEQA. Dunn-Edwards v. BAAQMD (1992) 9 Cal.App.4th 644, 652. "The 'foremost principle' in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." Communities for a Better Environment v. Calif. Resources Agency (2002) 103 Cal. App. 4th 98, 109.

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 Cal. Code Regs. ("CEQA Guidelines") § 15002(a)(1). "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government." Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs. (2001) 91 Cal. App. 4th 1344, 1354 ("Berkeley Jets"); County of Inyo v. Yorty (1973) 32 Cal.App.3d 795, 810.

Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring "environmentally superior" alternatives and all feasible mitigation measures. CEQA Guidelines § 15002(a)(2) and (3); see also, Berkeley Jets, 91 Cal.App.4th at pp. 1344, 1354; Citizens of Goleta Valley, 52 Cal.3d at 564. The EIR serves to

provide agencies and the public with information about the environmental impacts of a proposed project and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines §15002(a)(2). If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns." Pub. Res. Code § 21081; 14 Cal.Code Regs. § 15092(b)(2)(A) & (B). The lead agency may deem a particular impact to be insignificant only if it produces rigorous analysis and concrete substantial evidence justifying the finding. *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 732.

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position. A 'clearly inadequate or unsupported study is entitled to no judicial deference." *Berkeley Jets*, 91 Cal. App. 4th at p. 1355 (emphasis added) (quoting *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 376, 391 409, fn. 12). As the court stated in *Berkeley Jets*:

A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process." (San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus (1994) 27 Cal.App.4th 713, 722; Galante Vineyards v. Monterey Peninsula Water Management Dist. (1997) 60 Cal. App. 4th 1109, 1117; County of Amador v. El Dorado County Water Agency (1999) 76 Cal. App. 4th 931, 946.)

More recently, the California Supreme Court has emphasized that:

When reviewing whether a discussion is sufficient to satisfy CEQA, a court must be satisfied that the EIR (1) includes sufficient detail to enable those who did not participate in its preparation to understand and to consider meaningfully the issues the proposed project raises [citation omitted], and (2) makes a reasonable effort to substantively connect a project's air quality impacts to likely health consequences.

Sierra Club v. Cty. of Fresno (2018) 6 Cal.5th 502, 510 (2018), citing Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 405. "Whether or not the alleged inadequacy is the complete omission of a required discussion or a patently inadequate one-paragraph discussion devoid of analysis, the reviewing court must decide whether the EIR serves its purpose as an informational document." Sierra Club v. Cty. of Fresno, 6 Cal.5th at 516. Although an agency has discretion to decide the manner of discussing potentially significant effects in an EIR, "a reviewing court must determine whether the discussion of a potentially significant effect is sufficient or insufficient, i.e., whether the EIR comports with its intended function of including 'detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully

the issues raised by the proposed project." 6 Cal.5th at 516, citing *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1197. "The determination whether a discussion is sufficient is not solely a matter of discerning whether there is substantial evidence to support the agency's factual conclusions." 6 Cal.5th at 516. Whether a discussion of a potential impact is sufficient "presents a mixed question of law and fact. As such, it is generally subject to independent review. However, underlying factual determinations—including, for example, an agency's decision as to which methodologies to employ for analyzing an environmental effect—may warrant deference." *Sierra Club v. Cty. of Fresno*, 6 Cal.5th at 516. As the Court emphasized:

[W]hether a description of an environmental impact is insufficient because it lacks analysis or omits the magnitude of the impact is not a substantial evidence question. A conclusory discussion of an environmental impact that an EIR deems significant can be determined by a court to be inadequate as an informational document without reference to substantial evidence.

Sierra Club v. Cty. of Fresno, 6 Cal.5th at 514. We find that the FEIR prepared by the City here is inadequate for the reasons set forth below.

#### III. DISCUSSION

# A. There is Substantial Evidence that the Project Will Have a Significant Health Risk Impact from its Indoor Air Quality Impacts.

Certified Industrial Hygienist, Francis "Bud" Offermann, PE, CIH, has conducted a review of the proposed Project and relevant documents regarding the Project's indoor air emissions. Indoor Environmental Engineering Comments (Exhibit A). Mr. Offermann concludes that it is likely that the Project will expose residents and employees of the office, hotel, and commercial spaces of the Project to significant impacts related to indoor air quality, and in particular, emissions of the cancer-causing chemical formaldehyde. Mr. Offermann is a leading expert on indoor air quality and has published extensively on the topic. Mr. Offermann's expert comments and curriculum vitae are attached as Exhibit A.

Mr. Offermann explains that many composite wood products used in building materials and furnishings commonly found in offices, warehouses, residences, and hotels contain formaldehyde-based glues which off-gas formaldehyde over a very long time period. He states, "[t]he primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and particleboard. These materials are commonly used in building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims." Ex. A, p. 2-3.

Formaldehyde is a known human carcinogen. Mr. Offermann states that future residents of the Project would be exposed to a 120 in one million risk, assuming all materials are compliant with the California Air Resources Board's formaldehyde airborne toxics

December 15, 2021 Comment on 1111-1115 West Sunset Boulevard Page 5 of 6

control measure. *Id.* at 4. As for employees of the hotel, office, and commercial spaces, he estimates an exposure level of 17.7 in one million. *Id.* at 5. These potential exposure level exceeds the South Coast Air Quality Management District's ("SCAQMD") CEQA significance threshold for airborne cancer risk of 10 per million.

Mr. Offermann concludes that these significant environmental impacts should be analyzed in the EIR and mitigation measures should be imposed to reduce the risk of formaldehyde exposure. *Id.* Mr. Offermann identifies mitigation measures that are available to reduce these significant health risks, including the installation of air filters and a requirement that the applicant use only composite wood materials (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins or ultra-low emitting formaldehyde (ULEF) resins in the buildings' interiors. *Id.* at 12.

Mr. Offermann also notes that because of the Project's close proximity to roads with moderate to high traffic such as Sunset Boulevard, the US-1010, and the 110, the project is sound impacted. It will therefore require a "mechanical supply of outdoor air ventilation to allow for a habitable interior environment with closed windows and doors," so as to allow occupants the discretion to control exterior noise. *Id.* at 11.

The City has a duty to investigate issues relating to a project's potential environmental impacts, especially those issues raised by an expert's comments. *See Cty. Sanitation Dist. No. 2 v. Cty. of Kern*, (2005) 127 Cal.App.4th 1544, 1597–98 ("under CEQA, the lead agency bears a burden to investigate potential environmental impacts"). In addition to assessing the Project's potential health impacts to residents and employees, Mr. Offermann identifies the investigatory path that the City should be following in developing an EIR to more precisely evaluate the Project's future formaldehyde emissions and establishing mitigation measures that reduce the cancer risk below the BAAQMD level. *Id.* at 5-9. Such an analysis would be similar in form to the air quality modeling and traffic modeling typically conducted as part of a CEQA review.

The failure to address the project's formaldehyde emissions is contrary to the California Supreme Court's decision in *California Building Industry Ass'n v. Bay Area Air Quality Mgmt. Dist.* (2015) 62 Cal.4th 369, 386 ("*CBIA*"). At issue in *CBIA* was whether the Air District could enact CEQA guidelines that advised lead agencies that they must analyze the impacts of adjacent environmental conditions on a project. The Supreme Court held that CEQA does not generally require lead agencies to consider the environment's effects on a project. *CBIA*, 62 Cal.4th at 800-801. However, to the extent a project may exacerbate existing adverse environmental conditions at or near a project site, those would still have to be considered pursuant to CEQA. *Id.* at 801 ("CEQA calls upon an agency to evaluate existing conditions in order to assess whether a project could exacerbate hazards that are already present"). In so holding, the Court expressly held that CEQA's statutory language required lead agencies to disclose and analyze "impacts on *a project's users or residents* that arise *from the project's effects* on the environment." *Id.* at 800 (emphasis added).

The carcinogenic formaldehyde emissions identified by Mr. Offermann are not an existing environmental condition. Those emissions to the air will be from the Project. Residents and commercial employees will be users of the Project. Rather than excusing the City from addressing the impacts of carcinogens emitted into the indoor air from the project, the Supreme Court in *CBIA* expressly finds that this type of effect by the project on the environment and a "project's users" must be addressed in the CEQA process.

The Supreme Court's reasoning is well-grounded in CEQA's statutory language. CEQA expressly includes a project's effects on human beings as an effect on the environment that must be addressed in an environmental review. "Section 21083(b)(3)'s express language, for example, requires a finding of a 'significant effect on the environment' (§ 21083(b)) whenever the 'environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly." CBIA, 62 Cal.4th at 800 (emphasis in original). Likewise, "the Legislature has made clear—in declarations accompanying CEQA's enactment—that public health and safety are of great importance in the statutory scheme." Id., citing e.g., §§ 21000, subds. (b), (c), (d), (g), 21001, subds. (b), (d). It goes without saying that the future residents and employees of the Project are human beings and the health and safety of those residents and workers is as important to CEQA's safeguards as that of other nearby residents currently living near the project site.

The City's EIR must disclose and mitigate the potential environmental impacts to future users of the building.

#### IV. CONCLUSION

For the foregoing reasons, SAFER believes that the EIR is inadequate and urges the City to refrain from recommending certification of the FEIR or recommending approval of the Project in order to allow staff additional time to address the concerns raised herein. Thank you for considering our comments and please include this letter in the record of proceedings for this project.

