

## **II. Project Description**

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## II. Project Description

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### 1. Introduction

5420 Sunset Boulevard LP, LLC (the Applicant) proposes the development of a mixed-use project (the Project) on a 6.75-acre (294,082-square-foot) site located at 5420 Sunset Boulevard (the Project Site) within the Hollywood Community Plan and Vermont/Western Station Neighborhood Area Specific Plan (Specific Plan) areas of the City of Los Angeles (City). The Project would replace an existing grocery store, vacant commercial space, fast-food restaurant, and associated parking areas within the Project Site with a new mixed-use development consisting of 735 multi-family residential units and up to 95,000 square feet of neighborhood-serving commercial uses, including market/retail and restaurant uses. The proposed uses would be provided within four buildings that would be up to six stories<sup>1</sup> with a maximum height of 75 feet.

The proposed uses would be supported by 1,419 vehicle parking spaces that would be distributed throughout the Project Site in two subterranean parking levels and in one at-grade parking level. A total of 548 bicycle parking spaces, in excess of the 387 spaces required by the Specific Plan, would be provided within the Project Site and on adjacent sidewalks. The Project would include residential lobbies and leasing offices, pools, spas, and other recreational facilities. In addition, the Project would meet the required open space area as set forth by the Los Angeles Municipal Code (LAMC) and Specific Plan by providing approximately 96,800 square feet of open space, including landscaped courtyards, a public plaza fronting Sunset Boulevard, Western Avenue, and landscaped paseos at the ground level that would be publicly accessible from Sunset Boulevard. Overall, the Project would remove approximately 100,796 square feet of existing floor area and construct up to 882,250 square feet of new floor area, resulting in an increase of 781,454 square feet of net new floor area within the Project Site. The Floor Area Ratio (FAR) on the Project Site would be a maximum of 3 to 1.

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<sup>1</sup> *The Project plans dated April 3, 2020, show six stories. The Applicant seeks the flexibility to potentially include a mezzanine level in the commercial space, which would not increase the overall height of the building of 75 feet. In addition, any floor area within a mezzanine level would be taken from the existing proposed commercial floor area of 95,000 square feet.*

## 2. Project Location and Setting

### a. Project Location

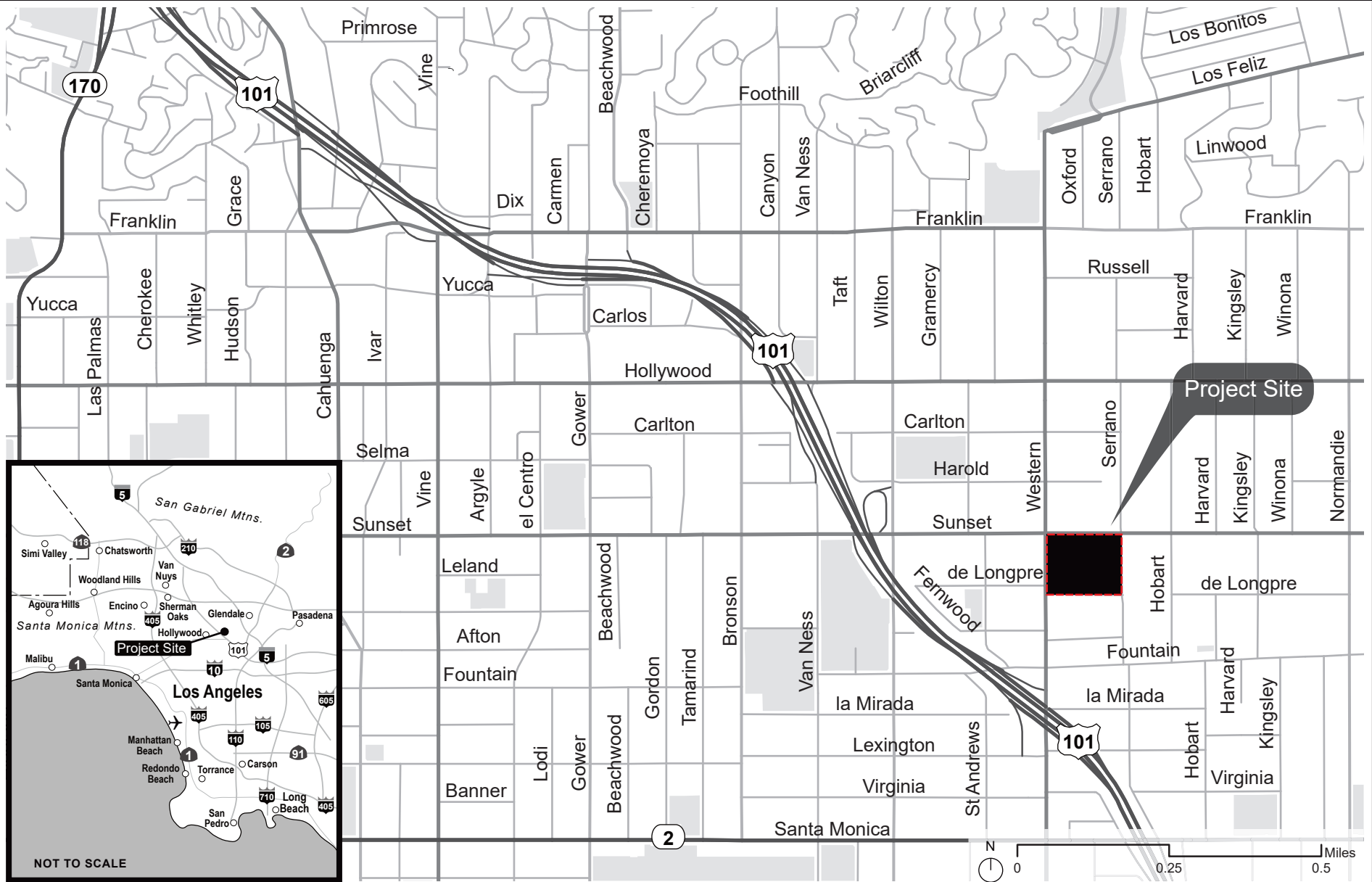
As shown in Figure II-1 on page II-3, the Project Site is located in the Hollywood Community Plan area of the City and is approximately 4.9 miles northwest of downtown Los Angeles and approximately 12.5 miles northeast of the Pacific Ocean. Primary regional access is provided by the Hollywood Freeway (US-101), which runs north-south approximately 0.3 mile west of the Project Site. The Project Site is specifically bounded by Sunset Boulevard to the north; Serrano Avenue to the east; the former site of Deluxe Laboratories, a motion picture film processing laboratory, to the south; and Western Avenue to the west. Major arterials providing regional access to the Project Site vicinity include Sunset Boulevard and Western Avenue. As shown in Figure II-2 on page II-4, the Project Site is located in a Transit Priority Area (TPA) as defined by Senate Bill (SB) 743 and City Zoning Information File (ZI) 2452.<sup>2</sup> Transit stops in the area include the Los Angeles County Metropolitan Transportation Authority (Metro) B (Red) Line Hollywood and Western Station, located approximately 0.25 mile north of the Project Site, and a bus stop located at the northwest corner of the Project Site on Sunset Boulevard.

### b. Surrounding Uses

The Project Site is located in an urbanized area that includes a mixture of low- and mid-rise buildings occupied primarily by commercial and residential uses. Specific uses surrounding the Project Site include a small retail center, the Upright Citizens Brigade Theatre, an inn, and a five-story multi-family residential building with retail to the north on Sunset Boulevard; retail and residential uses to the east on Serrano Avenue; the former site of Deluxe Laboratories, a motion picture film processing laboratory, to the south; and recently constructed Target store to the west on Western Avenue. In the vicinity of the Project Site, the major arterials such as Sunset Boulevard are generally developed with more dense residential and commercial development, while lower density mixed-use and residential areas are located along the adjacent collector streets, including Serrano Avenue.