Sincerely,

Rebecca Davis

# **EXHIBIT A**

TEE

#### INDOOR ENVIRONMENTAL ENGINEERING



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Date: December 5, 2021

To: Rebecca Davis

Lozeau | Drury LLP

1939 Harrison Street, Suite 150 Oakland, California 94612

From: Francis J. Offermann PE CIH

Subject: Indoor Air Quality: 1111 Sunset Project, Los Angeles, CA

(IEE File Reference: P-4524)

Pages: 19

#### **Indoor Air Quality Impacts**

Indoor air quality (IAQ) directly impacts the comfort and health of building occupants, and the achievement of acceptable IAQ in newly constructed and renovated buildings is a well-recognized design objective. For example, IAQ is addressed by major high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014). Indoor air quality in homes is particularly important because occupants, on average, spend approximately ninety percent of their time indoors with the majority of this time spent at home (EPA, 2011). Some segments of the population that are most susceptible to the effects of poor IAQ, such as the very young and the elderly, occupy their homes almost continuously. Additionally, an increasing number of adults are working from home at least some of the time during the workweek. Indoor air quality also is a serious concern for workers in hotels, offices and other business establishments.

The concentrations of many air pollutants often are elevated in homes and other buildings relative to outdoor air because many of the materials and products used indoors contain

and release a variety of pollutants to air (Hodgson et al., 2002; Offermann and Hodgson, 2011). With respect to indoor air contaminants for which inhalation is the primary route of exposure, the critical design and construction parameters are the provision of adequate ventilation and the reduction of indoor sources of the contaminants.

Indoor Formaldehyde Concentrations Impact. In the California New Home Study (CNHS) of 108 new homes in California (Offermann, 2009), 25 air contaminants were measured, and formaldehyde was identified as the indoor air contaminant with the highest cancer risk as determined by the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), No Significant Risk Levels (NSRL) for carcinogens. The NSRL is the daily intake level calculated to result in one excess case of cancer in an exposed population of 100,000 (i.e., ten in one million cancer risk) and for formaldehyde is 40 μg/day. The NSRL concentration of formaldehyde that represents a daily dose of 40 μg is 2 μg/m³, assuming a continuous 24-hour exposure, a total daily inhaled air volume of 20 m³, and 100% absorption by the respiratory system. All of the CNHS homes exceeded this NSRL concentration of 2 μg/m³. The median indoor formaldehyde concentration was 36 μg/m³, and ranged from 4.8 to 136 μg/m³, which corresponds to a median exceedance of the 2 μg/m³ NSRL concentration of 18 and a range of 2.3 to 68.

Therefore, the cancer risk of a resident living in a California home with the median indoor formaldehyde concentration of 36  $\mu g/m^3$ , is 180 per million as a result of formaldehyde alone. The CEQA significance threshold for airborne cancer risk is 10 per million, as established by the South Coast Air Quality Management District (SCAQMD, 2015).

Besides being a human carcinogen, formaldehyde is also a potent eye and respiratory irritant. In the CNHS, many homes exceeded the non-cancer reference exposure levels (RELs) prescribed by California Office of Environmental Health Hazard Assessment (OEHHA, 2017b). The percentage of homes exceeding the RELs ranged from 98% for the Chronic REL of 9  $\mu$ g/m³ to 28% for the Acute REL of 55  $\mu$ g/m³.

The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and

particleboard. These materials are commonly used in building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims.

In January 2009, the California Air Resources Board (CARB) adopted an airborne toxics control measure (ATCM) to reduce formaldehyde emissions from composite wood products, including hardwood plywood, particleboard, medium density fiberboard, and also furniture and other finished products made with these wood products (California Air Resources Board 2009). While this formaldehyde ATCM has resulted in reduced emissions from composite wood products sold in California, they do not preclude that homes built with composite wood products meeting the CARB ATCM will have indoor formaldehyde concentrations below cancer and non-cancer exposure guidelines.

A follow up study to the California New Home Study (CNHS) was conducted in 2016-2018 (Singer et. al., 2019), and found that the median indoor formaldehyde in new homes built after 2009 with CARB Phase 2 Formaldehyde ATCM materials had lower indoor formaldehyde concentrations, with a median indoor concentrations of 22.4  $\mu$ g/m³ (18.2 ppb) as compared to a median of 36  $\mu$ g/m³ found in the 2007 CNHS. Unlike in the CNHS study where formaldehyde concentrations were measured with pumped DNPH samplers, the formaldehyde concentrations in the HENGH study were measured with passive samplers, which were estimated to under-measure the true indoor formaldehyde concentrations by approximately 7.5%. Applying this correction to the HENGH indoor formaldehyde concentrations results in a median indoor concentration of 24.1  $\mu$ g/m³, which is 33% lower than the 36  $\mu$ g/m³ found in the 2007 CNHS.

Thus, while new homes built after the 2009 CARB formaldehyde ATCM have a 33% lower median indoor formaldehyde concentration and cancer risk, the median lifetime cancer risk is still 120 per million for homes built with CARB compliant composite wood products. This median lifetime cancer risk is more than 12 times the OEHHA 10 in a million cancer risk threshold (OEHHA, 2017a).

With respect to the 1111 Sunset Project, Los Angeles, CA, the buildings consist of residential and commercial spaces.

The residential occupants will potentially have continuous exposure (e.g. 24 hours per day, 52 weeks per year). These exposures are anticipated to result in significant cancer risks resulting from exposures to formaldehyde released by the building materials and furnishing commonly found in residential construction.

Because these residences will be constructed with CARB Phase 2 Formaldehyde ATCM materials, and be ventilated with the minimum code required amount of outdoor air, the indoor residential formaldehyde concentrations are likely similar to those concentrations observed in residences built with CARB Phase 2 Formaldehyde ATCM materials, which is a median of 24.1 µg/m³ (Singer et. al., 2020)

Assuming that the residential occupants inhale 20 m<sup>3</sup> of air per day, the average 70-year lifetime formaldehyde daily dose is 482 µg/day for continuous exposure in the residences. This exposure represents a cancer risk of 120 per million, which is more than 12 times the CEQA cancer risk of 10 per million. For occupants that do not have continuous exposure, the cancer risk will be proportionally less but still substantially over the CEQA cancer risk of 10 per million (e.g. for 12/hour/day occupancy, more than 6 times the CEQA cancer risk of 10 per million).

The employees of the commercial spaces are expected to experience significant indoor exposures (e.g., 40 hours per week, 50 weeks per year). These exposures for employees are anticipated to result in significant cancer risks resulting from exposures to formaldehyde released by the building materials and furnishing commonly found in offices, warehouses, residences and hotels.

Because the commercial spaces will be constructed with CARB Phase 2 Formaldehyde ATCM materials, and be ventilated with the minimum code required amount of outdoor air, the indoor formaldehyde concentrations are likely similar to those concentrations observed in residences built with CARB Phase 2 Formaldehyde ATCM materials, which is a median of 24.1  $\mu$ g/m³ (Singer et. al., 2020)

Assuming that the employees of commercial spaces work 8 hours per day and inhale 20 m<sup>3</sup> of air per day, the formaldehyde dose per work-day at the offices is 161 µg/day.

Assuming that these employees work 5 days per week and 50 weeks per year for 45 years (start at age 20 and retire at age 65) the average 70-year lifetime formaldehyde daily dose is  $70.9 \,\mu\text{g/day}$ .

This is 1.77 times the NSRL (OEHHA, 2017a) of 40  $\mu$ g/day and represents a cancer risk of 17.7 per million, which exceeds the CEQA cancer risk of 10 per million. This impact should be analyzed in an environmental impact report ("EIR"), and the agency should impose all feasible mitigation measures to reduce this impact. Several feasible mitigation measures are discussed below and these and other measures should be analyzed in an EIR.

Appendix A, Indoor Formaldehyde Concentrations and the CARB Formaldehyde ATCM, provides analyses that show utilization of CARB Phase 2 Formaldehyde ATCM materials will not ensure acceptable cancer risks with respect to formaldehyde emissions from composite wood products.

Even composite wood products manufactured with CARB certified ultra low emitting formaldehyde (ULEF) resins do not insure that the indoor air will have concentrations of formaldehyde the meet the OEHHA cancer risks that substantially exceed 10 per million. The permissible emission rates for ULEF composite wood products are only 11-15% lower than the CARB Phase 2 emission rates. Only use of composite wood products made with no-added formaldehyde resins (NAF), such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

The following describes a method that should be used, prior to construction in the environmental review under CEQA, for determining whether the indoor concentrations resulting from the formaldehyde emissions of specific building materials/furnishings selected exceed cancer and non-cancer guidelines. Such a design analyses can be used to

identify those materials/furnishings prior to the completion of the City's CEQA review and project approval, that have formaldehyde emission rates that contribute to indoor concentrations that exceed cancer and non-cancer guidelines, so that alternative lower emitting materials/furnishings may be selected and/or higher minimum outdoor air ventilation rates can be increased to achieve acceptable indoor concentrations and incorporated as mitigation measures for this project.

#### Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment

This formaldehyde emissions assessment should be used in the environmental review under CEQA to <u>assess</u> the indoor formaldehyde concentrations from the proposed loading of building materials/furnishings, the area-specific formaldehyde emission rate data for building materials/furnishings, and the design minimum outdoor air ventilation rates. This assessment allows the applicant (and the City) to determine, before the conclusion of the environmental review process and the building materials/furnishings are specified, purchased, and installed, if the total chemical emissions will exceed cancer and non-cancer guidelines, and if so, allow for changes in the selection of specific material/furnishings and/or the design minimum outdoor air ventilations rates such that cancer and non-cancer guidelines are not exceeded.

- 1.) <u>Define Indoor Air Quality Zones</u>. Divide the building into separate indoor air quality zones, (IAQ Zones). IAQ Zones are defined as areas of well-mixed air. Thus, each ventilation system with recirculating air is considered a single zone, and each room or group of rooms where air is not recirculated (e.g. 100% outdoor air) is considered a separate zone. For IAQ Zones with the same construction material/furnishings and design minimum outdoor air ventilation rates. (e.g. hotel rooms, apartments, condominiums, etc.) the formaldehyde emission rates need only be assessed for a single IAQ Zone of that type.
- 2.) <u>Calculate Material/Furnishing Loading</u>. For each IAQ Zone, determine the building material and furnishing loadings (e.g., m<sup>2</sup> of material/m<sup>2</sup> floor area, units of furnishings/m<sup>2</sup> floor area) from an inventory of <u>all</u> potential indoor formaldehyde sources, including flooring, ceiling tiles, furnishings, finishes, insulation, sealants,

adhesives, and any products constructed with composite wood products containing ureaformaldehyde resins (e.g., plywood, medium density fiberboard, particleboard).

3.) <u>Calculate the Formaldehyde Emission Rate</u>. For each building material, calculate the formaldehyde emission rate ( $\mu$ g/h) from the product of the area-specific formaldehyde emission rate ( $\mu$ g/m<sup>2</sup>-h) and the area (m<sup>2</sup>) of material in the IAQ Zone, and from each furnishing (e.g. chairs, desks, etc.) from the unit-specific formaldehyde emission rate ( $\mu$ g/unit-h) and the number of units in the IAQ Zone.

NOTE: As a result of the high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014), most manufacturers of building materials furnishings sold in the United States conduct chemical emission rate tests using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers," (CDPH, 2017), or other equivalent chemical emission rate testing methods. Most manufacturers of building furnishings sold in the United States conduct chemical emission rate tests using ANSI/BIFMA M7.1 Standard Test Method for Determining VOC Emissions (BIFMA, 2018), or other equivalent chemical emission rate testing methods.

CDPH, BIFMA, and other chemical emission rate testing programs, typically certify that a material or furnishing does not create indoor chemical concentrations in excess of the maximum concentrations permitted by their certification. For instance, the CDPH emission rate testing requires that the measured emission rates when input into an office, school, or residential model do not exceed one-half of the OEHHA Chronic Exposure Guidelines (OEHHA, 2017b) for the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017). These certifications themselves do not provide the actual area-specific formaldehyde emission rate (i.e.,  $\mu g/m^2$ -h) of the product, but rather provide data that the formaldehyde emission rates do not exceed the maximum rate allowed for the certification. Thus, for example, the data for a certification of a specific type of flooring may be used to calculate that the area-specific emission rate of formaldehyde is less than 31  $\mu g/m^2$ -h, but not the actual measured specific emission rate, which may be 3, 18, or 30  $\mu g/m^2$ -h. These area-specific emission rates determined

from the product certifications of CDPH, BIFA, and other certification programs can be used as an initial estimate of the formaldehyde emission rate.

If the actual area-specific emission rates of a building material or furnishing is needed (i.e. the initial emission rates estimates from the product certifications are higher than desired), then that data can be acquired by requesting from the manufacturer the complete chemical emission rate test report. For instance if the complete CDPH emission test report is requested for a CDHP certified product, that report will provide the actual area-specific emission rates for not only the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017), but also all of the cancer and reproductive/developmental chemicals listed in the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), all of the toxic air contaminants (TACs) in the California Air Resources Board Toxic Air Contamination List (CARB, 2011), and the 10 chemicals with the greatest emission rates.

Alternatively, a sample of the building material or furnishing can be submitted to a chemical emission rate testing laboratory, such as Berkeley Analytical Laboratory (<a href="https://berkeleyanalytical.com">https://berkeleyanalytical.com</a>), to measure the formaldehyde emission rate.

- 4.) <u>Calculate the Total Formaldehyde Emission Rate.</u> For each IAQ Zone, calculate the total formaldehyde emission rate (i.e. µg/h) from the individual formaldehyde emission rates from each of the building material/furnishings as determined in Step 3.
- 5.) Calculate the Indoor Formaldehyde Concentration. For each IAQ Zone, calculate the indoor formaldehyde concentration ( $\mu g/m^3$ ) from Equation 1 by dividing the total formaldehyde emission rates (i.e.  $\mu g/h$ ) as determined in Step 4, by the design minimum outdoor air ventilation rate ( $m^3/h$ ) for the IAQ Zone.

$$C_{in} = \frac{E_{total}}{Q_{oa}}$$
 (Equation 1)

where:

 $C_{in}$  = indoor formaldehyde concentration ( $\mu g/m^3$ )

 $E_{\text{total}} = \text{total}$  formaldehyde emission rate (µg/h) into the IAQ Zone.

 $Q_{oa}$  = design minimum outdoor air ventilation rate to the IAQ Zone (m<sup>3</sup>/h)

The above Equation 1 is based upon mass balance theory, and is referenced in Section 3.10.2 "Calculation of Estimated Building Concentrations" of the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers", (CDPH, 2017).

- 6.) <u>Calculate the Indoor Exposure Cancer and Non-Cancer Health Risks</u>. For each IAQ Zone, calculate the cancer and non-cancer health risks from the indoor formaldehyde concentrations determined in Step 5 and as described in the OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines; Guidance Manual for Preparation of Health Risk Assessments (OEHHA, 2015).
- 7.) <u>Mitigate Indoor Formaldehyde Exposures of exceeding the CEQA Cancer and/or Non-Cancer Health Risks</u>. In each IAQ Zone, provide mitigation for any formaldehyde exposure risk as determined in Step 6, that exceeds the CEQA cancer risk of 10 per million or the CEQA non-cancer Hazard Quotient of 1.0.

Provide the source and/or ventilation mitigation required in all IAQ Zones to reduce the health risks of the chemical exposures below the CEQA cancer and non-cancer health risks.

Source mitigation for formaldehyde may include:

- 1.) reducing the amount materials and/or furnishings that emit formaldehyde
- 2.) substituting a different material with a lower area-specific emission rate of formaldehyde

Ventilation mitigation for formaldehyde emitted from building materials and/or furnishings may include:

1.) increasing the design minimum outdoor air ventilation rate to the IAQ Zone.

NOTE: Mitigating the formaldehyde emissions through use of less material/furnishings, or use of lower emitting materials/furnishings, is the preferred mitigation option, as

mitigation with increased outdoor air ventilation increases initial and operating costs associated with the heating/cooling systems.

Further, we are not asking that the builder "speculate" on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers," (CDPH, 2017), and use the procedure described earlier above (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Outdoor Air Ventilation Impact. Another important finding of the CNHS, was that the outdoor air ventilation rates in the homes were very low. Outdoor air ventilation is a very important factor influencing the indoor concentrations of air contaminants, as it is the primary removal mechanism of all indoor air generated contaminants. Lower outdoor air exchange rates cause indoor generated air contaminants to accumulate to higher indoor air concentrations. Many homeowners rarely open their windows or doors for ventilation as a result of their concerns for security/safety, noise, dust, and odor concerns (Price, 2007). In the CNHS field study, 32% of the homes did not use their windows during the 24-hour Test Day, and 15% of the homes did not use their windows during the entire preceding week. Most of the homes with no window usage were homes in the winter field session. Thus, a substantial percentage of homeowners never open their windows, especially in the winter season. The median 24-hour measurement was 0.26 air changes per hour (ach), with a range of 0.09 ach to 5.3 ach. A total of 67% of the homes had outdoor air exchange rates below the minimum California Building Code (2001) requirement of 0.35 ach. Thus, the relatively tight envelope construction, combined with the fact that many people never open their windows for ventilation, results in homes with low outdoor air exchange rates and higher indoor air contaminant concentrations.

The 1111 Sunset Project, Los Angeles, CA is close to roads with moderate to high traffic (e.g., Sunset Boulevard, Alpine Street, US-101, CA-110, etc.), and thus the Project site is a sound impacted site.

According to the 1111 Sunset Project Draft Environmental Impact Report, (Eyestone Environmental, 2021), the future plus project traffic noise levels reported in Table IV.1-17 range from 61.7 dBA to 74.2 dBA CNEL with the Hotel and 61.7 dBA to 74.4 dBA CNEL without the Hotel.

As a result of the anticipated high outdoor noise levels, the current project will require a mechanical supply of outdoor air ventilation to allow for a habitable interior environment with closed windows and doors. Such a ventilation system would allow windows and doors to be kept closed at the occupant's discretion to control exterior noise within building interiors.

<u>PM<sub>2.5</sub></u> <u>Outdoor Concentrations Impact</u>. An additional impact of the nearby motor vehicle traffic associated with this project, are the outdoor concentrations of PM<sub>2.5</sub>. According to the 1111 Sunset Project Draft Environmental Impact Report, (Eyestone Environmental, 2021), the Project is located in the South Coast Air Basin, which is a State and Federal non-attainment area for PM<sub>2.5</sub>.