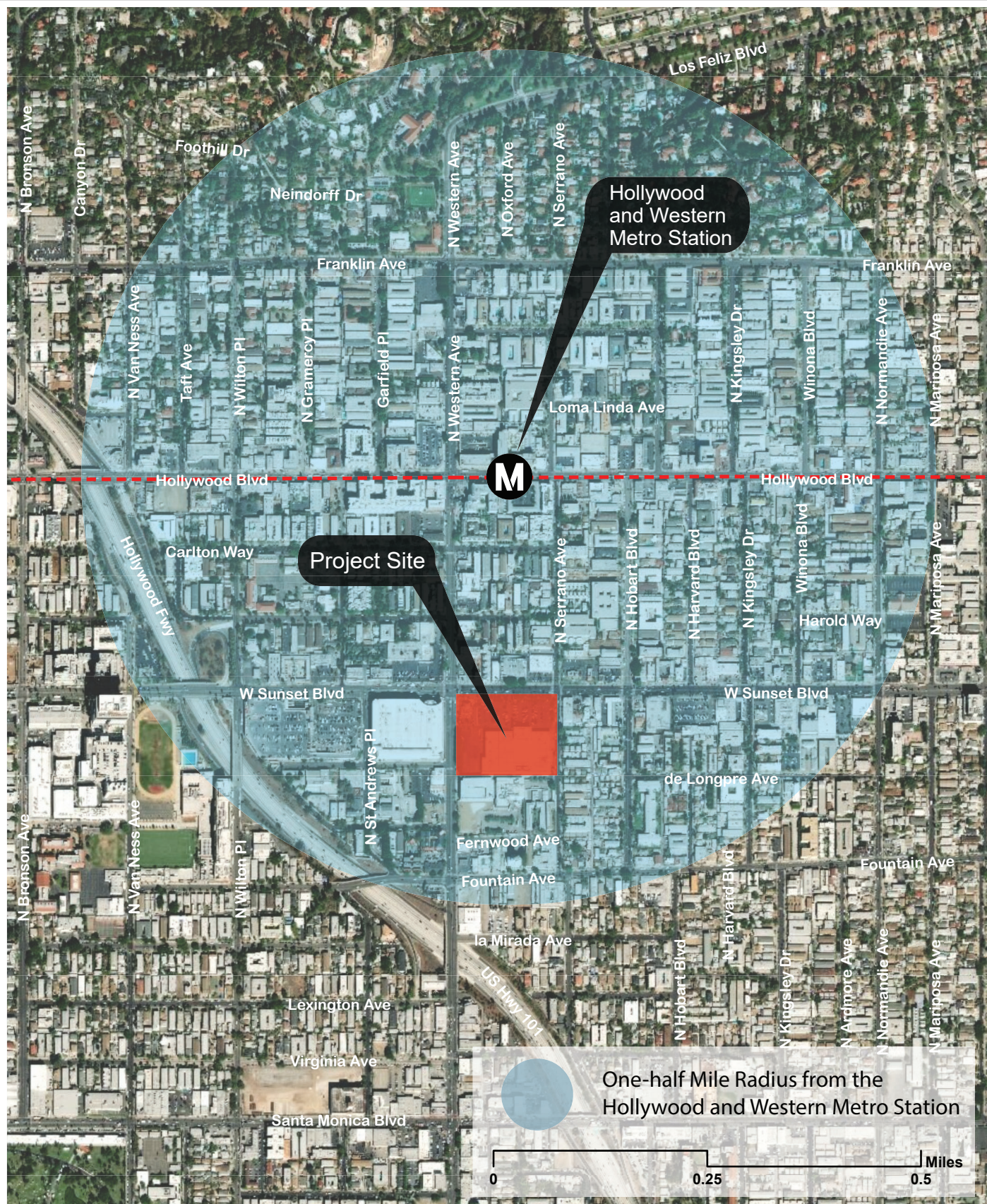
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<sup>2</sup> The City's Zone Information and Map Access System (ZIMAS) confirms the Project Site's location within a Transit Priority Area, as defined in the City's Zoning Information File No. 2452.



**Figure II-1**  
Project Location Map





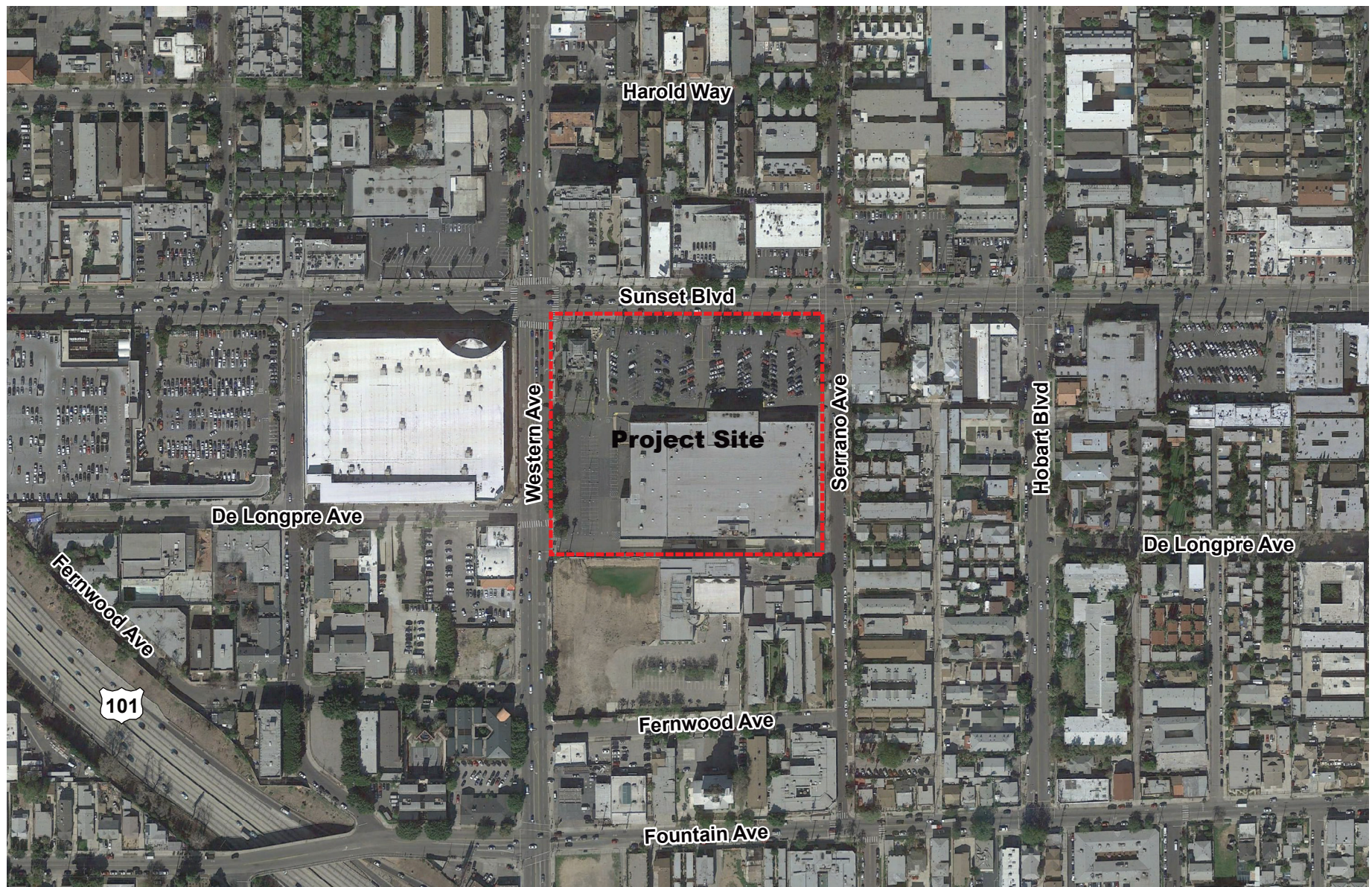
**Figure II-2**  
Location of the Project Site within a Transit Priority Area



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

As shown in Figure II-3, Aerial Photograph of the Project Vicinity, on page II-6, the Project Site is currently occupied by a one-story grocery store above partially below-grade parking, vacant commercial space, and a one-story fast-food restaurant that together comprise approximately 100,796 square feet and associated surface parking areas. Pole signs are located along Sunset Boulevard to identify the grocery store and the fast-food restaurant. Landscaping within the Project Site includes trees and bushes located throughout the surface parking areas, including 65 non-protected trees. Several street trees are also located adjacent to the Project Site along Sunset Boulevard, Serrano Avenue, and Western Avenue.