An air quality analyses should to be conducted to determine the concentrations of PM<sub>2.5</sub> in the outdoor air that people inhale each day. This air quality analyses needs to consider the cumulative impacts of the project related emissions, existing and projected future emissions from local PM<sub>2.5</sub> sources (e.g. stationary sources, motor vehicles, and airport traffic) upon the outdoor air concentrations at the Project site. If the outdoor concentrations are determined to exceed the California and National annual average PM<sub>2.5</sub> exceedence concentration of 12  $\mu$ g/m³, or the National 24-hour average exceedence concentration of 35  $\mu$ g/m³, then the buildings need to have a mechanical supply of outdoor air that has air filtration with sufficient removal efficiency, such that the indoor concentrations of outdoor PM<sub>2.5</sub> particles is less than the California and National PM<sub>2.5</sub> annual and 24-hour standards.

It is my experience that based on the projected high traffic noise levels, the annual average concentration of PM<sub>2.5</sub> will exceed the California and National PM<sub>2.5</sub> annual and 24-hour standards and warrant installation of high efficiency air filters (i.e. MERV 13 or higher) in all mechanically supplied outdoor air ventilation systems.

#### **Indoor Air Quality Impact Mitigation Measures**

The following are recommended mitigation measures to minimize the impacts upon indoor quality:

Indoor Formaldehyde Concentrations Mitigation. Use only composite wood materials (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins (CARB, 2009). CARB Phase 2 certified composite wood products, or ultra-low emitting formaldehyde (ULEF) resins, do not insure indoor formaldehyde concentrations that are below the CEQA cancer risk of 10 per million. Only composite wood products manufactured with CARB approved no-added formaldehyde (NAF) resins, such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

Alternatively, conduct the previously described Pre-Construction Building Material/Furnishing Chemical Emissions Assessment, to determine that the combination of formaldehyde emissions from building materials and furnishings do not create indoor formaldehyde concentrations that exceed the CEQA cancer and non-cancer health risks.

It is important to note that we are not asking that the builder "speculate" on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers", (CDPH, 2017), and use the procedure described above (i.e.

Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Outdoor Air Ventilation Mitigation. Provide each habitable room with a continuous mechanical supply of outdoor air that meets or exceeds the California 2016 Building Energy Efficiency Standards (California Energy Commission, 2015) requirements of the greater of 15 cfm/occupant or 0.15 cfm/ft² of floor area. Following installation of the system conduct testing and balancing to insure that required amount of outdoor air is entering each habitable room and provide a written report documenting the outdoor airflow rates. Do not use exhaust only mechanical outdoor air systems, use only balanced outdoor air supply and exhaust systems or outdoor air supply only systems. Provide a manual for the occupants or maintenance personnel, that describes the purpose of the mechanical outdoor air system and the operation and maintenance requirements of the system.

PM<sub>2.5</sub> Outdoor Air Concentration Mitigation. Install air filtration with sufficient PM<sub>2.5</sub> removal efficiency (e.g. MERV 13 or higher) to filter the outdoor air entering the mechanical outdoor air supply systems, such that the indoor concentrations of outdoor PM<sub>2.5</sub> particles are less than the California and National PM<sub>2.5</sub> annual and 24-hour standards. Install the air filters in the system such that they are accessible for replacement by the occupants or maintenance personnel. Include in the mechanical outdoor air ventilation system manual instructions on how to replace the air filters and the estimated frequency of replacement.

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#### APPENDIX A

# INDOOR FORMALDEHYDE CONCENTRATIONS AND THE CARB FORMALDEHYDE ATCM

With respect to formaldehyde emissions from composite wood products, the CARB ATCM regulations of formaldehyde emissions from composite wood products, do not assure healthful indoor air quality. The following is the stated purpose of the CARB ATCM regulation - The purpose of this airborne toxic control measure is to "reduce formaldehyde emissions from composite wood products, and finished goods that contain composite wood products, that are sold, offered for sale, supplied, used, or manufactured for sale in California". In other words, the CARB ATCM regulations do not "assure healthful indoor air quality", but rather "reduce formaldehyde emissions from composite wood products".

Just how much protection do the CARB ATCM regulations provide building occupants from the formaldehyde emissions generated by composite wood products? Definitely some, but certainly the regulations do not "assure healthful indoor air quality" when CARB Phase 2 products are utilized. As shown in the Chan 2019 study of new California homes, the median indoor formaldehyde concentration was of 22.4 µg/m³ (18.2 ppb), which corresponds to a cancer risk of 112 per million for occupants with continuous exposure, which is more than 11 times the CEQA cancer risk of 10 per million.

Another way of looking at how much protection the CARB ATCM regulations provide building occupants from the formaldehyde emissions generated by composite wood products is to calculate the maximum number of square feet of composite wood product that can be in a residence without exceeding the CEQA cancer risk of 10 per million for occupants with continuous occupancy.

For this calculation I utilized the floor area (2,272 ft<sup>2</sup>), the ceiling height (8.5 ft), and the number of bedrooms (4) as defined in Appendix B (New Single-Family Residence Scenario) of the Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers, Version 1.1, 2017, California

Department of Public Health, Richmond, CA. https://www.cdph.ca.gov/Programs/CCDPHP/DEODC/EHLB/IAQ/Pages/VOC.aspx.

For the outdoor air ventilation rate I used the 2019 Title 24 code required mechanical ventilation rate (ASHRAE 62.2) of 106 cfm (180 m³/h) calculated for this model residence. For the composite wood formaldehyde emission rates I used the CARB ATCM Phase 2 rates.

The calculated maximum number of square feet of composite wood product that can be in a residence, without exceeding the CEQA cancer risk of 10 per million for occupants with continuous occupancy are as follows for the different types of regulated composite wood products.

Medium Density Fiberboard (MDF) – 15 ft<sup>2</sup> (0.7% of the floor area), or Particle Board – 30 ft<sup>2</sup> (1.3% of the floor area), or Hardwood Plywood – 54 ft<sup>2</sup> (2.4% of the floor area), or Thin MDF – 46 ft<sup>2</sup> (2.0 % of the floor area).

For offices and hotels the calculated maximum amount of composite wood product (% of floor area) that can be used without exceeding the CEQA cancer risk of 10 per million for occupants, assuming 8 hours/day occupancy, and the California Mechanical Code minimum outdoor air ventilation rates are as follows for the different types of regulated composite wood products.

Medium Density Fiberboard (MDF) -3.6 % (offices) and 4.6% (hotel rooms), or Particle Board -7.2 % (offices) and 9.4% (hotel rooms), or Hardwood Plywood -13 % (offices) and 17% (hotel rooms), or Thin MDF -11 % (offices) and 14 % (hotel rooms)

Clearly the CARB ATCM does not regulate the formaldehyde emissions from composite wood products such that the potentially large areas of these products, such as for flooring, baseboards, interior doors, window and door trims, and kitchen and bathroom cabinetry,

could be used without causing indoor formaldehyde concentrations that result in CEQA cancer risks that substantially exceed 10 per million for occupants with continuous occupancy.

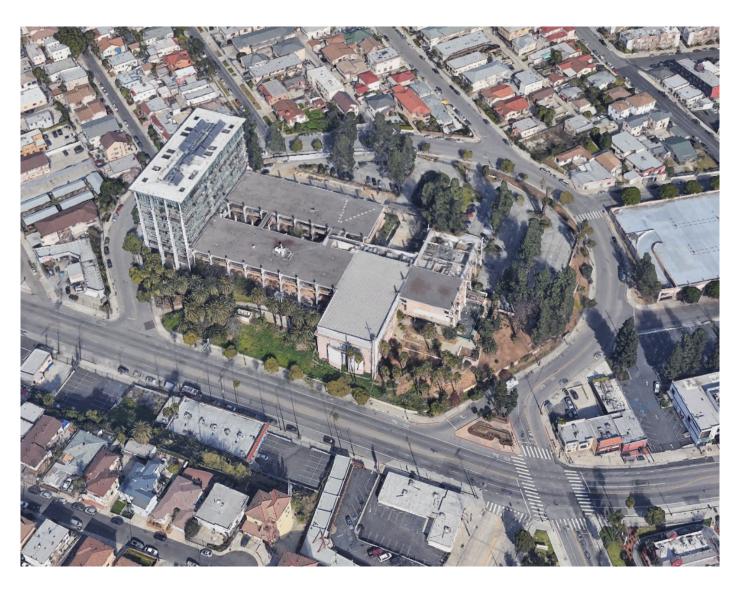
Even composite wood products manufactured with CARB certified ultra low emitting formaldehyde (ULEF) resins do not insure that the indoor air will have concentrations of formaldehyde the meet the OEHHA cancer risks that substantially exceed 10 per million. The permissible emission rates for ULEF composite wood products are only 11-15% lower than the CARB Phase 2 emission rates. Only use of composite wood products made with no-added formaldehyde resins (NAF), such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

If CARB Phase 2 compliant or ULEF composite wood products are utilized in construction, then the resulting indoor formaldehyde concentrations should be determined in the design phase using the specific amounts of each type of composite wood product, the specific formaldehyde emission rates, and the volume and outdoor air ventilation rates of the indoor spaces, and all feasible mitigation measures employed to reduce this impact (e.g. use less formaldehyde containing composite wood products and/or incorporate mechanical systems capable of higher outdoor air ventilation rates). See the procedure described earlier (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Alternatively, and perhaps a simpler approach, is to use only composite wood products (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins.