**Figure II-3**  
Aerial Photograph of the Project Vicinity



## 4. Land Use and Zoning

### a. Hollywood Community Plan

As noted above, the Project Site is located within the planning boundary of the Hollywood Community Plan, adopted in December 1988, and reinstated in 2014.<sup>3</sup> Under the Community Plan, the Project Site is designated for Highway Oriented Commercial land uses. Footnote 12 of the Community Plan land use map allows a FAR of 1.5:1 for properties designated Highway Oriented Commercial and within the Hollywood Redevelopment Project area.

### b. City of Los Angeles Municipal Code

The Project Site is zoned by the LAMC as C2-1 (Commercial, Height District 1). The C2 zone permits a wide array of land uses, including retail stores, restaurants, amusement enterprises, auditoriums, studios, schools, and hospitals, as well as any land use permitted in the C1.5 (Limited Commercial) zone. The C1.5 zone allows for single-family, two-family, or apartment house uses permitted in the R4 (Multiple Dwelling) zone, and any land use permitted in the C1 zone. The C1 zone allows for any residential use permitted in the R3 (Multiple Residential) zone.

As noted above, the Project Site is also within the boundaries of the Hollywood Redevelopment Project Area and the Vermont/Western Station Neighborhood Area Specific Plan, a 2.2-square-mile, transit-oriented district within the Hollywood and Wilshire Communities of Los Angeles. The Project Site is specifically located in Subarea C, Community Center, of the Specific Plan area, which allows maximum building heights of 75 feet to the top of the roof/parapet and a maximum FAR of 3:1 for mixed-use projects. As set forth in the Specific Plan, when the Specific Plan differs from the LAMC, as is the case with the Project Site, the provisions of the Specific Plan shall prevail and supersede the applicable provisions of the LAMC, including permitted uses, floor area, height, and other regulations.

## 5. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the

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<sup>3</sup> *The Hollywood Community Plan is currently being updated. The most recent draft of the City’s Hollywood Community Plan Update was released for public review in February 2021. The City Planning Commission recommended approval of the update in March 2021, but it has not yet been approved by the City Council.*

proposed project.” CEQA Guidelines Section 15124(b) further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the Project is to develop a high-quality mixed-use development that provides new multi-family housing and retail and restaurant uses that serve the community and promote walkability. As set forth in the CEQA Guidelines, the Project’s basic and fundamental objectives are provided below.

- Provide a mix of uses that maximizes building density at a location served by public transit and locate residential uses in areas that reduce automobile dependency in a transit priority area.
- Improve the visual character of the Project area by redeveloping a project site currently improved with one-story commercial uses and associated surface parking with a new, mixed-use project that utilizes and conforms to the maximum Floor Area Ratio permitted by the Vermont/Western Station Neighborhood Area Specific Plan.
- Provide needed housing near public transit by constructing high density residential dwelling units to serve a range of tenants, and develop new housing stock at an infill location close to commercial and office uses.
- Promote fiscal and community benefits, economic development, and job creation, by creating construction and retail jobs, providing economic benefit to the City, and providing community benefits through new housing.
- Create an environmentally sensitive development, by incorporating sustainable and green building design and construction that reduces waste, manages water use efficiently and conserves energy, and by providing employment, housing, and shopping opportunities within easy access of established public transit.
- To meet the objectives of the Vermont/Western Station Neighborhood Area Specific Plan to create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses, such as neighborhood-serving commercial uses and publicly accessible plazas and paseos.
- To promote local and regional mobility objectives by concentrating higher-density housing along Sunset Boulevard, a commercial corridor, and providing a mix of residential and neighborhood-serving commercial uses that are in close proximity to public transportation, including numerous bus lines as well as rail transit, and supported by recreational amenities and commercial services.

## 6. Description of the Project

### a. Project Overview

The Applicant proposes to develop a mixed-use project with multi-family residential and commercial uses on a 6.75-acre site located in the Hollywood Community Plan area of the City. As described in more detail below and shown in Table II-1 on page II-10, the Project would provide for the development of 735 multi-family residential units consisting of 251 studio units, 336 one-bedroom units, and 148 two-bedroom units and up to 95,000 square feet of neighborhood-serving commercial uses, including market/retail and restaurant uses. The proposed uses would be provided within four six-story buildings<sup>4</sup> with a maximum height of 75 feet. The proposed development would be situated around a north-south paseo and east-west driveway/fire lane. The Project would include 1,419 vehicle parking spaces, in accordance with the LAMC and Specific Plan standards, that would be distributed throughout the Project Site in two subterranean parking levels and in an at-grade parking level located near the mid- to rear portion of the Project Site. A total of 548 bicycle parking spaces, in excess of the 387 required by the Specific Plan, would also be provided on adjacent sidewalks and within the Project Site. The Project would also include residential lobbies and leasing offices, pools, spas, and other recreational facilities. In addition, the Project would meet the required open space area as set forth by the LAMC and Specific Plan by providing approximately 96,800 square feet of open space, including landscaped courtyards, a paved plaza fronting Sunset Boulevard, and landscaped paseos at the ground level that would be publicly accessible from Sunset Boulevard. To provide for the Project, the existing grocery store, vacant commercial space, fast-food restaurant, and associated surface parking areas would be demolished. Overall, the Project would demolish approximately 100,796 square feet of existing floor area and construct a maximum of 882,250 square feet of new floor area, resulting in an increase of 781,454 square feet of net new floor area within the Project Site and an FAR of 3:1. The estimated depth of excavation expected for the subterranean parking would be approximately 25 feet below grade. It is estimated that approximately 380,000 cubic yards of export (including soil material and demolished site improvements) would be hauled from the Project Site during the demolition and excavation phase. Site plans and illustrations of the Project are provided in Figure II-4 through Figure II-10 on pages II-11 through II-17.

### b. Building Design

As previously described, the proposed multi-family residential and neighborhood-serving commercial uses would be provided within four six-story buildings up to a maximum

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<sup>4</sup> While the proposed building would appear as four separate structures, these structures collectively comprise one building per the City's Building Code due to the unifying subterranean parking structure.

**Table II-1  
Summary of Existing and Proposed Floor Area<sup>a</sup>**

<b>Land Use</b>	<b>Floor Area (sf)</b>
<i>Existing (to be Demolished)</i>	
Grocery Store	78,328 sf
Commercial (Vacant)	18,525 sf
Fast Food	3,943 sf
<i>Total (to be Demolished)</i>	<i>100,796 sf</i>
<i>Proposed</i>	
Residential	787,250 sf (735 du)
Commercial (Market)	69,000 sf
Commercial (Retail)	16,000 sf
Restaurant	10,000 sf
<i>Total Proposed</i>	<i>882,250 sf</i>
<b>Net New Development</b>	<b>781,454 sf</b>
<p><i>sf = square feet</i>  <i>du = dwelling unit</i>  <sup>a</sup> <i>Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.” In addition, in accordance with LAMC Section 12.21.1 A.5, bicycle parking, light courts, and outdoor eating areas of ground floor restaurants are excluded from floor area measurements.</i>  <i>Source: Van Tilburg, Banvard &amp; Soderbergh, 2020.</i></p>	

height of 75 feet. As noted above, while the Project is considered to be one building under the City’s Building Code, the proposed building would appear as four separate buildings and are herein referred to as Building 1, Building 2, Building 3, and Building 4. As shown in Figure II-3 on page II-6, at the ground level, the four buildings would be organized around a publicly accessible outdoor pedestrian paseo that would run north-south through the center of the Project Site and a driveway that would run east-west through the center of the Project Site for commercial/service loading and fire department access. The north-south pedestrian paseo would also connect to a public plaza located along Sunset Boulevard.



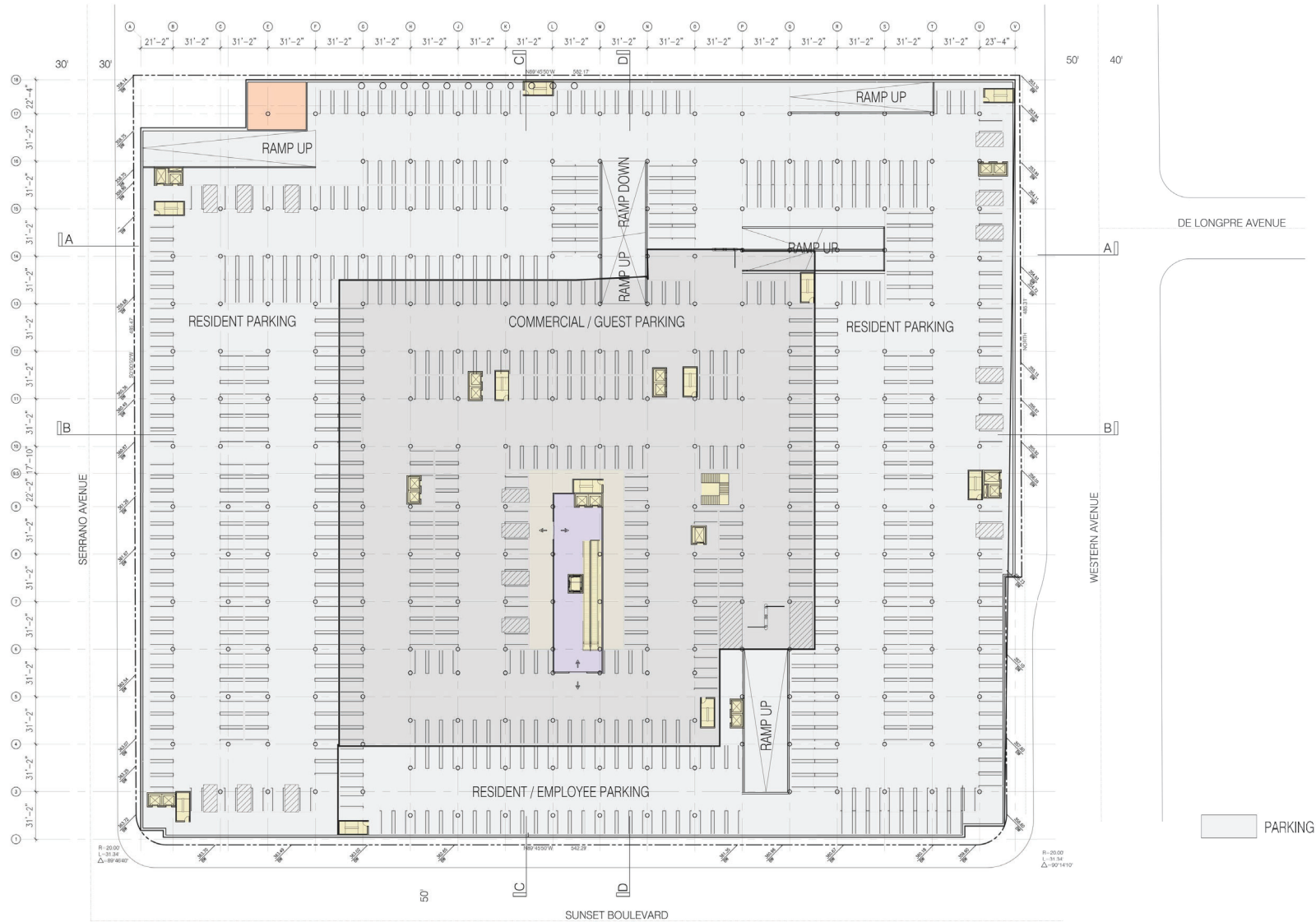
**Figure II-4**  
Conceptual Site Plan–Ground Level and P1 Level