## 1111 SUNSET BLVD. DISPLACEMENT AND GENTRIFICATION STUDY



PREPARED FOR: ARMBRUSTER, GOLDSMITH & DELVAC

DATE: AUGUST 2021



#### **PURPOSE OF THE STUDY**

The proposed 1111 Sunset Project plan is to redevelop the former MWD headquarters property, which would result in a mixed-use retail, commercial, office, hotel (under one of the two contemplated development scenarios), and residential project totaling approximately 1 million square feet of net floor area on a 6.27-acre site located in the Figueroa Terrace section of the Central City North Community Plan area of the City of Los Angeles. To address local concerns regarding gentrification and indirect displacement, Kosmont Companies was retained to assess local conditions and research factors that typically cause gentrification and displacement and assess the potential impact of the proposed Project.

Gentrification is a process whereby a neighborhood sees a significant influx of more affluent residents and businesses that can result in much higher real estate values, which could cause indirect displacement of existing residents to more affordable areas.

#### **Aerial Photo of Site and Surrounding Area**





The existing structures within the loop road bounded by Sunset Blvd., Beaudry Avenue, White Knoll Drive and Alpine Street would be demolished, with exception of the existing 96-unit Elysian Apartments at 1115 Sunset, which is **not included** in the Project.

The current Project site contains 114,600 square feet of blighted building area. The Project would result in a net increase of approximately 880,000 square feet of floor area across the entire Project Site. Parking would be available primarily in above-grade and below-grade parking structures.

#### **OVERVIEW OF PROJECT**

The proposed mixed-use project for the site ("Project") is designed to redevelop the site to provide new buildings and change the non-residential uses historically operating on-site. The long-term strategy is intended to remove blight on the 6+-acre property, which currently contains a mid-rise apartment building (which is not part of the Project and would remain), a vacant church property (formerly the MWD offices), as well as surface parking lots.



**Proposed Project Rendering – View from East** 

Source: 1111 Sunset Boulevard, LLC



The Project Description provided in the Draft EIR, published in March 2021 envisions two development scenarios.

#### I. Mixed Use Development Scenario

Under this scenario, the Project would create up to 737 new residential rental units (with up to 76 restricted affordable units) to meet demand from local residents for new housing in proximity to downtown. It would also contain up to 180 hotel rooms, up to 48,000 square feet of office space and up to 95,000 square feet of commercial area.

#### II. No Hotel Development Scenario

Under this scenario, the Project would create up to 827 new residential rental units (with up to 76 restricted affordable units) to meet demand from local residents for new housing in proximity to downtown. It would also contain up to 48,000 square feet of office space and up to 95,000 square feet of commercial area. In the event that No Hotel Development is built the building floor area will be the same as the Mixed Use Development, with up to 90 residential units replacing the 180 hotel rooms planned.

The Project Site represents an infill development within an existing urbanized area that would concentrate new residential, office, and commercial retail uses within a High Quality Transit Area and 37 local bus routes within a quarter mile of the Project Site including numerous local bus lines that connect to downtown Metro Red Line stations and it is near LADOT Dash Lincoln Heights Bus Line connecting to Chinatown Gold Line Station.

#### REAL ESTATE MARKET CONDITIONS

#### **Apartment Rent Trends**

As shown in Appendix A, Costar multifamily market data in the adjacent area north of the Project Site has seen a 15% increase in apartment inventory, with vacancy rates remaining stable near 6%, and with average asking rents of \$1,875 per month, increasing a modest 2% per year since 2000. It is important to note that ¼ mile to the south on Sunset, The Orsini Apartments, a 1,072 unit luxury project opened in 2009, and as shown in Appendix A, there was no apparent material change to the market rents or vacancy rates in the area.

#### **Property Sales Trends**

As shown in Appendix B, Costar multifamily property sales in the adjacent area north of White Knoll Avenue has seen property values increase significantly over the past 4-5 years, with sales prices increasing from \$200,000 to \$400,000 per apartment unit, which is equivalent to \$12-15 million per acre of land area.



#### **EXECUTIVE SUMMARY**

This Report concludes that based on the analysis presented herein, the Project will not cause or contribute to the gentrification of the immediate neighborhoods adjacent to the Project Site, nor result in indirect displacement through significant rent increases. The primary factors are summarized as follows:

- The Project (under either development scenario) is consistent with the Central City North Community Plan, which prioritizes development of new housing and commercial development to serve the diverse economic and physical needs.
- All of the 737 to 827 proposed residential units are net new units for the area and the Project is
  not displacing any on-site units. The new units will be located within the existing MWD property
  and situated predominantly in areas of the site currently used as surface parking lots. No existing
  housing will be torn down, including the Elysian which is located on the Project Site, but is not part
  of the Project.
- The Project will dedicate approximately 11% of units allowed as base density under the zoning for "very low income" households, with income between 30% and 50% of Area Median Income.
- Academic research indicates that key factors related to potential gentrification are not materially present in the subject area.
- Displacement through future demolition of existing off-site units by property owners seeking to redevelop has significant architectural and financial hurdles to overcome, as land values have already increased dramatically in the past five years.





Source: 1111 Sunset Boulevard, LLC



#### **ACADEMIC STUDIES**

The analysis that follows is focused on the issue of displacement and gentrification – what it is, the factors that best determine whether a community is experiencing it or about to experience it, and the methodology used to evaluate the proposed Project in this context.

In order to evaluate the potential of the 1111 Sunset Project to impact market rents and property values sufficient to cause displacement of existing off-site residents in the adjacent area, Kosmont researched various academic studies summarized below.

#### Harvard / MIT Study

#### "Local Effects of New Apartment Buildings in Low Income Areas"

This report was published in April 2021 by the President and Fellows of Harvard College and MIT in order to understand how building new market rate housing units within lower income neighborhoods has impacted local housing costs.

This paper examined micro-level housing data from 11 major cities, observing almost 2 million household moves between 2011 and 2017. The analysis found that annual migration to areas surrounding the new buildings changed very little, with a slight **decrease** in relocations from high income areas and a slight increase in relocations from lower income areas.

#### Gentrification Definition

In a 2017 report prepared for the California Air Resources Board and the California EnvironmentalProtection Agency by the University of California, Berkeley and the University of California, Los Angeles, gentrification is defined as the following: "Broadly speaking, gentrified neighborhoods are defined as socioeconomically disadvantaged tracts that are at risk of displacement due to influx of higher income, better educated, increasing rent and loss of affordable rental housing." (University of California, Berkeley: Developing a New Methodology for Analyzing Potential Displacement, March 24, 2017).

#### **UCLA/Berkeley Study**

#### "Developing A New Methodology for Analyzing Potential Displacement"

The March 2017 UCLA/UC Berkeley Joint Study was to evaluate the specific existing conditions to enable a fair evaluation of the potential for gentrification. it identified 11 factors that predict gentrification (p. 30). As discussed therein, Kennedy and Leonard, in a 2001 discussion paper prepared for the Brookings Institution and PolicyLink, conducted a literature review, case studies, and stakeholder interviews to determine the 40 predictors, impacts, and responses to neighborhood gentrification (Kennedy and Leonard 2001). Kennedy and Leonard identified the following factors to be predictive of gentrification:

- A) High rate of renters.
- B) Ease of access to job centers;
- C) High and increasing levels of metropolitan congestion;
- D) High architectural value;
- E) Comparatively low housing values;
- F) High job growth;

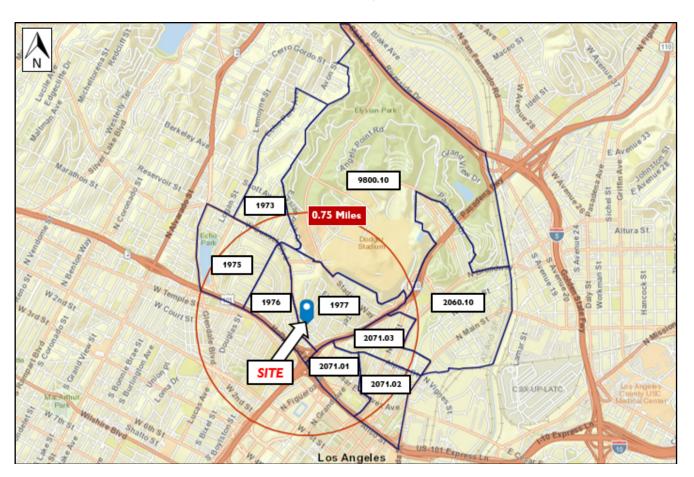


- G) Constrained housing supply;
- H) Large rent gap;
- I) Urban amenities;
- J) Targeted public sector policies (e.g., tax incentives, public housing revitalization, construction of transit facilities, disposition of city-owned properties, code enforcement, etc.); and
- K) Growing preference for urban amenities.

The literature review supports the conclusion that the presence of just a few of these factors within a specific geographic area is not sufficient to create an environment wherein gentrification may occur. Analysis indicates that a specific geographic area <u>may</u> be subject to gentrification, only if a large majority of the 11 factors are present, and a synergistic relationship exists among the factors. As such, the causes of gentrification are typically unique to each situation and there is not a single group of factors that may lead to gentrification within every geographic area.

This study analyzed how our "Local Study Area" (census tracts within 0.75 mile radius and north of 101 Freeway) and the proposed Project compares with the 11 factors identified above. The Local Study Area is comprised of nine census tracts (tracts 1973, 1975, 1976, 1977, 2060.10, 2071.01, 2071.02, 2071.03, and 9800.10) as shown below.