**Figure II-6**  
**Conceptual Site Plan—3rd Level Floor Plan**  
**(Upper Podium Level)**

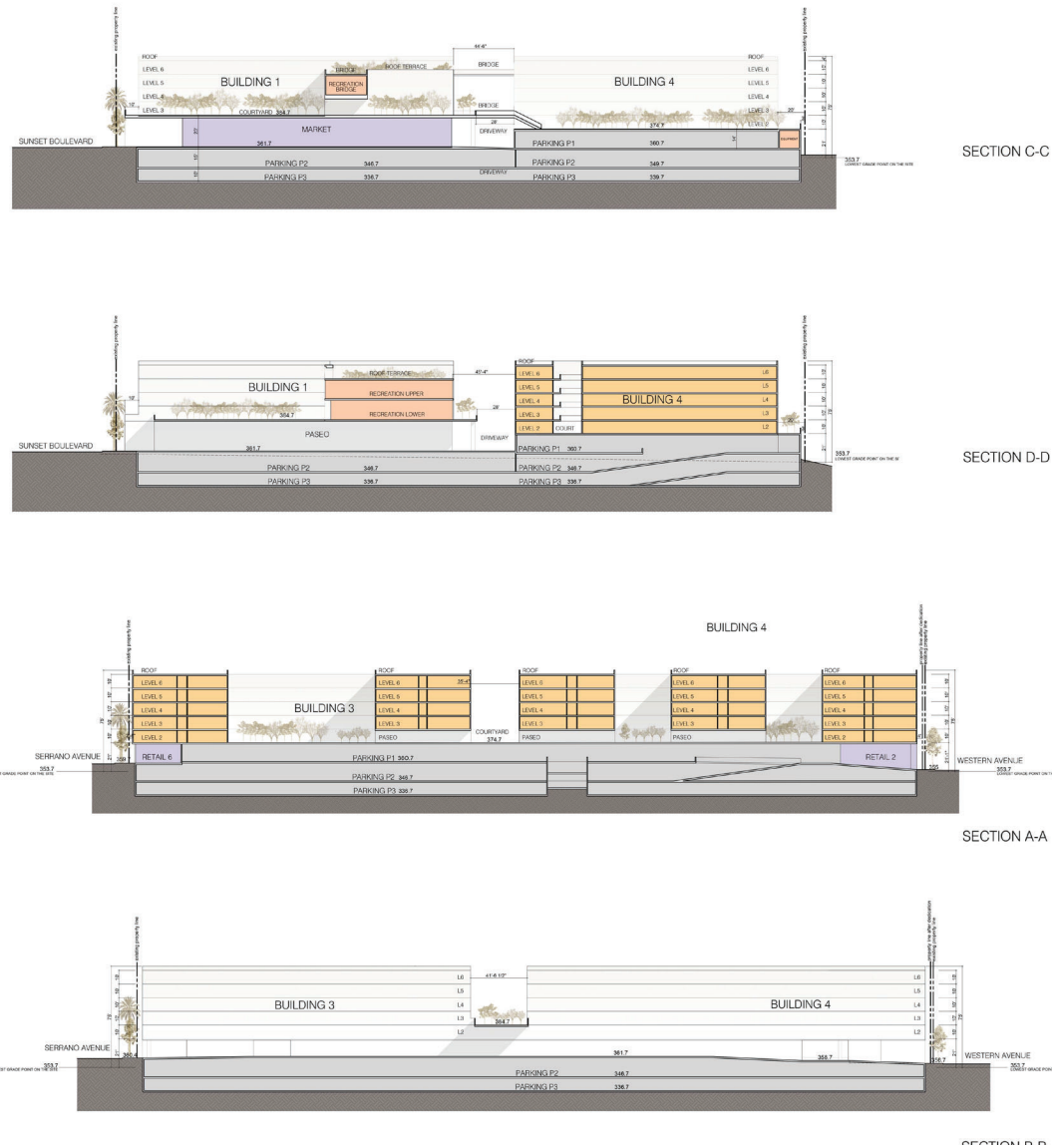


**Figure II-7**  
Conceptual Site Plan-P2 Level

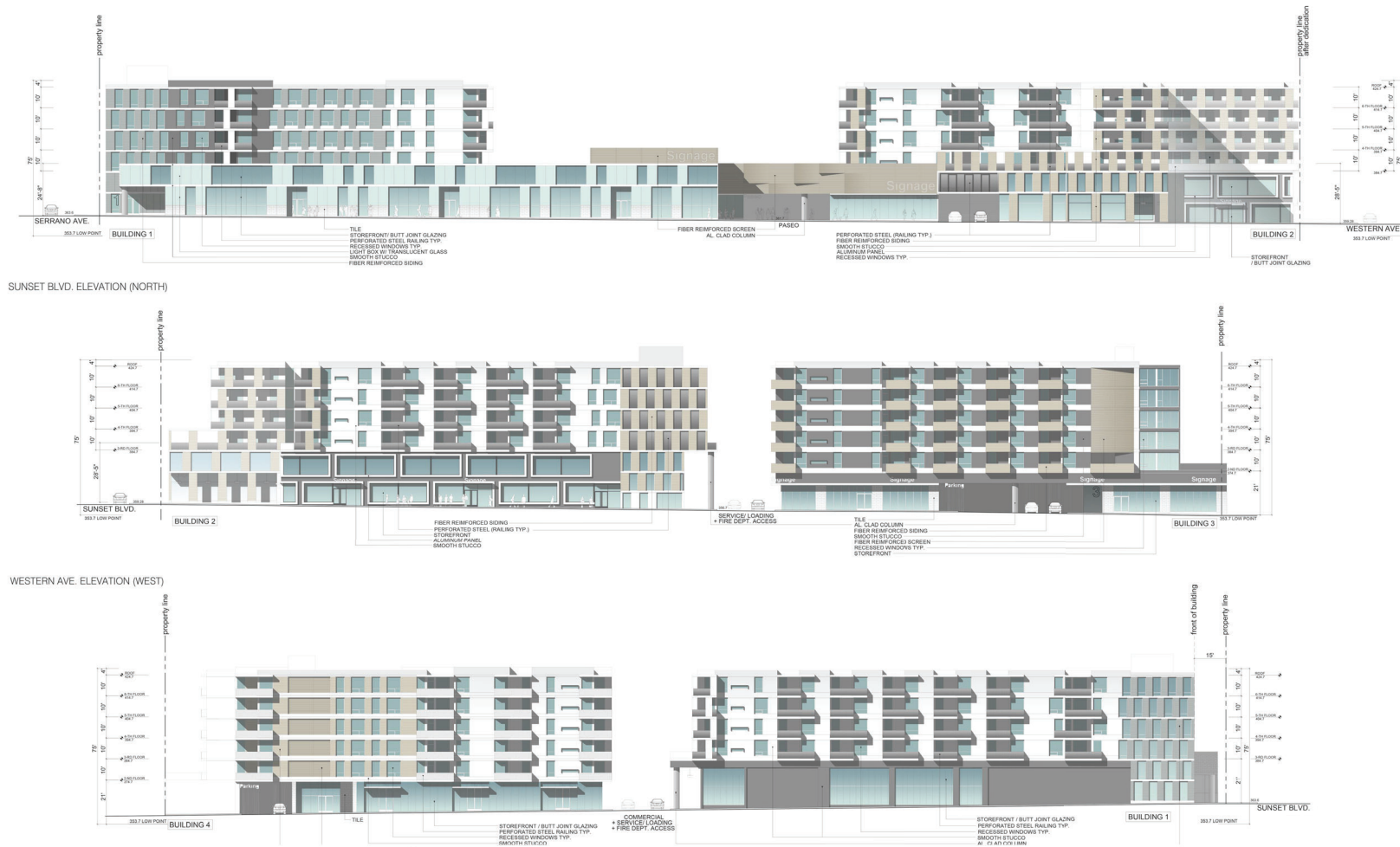


Page II-15





**Figure II-9**  
Conceptual Building Sections



**Figure II-10**  
Conceptual Building Elevations

The proposed buildings would be six stories and reach a maximum height of 75 feet above finished grade level.<sup>5</sup> Building 2, located along the northwestern portion of the Project Site, would include retail and restaurant uses fronting Sunset Boulevard and Western Avenue, leasing offices, an internal loading area, and a vehicular entry to commercial/guest parking on level P2 as well as a residential leasing parking area. Multi-family residential uses would be provided in level 3 through level 6 of the upper levels and parking for residents would be located on level P3. Building 1, located along the northeastern portion of the Project Site, would include market/retail uses and a loading dock at the ground level and multi-family residential uses in the upper levels. Building 3, located within the southwestern portion of the Project Site, would include retail uses and parking for the proposed commercial uses provided at the ground level and multi-family residential uses provided in the upper levels. Building 4, located within the southeastern portion of the Project Site, would include a bike center along Serrano Avenue and parking for the proposed commercial uses at the ground level, with dwelling units provided in the upper levels. As shown in Figure II-6 on page II-13, above the ground level of each building would be a podium level, which would provide access to all four buildings and include amenities to serve the needs of residents. Beginning at level 2 in Buildings 3 and 4, and at level 3 in Buildings 1 and 2, the proposed development is oriented around several open space courtyards with shared amenities for the residents. The shared amenities would include multiple terraces with swimming pools, spas, cabanas, multiple lounge and seating areas, paseos with water and landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, and private patios. Indoor recreation areas would be located on the third and fourth levels. An outdoor rooftop terrace is proposed atop the indoor recreation building with multiple lounge areas and landscaping. Residents would have access to the shared amenities throughout the Project.

The proposed mixed-use building would be designed in a contemporary architectural style. Cutouts would be provided throughout the façade of the buildings that would feature terraces with landscaping. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, which may include tile, high density laminates, storefront windows with storefront heights that would vary from 11 feet to 19 feet, aluminum louvers, metal railings, exterior plaster, glass railings, and integrated signage and lighting. Glass used in all building façades would have low reflectivity to minimize glare.

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<sup>5</sup> As noted above, the Project plans dated April 3, 2020, and Figure II-8 on page II-16 show six stories. The Applicant seeks the flexibility to potentially include a mezzanine level in the commercial space, which does not count as a story and would not increase the overall height of the building of 75 feet. In addition, any floor area within a mezzanine level would be taken from the existing proposed commercial floor area of 95,000 square feet.

### **c. Open Space and Recreational Amenities**

The Project would provide a variety of open space and recreational amenities. Specifically, at the ground level, the Project would provide a pedestrian paseo and a plaza that would include paving materials, raised planters, outdoor dining areas, and landscape elements. The paseo and the plaza would be publicly accessible from adjacent sidewalks which would provide standard widths, as required by the City. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to approximately 15 feet in width and the sidewalk along Serrano Avenue would be widened to approximately 12 feet in width. Each building at the podium level is oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with swimming pools, spas, cabanas, multiple lounge and seating areas, paseos with water and landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, and private patios. Indoor recreation areas would be located on the third and fourth levels. An outdoor terrace is proposed on the rooftop of the recreation building with multiple lounge areas and landscaping. In total, the Project would provide 96,800 square feet of open space and would exceed the requirements set forth in the Specific Plan of 77,200 square feet. Also, in accordance with the requirements of the Specific Plan, 19,300 square feet of the proposed open space would be at the ground level. The Project's open space areas are shown on Figure II-11 through Figure II-13 on pages II-20 through II-22.

As part of the Project, 51 on-site trees and 14 street trees would be removed and replaced at a minimum 1:1 ratio. These trees are not protected species under the LAMC.<sup>6</sup> The Project would comply with applicable LAMC requirements for the removal and replacement of on-site and street trees. Removal of street trees in the public right-of-way would require approval of the Board of Public Works, and existing street trees would be replaced at a minimum 1:1 ratio in accordance with the requirements of the City's Urban Forestry Division. The Project includes 17 new street trees along Western Avenue, nine new street trees along Sunset Boulevard plus retention of 11 existing Palm trees, and 10 new street trees along Serrano Avenue, exceeding the 1:1 ratio.