#### **Local Study Area**





For each factor, Kosmont Companies assessed conditions within the Local Study Area itself and/or in relation to a larger geography (e.g., City of Los Angeles), based on using 2017 census data published by the U.S. Census Bureau and accessed via the American Factfinder internet website, and other recognized and commonly used data sources (e.g., ESRI Business Analyst and CoStar).

#### Predictive Factor #1: High rate of renters

Areas with high percentage of rental units are more susceptible to gentrification. The Local Study Area does have a high rate of renters in comparison to the Los Angeles Metro area. There are approximately 12,100 housing units in the Local Study Area, with approximately 12% owner-occupied, 84% renter occupied, and 4% vacant (see Appendix C, Housing Occupancy Characteristics – Local Study Area). This compares with an estimated 59% renter-occupied households in the City of Los Angeles. Therefore, we acknowledge this factor to be relevant in the Local Study Area.

#### Predictive Factor #2: Ease of access to job centers

This factor is typically associated with residential areas near major employment centers. Access to the major job centers in downtown from the Project Site is relatively easy in comparison to many neighborhoods in Los Angeles. Thus, the ease of access factor is concluded to be present within the Local Study Area.

#### Predictive Factor #3: High and increasing levels of metropolitan congestion

The Los Angeles Metropolitan Area is and has been widely characterized by traffic congestion, especially near Dodger Stadium and Downtown Business District. Therefore, we acknowledge this factor to be included in the Local Study Area, as it is throughout the City.

#### Predictive Factor #4: High architectural value

The neighborhoods in the Local Study Area have been developed over the last century. In the nine census tracts, about 25% of the residential units have been built since the 1990s and 30% were built before 1940 (see Appendix D, Age of Housing Stock - Local Study Area). With the exception of the historic district of Angelino Heights, the housing found in the Local Study Area lacks unique architectural characteristics that cause it to become a primary reason to reside in the area.

In conclusion, while there are houses considered architecturally and/or historically noteworthy, the Local Study Area lacks a sufficient number of such resources for it to become the reason to reside in the community. Thus, this factor is concluded not to be relevant within the Local Study Area.



#### Predictive Factor #5: Comparatively low housing values

Housing values within the Local Study Area are on par with the rest of Los Angeles. The data (see Appendix E, F, and G) indicates a wide range of median home values in the census tracts (between \$528,600 and \$944,900) and multifamily rent levels. While some census tracts fall below City averages, some are greater than City averages.

The Local Study Area is a mix or lower-middle and middle-class neighborhoods, with median household incomes on par with the City of Los Angeles in the most adjacent census tracts 1973 to 1977. (see Appendix H, Community Information – Surrounding Census Tracts). The housing being proposed represents the quality and the values many local residents embrace. Since the Study Area exhibits a broad and diverse range of housing pricing and values, this factor is concluded not to be present within the Local Study Area.

#### Predictive Factor #6: High job growth

This factor refers to locations in close proximity to an employment center that is experiencing high job growth. Downtown Los Angeles is a major employment center with over 300,000 jobs prior to the pandemic. Many real estate experts anticipate a significant reduction in high rise office occupancies as many employees will choose to work from home or suburban co-working spaces. The Project will add less than 500 new jobs, not nearly enough to impact housing demand and increase rents.

The data presented above indicates that the Local Study Area will not experience high job growth rate, and in fact, has experienced reductions in the number of local jobs in the past year. Thus, this factor is concluded not to be present within the Local Study Area.

#### Predictive Factor #7: Constrained housing supply

Areas with a constrained housing supply and significant housing demand, typically caused by significant employment growth, experience rising housing costs.

The amount of new housing in the Local Study Area has grown faster than other parts of Los Angeles. Citywide, multi-family housing has increased approximately 20% from 2000 to 2020. Over that same period, the census tracts surrounding the Project Site have seen a growth of 2,600 units or 51% growth (see Appendix I, Multi-family Property Trends).

The Project proposes the creation of 737 to 827 new housing units in an infill location. Those new units, in addition to the 1,500 units under construction at Ferrante will add considerable supply to the Local Study Area and thus limit potential rent increases, due to basic economic supply and demand. As such, this factor is considered not to be present in the Local Study Area.



#### Predictive Factor #8: Large rent gap

Large rent gaps as a predictive factor occur when an area's rent level is well below surrounding communities. Rent levels in the census tracts are consistent with Los Angeles communities. We found that approximately 50% of rental units in the Local Study Area rent for between \$1,500 and \$3,000 per month, a level that is comparable to adjacent Los Angeles communities and the \$2,300 monthly median rent in the City of Los Angeles. (See Appendix G), Gross Rent in Study Area. We also note that City-wide rents have increased by 2.3% annually since 2000. (See Appendix I, Multi-family Property Trends).

Given the stability of the housing market in the area, it is highly likely that values will continue to fluctuate with market conditions. Rent rates in the Local Study Area are keeping pace with adjacent communities, as are for sale property values. The proposed addition of up to 737 to 827 market-rate units to a local community with 12,100 longstanding residential units is not expected to affect other properties' rent rates or sale prices.

Experts, in evaluating the potential for large rent gaps, look at whether the area has suffered from historic disinvestment by the public and private sectors. That is not the case in this area, where \$400 million was invested in construction of The Orsini Apartment complex and another \$600 million apartment project (Ferrante) is being built 2 blocks south on Beaudry.

As the data above indicates that a large rent gap does not exist, this factor is concluded not to be significantly present within the Local Study Area.

#### Predictive Factor #9: Urban amenities

The presence of accessible urban amenities – retail outlets and service providers – may be considered to attract new populations to a geographic area. In recent decades the Local Study Area has lagged other Los Angeles neighborhoods in acquiring new fresh food and full service dining options. The Project includes some neighborhood serving amenities (retail and open space) that is intended to support the community. Thus, this factor is concluded to be present in a limited manner within the Local Study Area.

Predictive Factor #10: Targeted public sector policies (e.g., tax incentives, public housing revitalization, construction of transit facilities, code enforcement, etc.),

Kosmont is not aware of public sector policies designed to spur substantial economic development in the immediate area. These economic development policies often create demand for higher income housing, putting pressure on existing housing values. As such, we conclude that this factor is not present within the Local Study Area.



#### Predictive Factor #11: Growing preference for urban amenities

This factor addresses locations when there are unique amenities located within an area (e.g. major cultural facilities such as The Music Center, sports and entertainment facilities such as Dodger Stadium, L.A. Live and Hollywood Bowl) and thus make the area more attractive as a regional destination, increasing demand for housing. As such, we acknowledge that this factor is present within the Local Study Area.

#### Conclusion on UCLA/Berkeley Gentrification Factors

The following table summarizes the above analysis in terms of whether each of the 11 factors are present in the Local Study Area:

Factor	Is the Factor Present in the Local Study Area?
High rate of renters	Yes
Ease of access to job centers	Yes
High and increasing levels of metropolitan congestion	Yes
High architectural value	No
Comparatively low housing values	No
High job growth	No
Constrained housing supply	No
Large rent gap	No
Urban amenities	Limited
Targeted public sector policies	No
Growing preference for urban amenities	Yes

The above table indicates that the majority of the 11 factors are <u>not</u> present in the Local Study Area. Of the factors that are present, the presence of urban amenities and high and increasing levels of traffic congestion are attributes that are found within all communities located within the City of Los Angeles.

In summary, in terms of the factors indicating if the Local Study Area is currently experiencing gentrification, or if the 1111 Sunset Project would cause or contribute to indirect displacement in the Local Study Area, the majority of the 11 factors are not relevant, and the remaining factors represent conditions that are common to all or many City of Los Angeles communities. Based on this substantial evidence, it is strongly concluded that the Local Study Area is not currently experiencing gentrification, except for Angelino Heights with its historic district status for single family homes. Therefore, the Project would not contribute to gentrification or displacement of existing renters within the remainder of Local Study Area.



#### CITY ASSESSMENT OF GENTRIFICATION/DISPLACEMENT

The City responded to a number of comments regarding gentrification and displacement during the Soth Los Angeles community plan process, concluding that plans/projects to install new market-rate units in the area would not result in displacement or the net loss of affordable housing. The City's responses to comments included the following:

- The adoption of the Proposed Plans would not directly result in physical changes or reasonably foreseeable indirect effects that would result in physical changes, including the removal, demolition, or conversion of existing housing that would cause the displacement of a substantial number of housing or people.
- The Proposed Project would not result in the net loss of housing, but are instead anticipated to result in a net gain of housing units,
- The Proposed Plans implement goals and policies that seek to prevent displacement of residents and provide additional affordable housing by establishing the regulatory framework to achieve those goals.

#### **COMMUNITY DEMAND FOR NEW HOUSING**

The new housing proposed by the Project is aligned with the existing character of the community and is designed to provide options residents do not currently have, and which are in high demand. Data collected and summarized below, indicate that the local community has a relatively high ratio of middle-age residents and fewer under-18 residents (see Appendix J, Age Information -- Surrounding Census Tracts). Most of these people have lived in the community for less than 10 years (see Appendix K, Relocation Data – Local Census Tracts).

#### **Central City North Community Plan**

The Central City North Community plan has a list of objectives that the proposed Project is well suited to provide:

**Objective 1-1** Provide for preservation of existing housing and for development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the plan area.

**Objective 1-2** To locate housing in a manner that reduces vehicular trips and makes it accessible to services and facilities.

**Objective 2-1** To conserve and strengthen viable commercial development in the community and provide additional opportunities for new commercial development and services.



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Objective 5-1 To preserve open space resources and where possible develop new open space.

**Objective 8-2** To increase the community's and the police Department ability to minimize crime and provide adequate security.

#### **Adjacent Area Zoning**

To understand the potential for redevelopment and displacement of existing units, it is important to understand what the zoning allows. The properties located along Sunset are C-1.5 and C-2. Those properties along Everett Street, White Knoll Drive, Beaudry Avenue, Centennial Avenue and Alpine Street are primarily R-3 zone with typical lot size of  $50 \times 150$  feet. There are limited areas of R-1.5 zone with lot sizes of  $50 \times 100$  feet and some R-4 zones.

R-1.5 zoning allows up to 1 unit per 1,500 SF of lot area

R-3 zoning allows up to 1 unit for every 800 SF of lot area

R-4 zoning allows up to 1 unit for every 400 SF of lot area

Given the narrow width of the lots, the steep hillside and limited on street parking, redevelopment of these properties for higher density use, even with consolidation of multiple properties, is architecturally and financially challenging, indicating a very low likelihood of future displacement.

#### Rent Stabilization Ordinance (RSO) and Replacement Housing Requirements.

The City of Los Angeles RSO generally applies to multi-family properties constructed prior to 1978. While approximately 65% of the housing units within the adjacent area were built before 1978, many of those are owner occupied. Research by Craig Lawson Associates found 878 RSO rental units within census tract 1977, representing 50% of the total rentals. For those units, rent increases are limited to 3% per year, plus 1% for each landlord paid utility, plus amortized cost of qualified capital improvements. Landlords need just cause to evict tenants, or else they are eligible for relocation benefits as summarized below, and any new project would be subject to various state and local laws regarding on-site replacement of rent controlled or affordable housing.

For regular tenants with less than 3 years occupancy, the current relocation fee is \$8,750. For tenants with 3 years or greater occupancy the relocation fee is \$11,500. For senior citizen, or low income (<80% of AMI), or parent with dependent children, the fee is \$18,500 for less than 3 years occupancy and \$21,900 for occupancy 3 years or longer. The RSO will protect the majority of the existing residents in the few instances where redevelopment does occur.

As for removal of housing stock for redevelopment, state law requires replacement of affordable units in within a new construction project. Under the RSO, all new units would be subject to the RSO, unless the project provides 20% affordable housing, or unless SB 330 prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units". SB 330 also requires the Project to provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the site within the past five years, which the Project would provide.

Protected Units are residential dwelling units that are or were within the five years prior to the owner's application for a Replacement Unit Determination:



- (1) subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income;
- (2) subject to any form of rent or price control through a public entity's valid exercise of its police power within the five past years (i.e. City's Stabilization Ordinance<sup>1</sup>);
- (3) occupied by lower or very low income households (an affordable Protected Unit); or
- (4) that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

As a result of state and local law, there would be no decrease in the housing stock and under the RSO all new units will be subject to the RSO unless there is a set aside of 20% of the new units for low-income tenants.

#### **OVERALL CONCLUSION**

The likelihood of displacement and gentrification requires a multitude of factors that are not present nor will be created by the proposed Project.

- Angelino Heights community a few blocks to the west is an established historic district with single family homes selling for \$1 million or more.
- As outlined in the preceding section, the immediate adjacent neighborhood does not have a majority of the core characteristics of a gentrifying community.
- Median and average household incomes, as well as per capital incomes in the Local Study Area are comparable to City of Los Angeles. The community has not suffered from historic disinvestment.
- The vision of this Project is to provide housing to meet the needs of the entire community. To
  address the challenges of the city's growing affordability gap, 76 of the residential units will be
  income restricted units for very low-income households on-site which equates to tenants with 30%
  to 50% of Los Angeles median income.
- Importantly, the Project will not directly remove a single residential unit on the Project Site nor remove any off-site units.
- The Project will add up to 737 to 827 new units to the residential housing stock, many of which will be suited for workforce housing that meet the current housing needs for the downtown area.

In closing, the data and circumstances applicable to the Project support a conclusion that development of the Project will not cause or contribute to the onset of gentrification within the Local Study Area and will not result in the material displacement of existing housing units / residents.

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<sup>&</sup>lt;sup>1</sup> LAMC Section 151.02 (Rent Stabilization Ordinance) exempts "Housing accommodations in any hospital; state licensed community care facility; convent; monastery; extended medical care facility; asylum; fraternity or sorority house; or housing accommodations owned, operated or managed by an institution of higher education, a high school, or an elementary school for occupancy by its students."



### **APPENDICES**

### Appendix A

### Apartment Rents Within 1/4 Mile Radius

Period	Bldgs	Units	Asking Rent	Rent Per SF	Vacancy
2021 YTD	128	1,039	\$1,875	\$2.40	6.2%
2020	128	1,039	\$1,880	\$2.41	6.2%
2019	128	1,039	\$1,877	\$2.41	5.5%
2018	128	1,039	\$1,856	\$2.38	5.6%
2017	128	1,039	\$1,825	\$2.34	5.9%
2016	128	1,039	\$1,807	\$2.33	5.7%
2015	128	1,039	\$1,838	\$2.39	6.1%
2014	128	1,039	\$1,775	\$2.31	8.3%
2013	127	942	\$1,755	\$2.29	6.1%
2012	127	942	\$1,699	\$2.21	6.6%
2011	127	942	\$1,669	\$2.17	6.6%
2010	127	942	\$1,656	\$2.16	6.8%
2009	127	942	\$1,703	\$2.22	7.4%
2008	127	942	\$1,739	\$2.27	8.3%
2007	126	909	\$1,655	\$2.16	5.8%
2006	126	909	\$1,618	\$2.11	5.9%
2005	126	909	\$1,529	\$1.99	6.4%
2004	126	909	\$1,483	\$1.93	7.1%
2003	125	900	\$1,439	\$1.88	7.3%
2002	125	900	\$1,442	\$1.88	7.2%
2001	124	895	\$1,395	\$1.82	6.4%
2000	124	895	\$1,323	\$1.73	5.6%

Source: Costar Apartment Rent Survey (Accessed May 2021)



Appendix B

Multi-Family Building Sales (2015-2021)

<b>Property Address</b>	Sale Date	Sale Price	Units	Price Per Unit	Land Acre	Price Per AC
1140 Sunvue Pl	1/6/21	\$1,115,000	4	\$278,750	0.10	\$11,150,000
1234 W Sunset Blvd	10/6/20	\$2,600,000	5	\$520,000	0.18	\$14,088,319
980 White Knoll Dr	8/17/20	\$2,480,000	8	\$310,000	0.16	\$15,499,110
900 W College St	3/11/20	\$2,460,000	8	\$307,500	0.16	\$15,739,953
920 Everett St	1/17/20	\$1,975,000	6	\$329,167	0.17	\$11,617,961
1139-1147 Bellevue Av	11/6/19	\$1,850,000	5	\$370,000	0.14	\$12,999,839
920 Everett St	9/4/19	\$1,900,000	6	\$316,667	0.17	\$11,176,772
954 White Knoll Dr	8/16/19	\$2,387,500	8	\$298,438	0.16	\$14,876,198
1139-1147 Bellevue Av	8/9/19	\$1,410,888	5	\$282,178	0.14	\$9,914,225
1021 Alpine St	7/31/19	\$2,350,000	6	\$391,667	0.35	\$6,714,286
931 Everett St	7/26/19	\$2,100,000	5	\$420,000	0.13	\$15,801,693
980 White Knoll Dr	9/28/18	\$2,325,000	8	\$290,625	0.16	\$14,530,416
1157 Bellevue Ave	7/31/18	\$1,593,000	4	\$398,250	0.12	\$13,275,508
940 New Depot St	3/20/18	\$2,600,000	7	\$371,429	0.14	\$18,572,647
908-912 Everett St	2/23/18	\$2,850,000	10	\$285,000	0.34	\$8,301,859
965 Everett St	12/14/17	\$1,580,000	5	\$316,000	0.20	\$7,900,000
817-823 Centennial St	11/20/17	\$1,030,000	6	\$171,667	0.13	\$7,922,797
1167 Bellevue Ave	6/23/17	\$1,040,000	4	\$260,000	0.22	\$4,656,908
908-912 Everett St	5/16/17	\$2,000,000	10	\$200,000	0.34	\$5,825,866
1140 Sunvue Pl	2/27/17	\$1,025,000	4	\$256,250	0.10	\$10,250,000
827 Beaudry Ave	2/3/17	\$1,605,000	5	\$321,000	0.14	\$11,706,932
1234 W Sunset Blvd	11/23/16	\$1,807,000	5	\$361,400	0.18	\$9,791,382
940 New Depot St	10/25/16	\$1,400,000	7	\$200,000	0.14	\$10,000,656
860 Figueroa Ter	7/20/16	\$1,150,000	7	\$164,286	0.16	\$7,187,088
931 Everett St	3/30/16	\$900,000	5	\$180,000	0.13	\$6,772,154
1154 Bellevue Ave	3/17/16	\$8,115,000	33	\$245,909	0.40	\$20,384,602
1251 W Sunset Blvd (P	1/27/16	\$606,318	5	\$121,264	0.23	\$2,640,857
954 White Knoll Dr	9/16/15	\$425,000	8	\$53,125	0.16	\$2,648,119
923 N Beaudry Ave (Par	7/7/15	\$1,031,614	3	\$343,871	0.16	\$6,443,520
917 N Beaudry Ave (Par	7/7/15	\$678,386	4	\$169,597	0.16	\$4,221,499
900 Beaudry Ave	3/17/15	\$1,950,000	9	\$216,667	0.16	\$12,134,571
Average		\$1,881,926	\$6.94	\$271,347	0.18	\$10,319,949