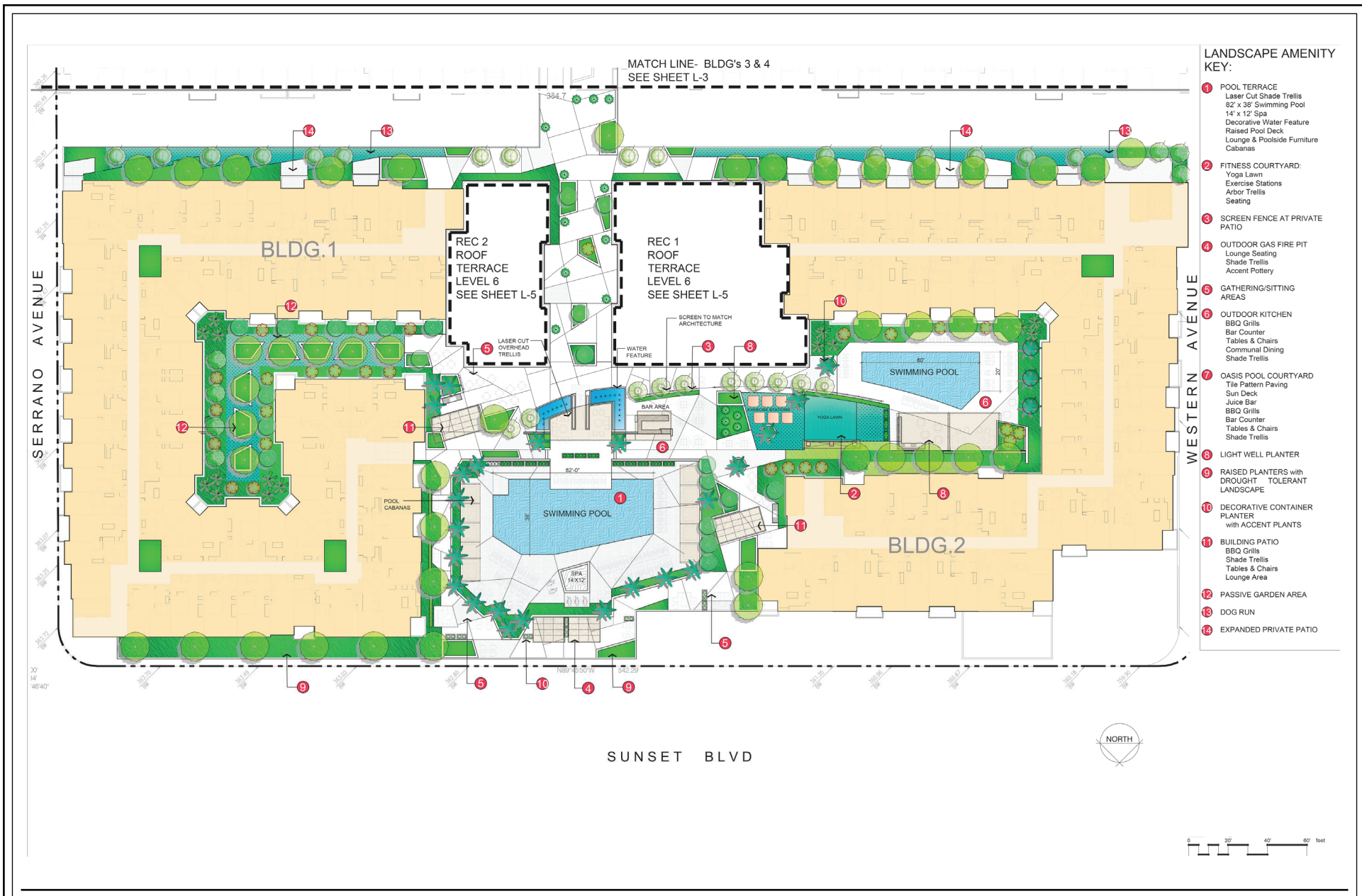
### **d. Signage and Lighting**

Project signage would be designed to be aesthetically compatible with the proposed architecture of the Project and other signage in the area. Proposed signage would include identity signage, including a central identity sign on Sunset Boulevard, commercial tenant signage, and general ground-level and pedestrian directional/wayfinding signage in

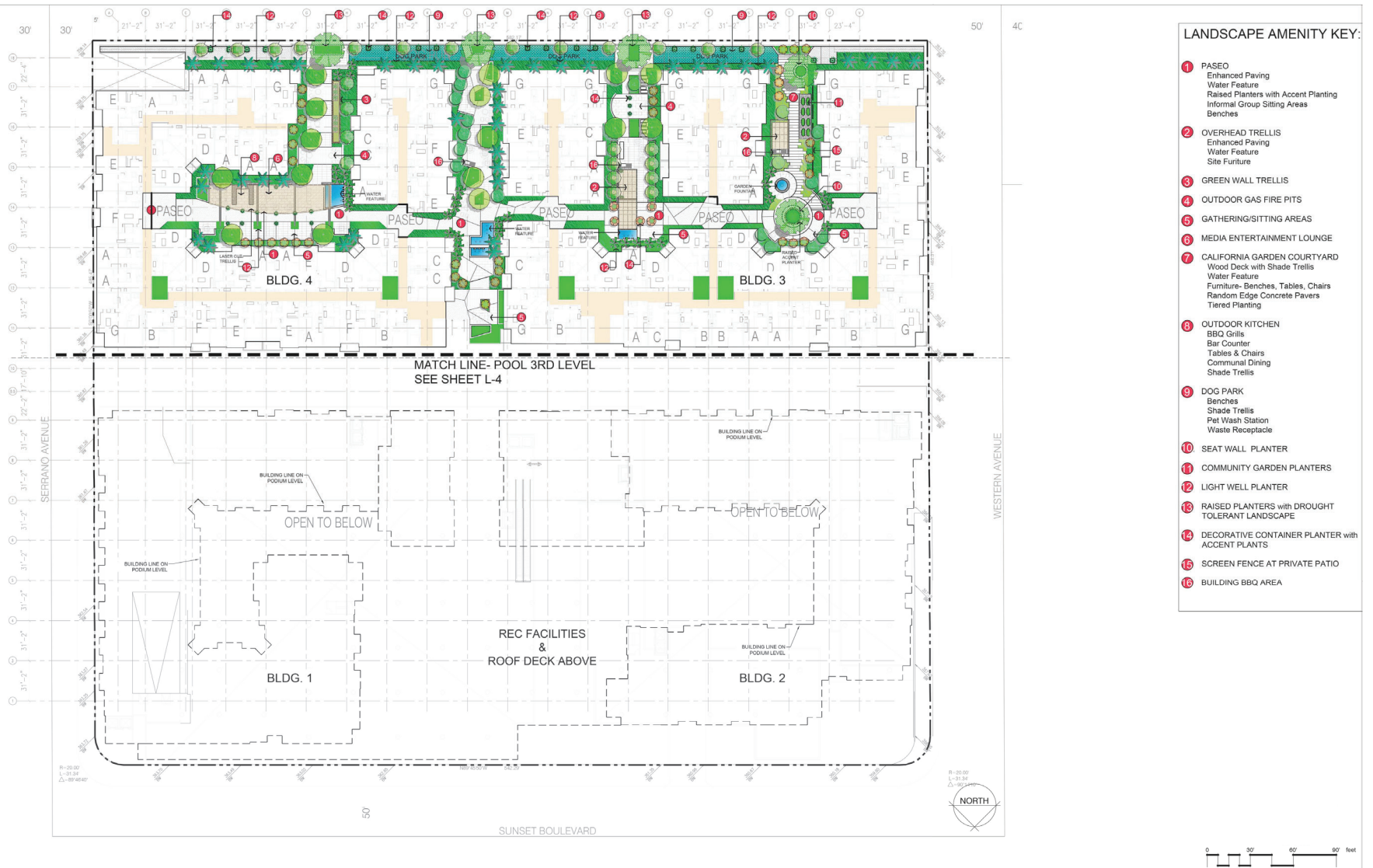
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<sup>6</sup> L.A. Group Design Works, *Tree Report 5420 Sunset Blvd. Los Angeles, CA, September 9, 2016. Refer to Appendix IS-1 of the Initial Study included as Appendix A of this Draft EIR.*

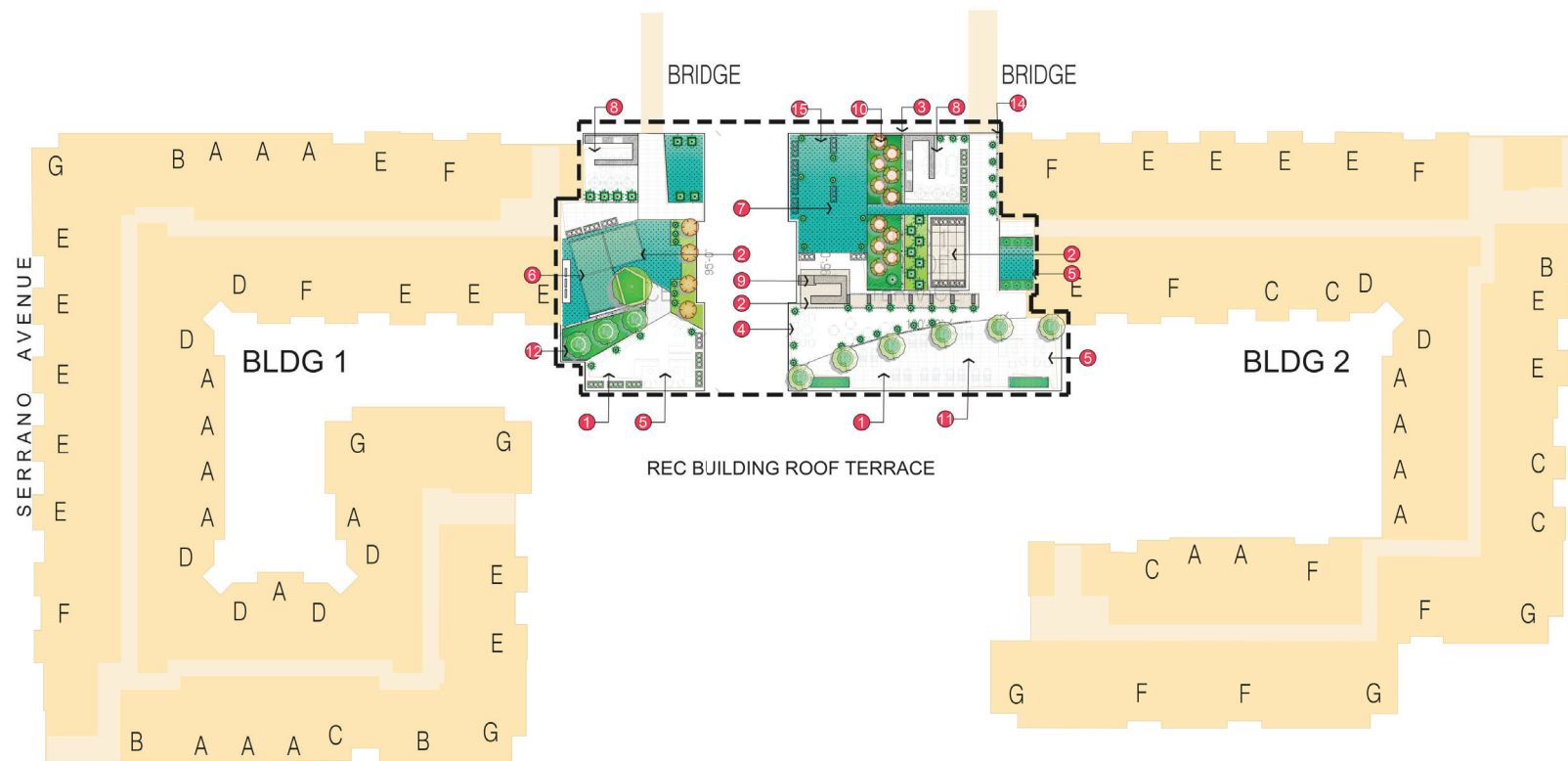




**Figure II-11**  
Pool Courtyard (Buildings 1 and 2)



**Figure II-12**  
Paseo Level 2 (Buildings 3 and 4)



# LANDSCAPE AMENITY KEY:

- 1 TERRACE LEVEL  
Enhanced Paving  
Raised Planters with Accent  
Planting  
Informal Group Sitting Areas  
Benches
- 2 OVERHEAD TRELLIS  
Enhanced Paving  
Site Furniture
- 3 GREEN WALL TRELLIS
- 4 OUTDOOR GAS FIRE PITS
- 5 GATHERING/SITTING AREAS
- 6 MEDIA ENTERTAINMENT LOUNGE
- 7 GARDEN COURTYARD LOUNGE  
Turf  
Shade Trellis  
Furniture: Benches, Tables, Chairs  
Tiered Container Planting
- 8 OUTDOOR KITCHEN  
BBQ Grills  
Bar Counter  
Tables & Chairs  
Communal Dining  
Shade Trellis
- 9 OUTDOOR BAR AREA
- 10 CONTAINER TREE GROVE
- 11 OVERLOOK TERRACE  
Sun Deck Lounging
- 12 LIGHT WELL PLANTER
- 13 DECORATIVE CONTAINER  
PLANTER WITH ACCENT PLANTS
- 14 SCREEN FENCING TO MATCH  
ARCHITECTURE
- 15 SYNTHETIC GRASS

**Figure II-13**  
Roof Terrace

accordance with the Specific Plan Development Standards and Design Guidelines. In general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the residential and commercial uses. No off premises billboard advertising is proposed as part of the Project. The existing pole signs identifying the grocery store and fast food restaurant would be removed as part of the Project. Project signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. In accordance with the LAMC, illumination used for Project signage would be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

Project lighting would include low-level exterior lighting on the buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the Project Site. Project lighting would also include interior lighting visible through the windows of the residential and ground-floor commercial uses, and exterior lighting fixtures and elements along the public areas. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be subject to approval by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties. The proposed lighting sources would be similar to other lighting sources in the vicinity of the Project Site.

## **e. Access, Circulation, and Public Transportation**

Primary vehicular access would be provided off Western Avenue directly opposite the signalized intersection at De Longpre Avenue. There are secondary parking entrances off the east west firelane/driveway in the middle of the Project Site, with right turn in and right turn out on to Western Avenue and right and left turns in and out on Serrano Avenue. There is also a commercial/guest parking entrance/exit off Sunset Boulevard which leads directly to subterranean parking level P2, and an entrance/exit ramp down to subterranean residential level P2 off Serrano Avenue. The Project also includes a loading dock for the proposed grocery store at the corner of Serrano Avenue and Sunset Boulevard, with access provided from Serrano Avenue.

Pedestrian access to the ground-floor neighborhood-serving commercial uses would be from Sunset Boulevard, Western Avenue, and Serrano Avenue. Project residents would access each building from residential lobbies located along all frontages. The residential uses would also be accessed from the two subterranean residential parking levels.

As noted above, the Project Site is located in a TPA as defined by SB 743 and ZI 2452, and there are multiple public transportation opportunities in the Project Site's immediate area. In particular, the Metro B (Red) Line Hollywood and Western Station is located approximately 0.25 mile north of the Project Site. Additionally, Metro and the Los Angeles Department of Transportation operate numerous bus lines with stops located on Sunset Boulevard and Western Avenue in close proximity to the Project Site, including one stop immediately adjacent to the Project Site on Sunset Boulevard.