Source: Costar Apartment Rent Survey (Accessed May 2021)



## Appendix C Housing Occupancy Characteristics – Local Study Area

	HOUSING							
Census Tract	Total housing units	Owner-occupied units	Renter-occupied units					
1973	1,860	428	1,358					
1975	1,614	360	1,207					
1976	988	186	724					
1977	2,132	299	1,744					
2060.10	1,286	86	1,172					
2071.01	1,871	62	1,696					
2071.02	1,355	36	1,293					
2071.03	987	40	921					
9800.10	56	24	32					
TOTAL	12,149	1,521	10,147					



### Appendix D Age of Housing Stock – Local Study Area

	Year Structure Built										
Census Tract	Total housing units	Built 2014 or later	Built 2010 to 2013	Built 2000 to 2009	Built 1990 to 1999	Built 1980 to 1989	Built 1970 to 1979	Built 1960 to 1969	Built 1950 to 1959	Built 1940 to 1949	Built 1939 or earli er
1973	1,860	32	0	171	0	17	265	134	94	178	969
1975	1,614	0	28	9	7	39	163	107	176	185	900
1976	988	13	6	107	32	31	47	56	84	70	542
1977	2,132	0	0	69	277	331	349	414	98	178	416
2060.10	1,286	109	0	6	21	136	138	115	54	350	357
2071.01	1,871	0	294	671	297	217	190	45	32	70	55
2071.02	1,355	228	150	241	162	292	95	16	0	7	164
2071.03	987	0	6	0	114	210	120	130	110	101	196
9800.10	56	0	0	5	15	6	0	0	5	12	13
TOTAL	12,149	382	484	1,279	925	1,279	1,367	1,017	653	1,151	3,612



### Appendix E Housing Values within the Local Study Area

#### **Home Values** \$50,000 \$100,000 | \$150,000 | \$200,000 | \$300,000 | \$500,000 Owner-Less Census \$1M or Median occupied than to to to to to to **Tract** more (dollars) units \$50,000 \$99,999 \$149,999 | \$199,999 | \$299,999 | \$499,999 | \$999,999 909.200 944,900 675,000 528,700 2060.10 528,600 2071.01 365,000 2071.02 687,500 2071.03 558,800 9800.10 875,000 **TOTAL** 1,521



### Appendix F Mortgage status within the Local Study Area

#### **MORTGAGE STATUS** Owner-\$1,000 \$1,500 | \$2,000 | \$2,500 | \$3,000 Housing Housing \$500 Census Median occupied units with units w/o to to to to or **Tract** to (dollars) units \$1,499 \$1,999 | \$2,499 | \$2,999 | mortgage mortgage more \$999 \$2,255 \$3,316 \$2,830 \$2,239 2060.10 \$2,614 2071.01 2071.02 2071.03 >\$4,000 9800.10 \$3,250

Source: U.S. Census Bureau 2019 American Community Survey 5-Year Estimates Data Profile (Accessed August 2021)

**TOTAL** 

1,521

1,100



### Appendix G Gross Rent within the Local Study Area

#### **GROSS MONTHLY RENT** Less \$500 to \$1,000 to \$1,500 to \$2,000 to \$2,500 to \$3,000 or Median Census Occupied than \$999 **Tract** units \$1,499 \$1,999 \$2,499 \$2,999 (dollars) more \$500 paying rent 1973 1,296 50 262 312 324 203 51 94 \$1,537 1975 1,188 57 207 393 282 167 65 17 \$1,426 1976 712 6 207 84 161 132 54 68 \$1,683 1977 260 1,702 47 342 406 387 156 104 \$1,572 2060.10 1,143 158 350 271 109 195 28 32 \$1,103 2071.01 1,696 95 283 202 255 499 317 45 \$2,013 2071.02 1,293 329 208 131 189 335 57 44 \$1,383 2071.03 107 292 909 319 181 4 0 6 \$1,055 9800.10 0 9 26 17 0 0 0 0 \$732 **TOTAL** 9,965 849 2,072 2,223 1,888 1,795 728 410



Appendix H
2021 Community Information – Surrounding Census Tracts

Census Tract	Population	Median Household Income	ousehold Household		Unemployment Rate
1973	3,966	\$88,898	\$101,937	\$43,516	4.2%
1975	3,954	\$73,543	\$101,911	\$39,445	13.0%
1976	2,391	\$72,346	\$97,870	\$35,912	10.5%
1977	5,632	\$53,931	\$73,887	\$25,924	9.7%
2060.10	3,873	\$42,207	\$64,179	\$20,460	12.8%
2071.01	3,553	\$45,208	\$56,951	\$27,006	10.6%
2071.02	3,998	\$27,860	\$49,182	\$18,299	17.1%
2071.03	2,125	\$30,347	\$44,013	\$16,519	17.5%
9800.10	196	\$15,502	\$51,124	\$18,032	16.5%
Comm. Total	29,688	\$49,982	\$71,228	\$27,235	12.4%
City of Los Angeles	3,948,906	\$67,012	\$101,401	\$35,371	10.9%

**Source:** ESRI Business Analyst Online (Accessed August 2021); **Notes:** The community geography reflects the area including the nine census tracts. For this geography, the total population was summed and averages were provided for the unemployment rate and for median, average, and per capita incomes.



### Appendix I – Multi-family Property Trends by Census Tract

	Tract 1973	Tract 1975	Tract 1976	Tract 1977	Tract 2060.10
Housing Units					
2000 Inventory	754	645	481	1,159	332
2020 Inventory	782	645	587	1,378	569
% Change	3.7%	0.0%	22.0%	18.9%	71.4%
Asking Rent Per SF					
2000 Rent PSF	\$1.85	\$1.57	\$2.03	\$1.72	\$2.11
2020 Rent PSF	\$3.03	\$2.46	\$2.97	\$2.58	\$3.00
% Change	63.8%	56.7%	46.3%	50.0%	42.2%

	Tract 2071.01	Tract 2071.02	Tract 2071.03	Tract Comm. 9800.10 Total		City of Los Angeles
Housing Units						
2000 Inventory	616	511	611	36	5,145	373,292
2020 Inventory	1,688	1,452	630	36	7,767	448,246
% Change	174.0%	184.1%	3.1%	0.0%	51.0%	20.1%
Asking Rent Per SF						
2000 Rent PSF	\$1.74	\$1.59	\$0.80	-	\$1.69	\$1.77
2020 Rent PSF	\$2.33	\$2.17	\$1.37	-	\$2.38	\$2.60
% Change	33.9%	36.5%	71.3%	-	40.8%	46.9%

Source: CoStar (Accessed August 2021); Note: Excludes mobile homes and dormitories.



## Appendix J Age information—Surrounding Census Tracts

	2021 Population By Age (#)								
Community	Under 18	18-44	45-64	Over 65	Total				
1973	528	1,927	1,019	492	3,966				
1975	720	1,882	941	411	3,954				
1976	476	1,062	588	265	2,391				
1977	997	2,467	1,391 777		5,632				
2060.10	863	1,410	891	709	3,873				
2071.01	316	1,780	611 846		3,553				
2071.02	556	1,291	1,040 1,111		3,998				
2071.03	325	752	517	531	2,125				
9800.10	19	63	61	53	196				
Community Total (#)	4,800	12,634	7,059	5,195	29,688				
City of Los Angeles	845,066	1,654,592	920,095	529,153	3,948,906				

Source: ESRI Business Analyst Online (Accessed August 2021)



### Appendix K Relocation Data – Local Census Tracts

		YEAR HOUSEHOLDER MOVED INTO UNIT						Γ			
Census Tract	Owner- occupied	Renter- occupied	Average household size of owner- occupied unit	Average household size of renter- occupied unit	Occupied housing units	Moved in 2017 or later	Moved in 2015 to 2016	Moved in 2010 to 2014	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1989 and earlier
1973	428	1,358	2.84	2.08	1,786	162	243	612	358	325	86
1975	360	1,207	2.76	2.42	1,567	95	198	559	324	307	84
1976	186	724	2.53	2.33	910	146	126	283	159	99	97
1977	299	1,744	2.14	2.69	2,043	194	573	445	305	357	169
2060.10	86	1,172	5.60	3.08	1,258	175	190	277	314	147	155
2071.01	62	1,696	1.65	2.13	1,758	353	542	519	128	174	42
2071.02	36	1,293	2.47	2.19	1,329	145	280	581	234	50	39
2071.03	40	921	1.48	2.53	961	92	127	388	200	85	69
9800.10	24	32	1.83	1.44	56	4	4	15	7	12	14
TOTAL#	1,521	10,147	-	-	11,668	1,366	2,283	3,679	2,029	1,556	755
TOTAL %	13.0%	87.0%	-	-	100.0%	11.7%	19.6%	31.5%	17.4%	13.3%	6.5%