## **f. Parking**

Parking for the Project's proposed uses would be provided in accordance with LAMC requirements, subject to the parking requirements set forth in the Specific Plan. As summarized in Table II-2 on page II-25, the Project would provide a total of 1,419 vehicle parking spaces which is the maximum number of parking spaces permitted by the Specific Plan. Based on the proposed unit mix, the maximum parking permitted for the residential uses is 1,051 spaces and 368 guest parking spaces. For the commercial uses, the maximum number of commercial parking spaces is two parking spaces for each 1,000 square feet of commercial area. A maximum of 190 spaces is permitted for the Project's proposed commercial uses (95,000 square feet divided by 500). As set forth in the Specific Plan, in a mixed-use project, the guest parking required for the residential uses shall be provided through shared use of required commercial parking spaces. The residential parking would be located within all parking levels and the parking for the commercial uses would be located in the ground parking level and in a portion of the first subterranean parking level. The Project would also comply with City standards for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking areas.

The Specific Plan contains standards for the required number of bicycle parking spaces with 0.5 bicycle spaces required for each residential unit, and one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional 10,000 square feet of floor area. Accordingly, the Project would be required to provide a minimum of 368 residential bicycle spaces and 19 commercial bicycle spaces. The Project would provide a total of 548 bicycle parking spaces, consisting of 76 short-term spaces and 472 long-term spaces. Short-term bicycle parking spaces would be distributed on the sidewalks along Sunset Boulevard and Western Avenue and within the plaza, and paseos. Long-term bicycle parking spaces would be provided on parking levels P1, P2, and P3. Two locker rooms would be located at ground level in the southeast portion of the Project Site and would each consist of 24 lockers, a shower, toilet, and lavatory.

**Table II-2  
Summary of Proposed Vehicle Parking**

<b>Land Use</b>	<b>Maximum Number of Vehicle Parking Spaces Pursuant to Specific Plan Section 9.E</b>	<b>Number of Vehicle Parking Spaces Proposed</b>
Residential	1,051	1,051
Commercial <sup>a</sup>	190	190
Additional Guest Parking <sup>b</sup>	178	178
<b>Total</b>	<b>1,419</b>	<b>1,419</b>
<p><sup>a</sup> Also counts toward the 368 required guest parking spaces.</p> <p><sup>b</sup> Requirement of 368 guest parking spaces minus 190 spaces shared with the commercial uses. As set forth in the Specific Plan, in a mixed-use project, the guest parking required for the residential uses shall be provided through shared use of required commercial parking spaces.</p> <p>Source: Van Tilburg, Banvard &amp; Soderbergh, 2020.</p>		

## **g. Density, FAR, and Setbacks**

The Project Site is comprised of approximately 294,082 square feet of lot area. Under the existing C2-1 zoning which allows for the residential uses permitted in the R4 zone, the Project Site's maximum allowable density is one dwelling unit per 400 square feet of lot area, which results in a maximum of 735 dwelling units within the Project Site. The Project would include the development of 735 units and would be within the density permitted within the Project Site.

The Project Site is specifically located in Subarea C, Community Center, of the Specific Plan area, which allows maximum building heights of 75 feet and a maximum FAR of 3:1 for mixed-use projects. The Project would comprise a FAR of 3:1. Therefore, the Project would be within the FAR currently permitted within the Project Site.

No setbacks are required per Section 9.H of the Specific Plan. However, per the design guidelines provided in Section V.6 of the Specific Plan's Vermont Western Station Neighborhood Areas Plan Development Standard and Design Guidelines, no structure shall exceed 30 feet in height within 15 feet of the Sunset Boulevard frontage. In addition, the second floor shall be setback 10 feet from the first floor frontage along Sunset Boulevard.

## **h. Site Security Features**

The Project would include numerous security features, including a closed circuit camera system and keycard entry for the residential building and the residential parking



areas, and on-site security personnel. The Project would also be designed such that entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Parking areas would also be sufficiently lit to maximize visibility and reduce areas of concealment.

## **i. Sustainability Features**

The Project would incorporate features to support and promote environmental sustainability. “Green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code. These include, but are not limited to, energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction features. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally-friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. In addition, the Project Site’s proximity to the Metro B (Red) Line Hollywood and Western Station, as well as the bus lines on Sunset Boulevard and Western Avenue would encourage and support the use of public transportation and a reduction in vehicle miles traveled by Project residents, employees, and visitors. The following specific features would be incorporated into the Project:

### Energy Conservation and Efficiency

- Use of Energy Star–labeled products and appliances, including dishwashers in the residential units, where appropriate.
- Use of light emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use.
- Incorporation of energy-efficient design methods and technologies, such as high performance window glazing; undergrounding parking which will reduce heat island effects; passive energy efficiency strategies, such as façade shading, roof overhangs, porches, and inner courtyards; high efficiency domestic heaters; and enhanced insulation to minimize solar heat gain.
- Incorporation of operable windows; shading of unit fenestration through balcony overhangs to prevent excess heat; and use of natural light.
- Use of insulated plumbing pipes.
- Use of updated boiler controls to improve efficiency.

- Use of energy-efficient electrical and mechanical equipment and monitoring systems.
- Provision of conduits where necessary as appropriate for future photovoltaic and solar thermal collectors.
- Post-construction commissioning of building energy systems performed on an ongoing basis to ensure all systems are running at optimal efficiency.

#### Water Conservation

- Inclusion of water conservation measures in accordance with Los Angeles Department of Water and Power requirements for new development in the City (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping).
- Use of drought-tolerant plants and indigenous species, storm water collection through a first flush filtration system of rain gardens where possible and storm water filtration planters to collect roof water to be reused on-site or directly infiltrated to the subgrade.
- Incorporation of a leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.
- Use of high-efficiency Energy Star-rated dishwashers and clothes washers where appropriate.
- Use of proper hydro-zoning and turf minimization, as feasible.

#### Water Quality

- Use of on-site storm water treatment.
- Installation of catch basin inserts and screens to provide runoff contaminant removal.
- Preparation and implementation of a Stormwater Pollution and Prevention Plan and Standard Urban Stormwater Mitigation Plan, both of which would include Best Management Practices to control stormwater runoff, minimize pollutant loading and erosion effects during and after construction.



### Solid Waste

- Provision of on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers during construction and after the building is occupied.
- Use of building materials with a minimum of 10 percent recycled-content for the construction of the Project.
- Implementation of a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per square feet of building floor area.

### Transportation

- Provision of 548 bicycle parking spaces in excess of the 387 bicycle parking spaces required by the Specific Plan.
- Allocation of preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- Provision of electric vehicle charging stations in accordance with applicable City and LAMC requirements.

### Air Quality

- Employment of practices that prohibit the use of chlorofluorocarbons (CFCs) in HVAC systems.
- Inclusion of outdoor air flow measuring devices, additional outdoor air ventilation, and use of low emitting materials to promote indoor environmental quality.
- Installation of landscaping throughout the Project Site, including roof decks, pool decks, and terraces, to provide shading and capture carbon dioxide emissions.
- Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

## **7. Project Construction and Scheduling**

Construction of the Project would commence with demolition of the existing buildings and surface parking areas, followed by grading and excavation for the subterranean

parking. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to take approximately 48 months and be completed in 2026. The estimated depth of excavation expected for the subterranean parking would be approximately 25 feet below grade. It is estimated that approximately 380,000 cubic yards of export (including soils and demolished site and building materials) would be hauled from the Project Site during the demolition and excavation phase.

## **8. Necessary Approvals**

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but would not be limited to, the following:

- Site Plan Review pursuant to LAMC Section 16.05;
- Project Permit Compliance Review under the Vermont/Western Station Neighborhood Area Specific Plan;
- Main Conditional Use Permit (MCUP) pursuant to LAMC Section 12.24 W.1 for the sales and/or dispensing of alcoholic beverages within the commercial uses of the Project;
- Haul route approval, as required;
- Construction permits, including building, grading, excavation, foundation, temporary street closures, and associated permits; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary.