

II. Project Description

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1. Introduction

The 1111 Sunset Project (Project) is a new mixed-use development proposed on a 272,918-square-foot (6.27-acre) site comprised of a 262,437-square-foot lot located at 1111–1115 Sunset Boulevard and a 10,481-square-foot portion of Beaudry Avenue and Sunset Boulevard adjacent to the 1111–1115 Sunset Boulevard lot. The 1111–1115 Sunset Boulevard lot and the portions of Beaudry Avenue and Sunset Boulevard to be merged with the 1111–1115 Sunset Boulevard lot are collectively referred to herein as the Project Site. The Project Site is located in the Central City North Community Plan area of the City of Los Angeles.

The Project proposes two development scenarios—the Mixed Use Development Scenario and the No-Hotel Development Scenario. When the scenario does not affect analytics herein, the term “Project” is used. Regardless of the development scenario, the Project would comprise a maximum of 994,982 square feet of floor area.¹

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 building as the proposed hotel 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.

¹ All square footage numbers represent floor area as defined by LAMC Section 12.03 with the exception of the request to exclude approximately 24,052 square feet of unenclosed floor area located below Tower A (6,975 square feet), Tower B (6,153 square feet) and the Sunset Building (10,924 square feet).

Under either development scenario, the proposed uses would be built above a screened six-level parking podium, which would be partially below grade (number of subterranean levels would vary from one to six levels based on topography) and partially above grade within four primary structures,² including two residential towers (referred to herein as Tower A and Tower B), a hotel/residential tower (referred to herein as the Sunset Building), and a commercial building that could contain office, retail, restaurant, and parking uses (referred to herein as 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 provided in low-rise residential buildings (not part of the residential towers) dispersed throughout the eastern and southern portions of the Project Site around the base of the two residential towers. Office and commercial uses could be provided in the lower floors of these low-rise residential buildings.

The Mixed Use Development Scenario would require 933 parking spaces in accordance with the requirements of the Los Angeles Municipal Code (LAMC) and Assembly Bill 744.³ Parking would be provided in the proposed six-level parking podium. The portions of the parking that would be above grade would be wrapped in active uses or landscaping. An additional 168 parking spaces for the existing Elysian apartment building, which is located on the Project Site, but not a part of the Project, would be provided within a five-level, partially subterranean parking structure (Elysian Parking Facility) located within the northern portion of the footprint of the proposed Courtyard Building. The Mixed Use Development Scenario would include 82,925 square feet of open space, including approximately 70,175 square feet of exterior common open space; 7,800 square feet of interior common open space; and 4,950 square feet of private open space, pursuant to the requirements of the LAMC.

The No Hotel Development Scenario would require 907 parking spaces, provided in the above described six-level parking podium and also provide the Elysian Parking Facility. The No Hotel Development Scenario would include 93,050 square feet of open space, including approximately 77,075 square feet of exterior common open space; 9,075 square

² While the proposed structures would appear as separate buildings, the proposed structures collectively comprise one building per the City's Building Code due to the unifying subterranean parking structure/podium.

³ In accordance with Assembly Bill 744, the Applicant may request lower parking requirements (0.5 parking space per bedroom) as a mixed-income housing project within 0.5 mile of a well-served transit stop providing at least 11 percent of the units for low-income residents. Note that the Project's parking requirement was calculated before AB 1245 amended AB 744. Although the Project's required parking could be further reduced based on AB 1245, given other factors, including market demand and to ensure no spillover of parking into the surrounding neighborhood, the Applicant is not proposing to further reduce the parking spaces provided,

feet of interior common open space; and 6,900 square feet of private open space, pursuant to the requirements of the LAMC.

Under either development scenario, implementation of the Project would require the removal of the existing vacant buildings within the Project Site that together comprise approximately 114,600 square feet.

2. Environmental Setting

a. Project Location

The Project Site encompasses the addresses at 1111–1115 Sunset Boulevard and portions of Beaudry Avenue and Sunset Boulevard adjacent to 1111–1115 Sunset Boulevard. The Project Site is located within the Central City North Community Plan area of the City of Los Angeles, north of Downtown Los Angeles and northwest of Chinatown. As shown in Figure II-1 on page II-4, 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.

b. Surrounding Land Uses

The vicinity of the Project Site is developed primarily with commercial and residential uses. Specifically, north of the Project Site, across White Knoll Drive, are additional multi-family residential uses and an auto repair shop at White Knoll Drive and Sunset Boulevard. Expanses of multi-family residential uses continue east of the Project Site, across Alpine Street. South of the Project Site, across Beaudry Avenue, are structured parking and commercial uses. West of the Project Site, across Sunset Boulevard, are a motel, a nightclub, and multi-family residential uses.

c. Freeways and Transit

As shown in Figure II-1, primary regional access is provided by State Route 110 (SR-110) and the Hollywood Freeway (US-101), which are accessible within less than one mile of the Project Site. Major arterials providing regional access to the Project Site include Sunset Boulevard and Figueroa Street.

Public transit service in the vicinity of the Project Site is currently provided by numerous local and regional bus lines, several of which provide connections to Downtown subway stations. In particular, the Los Angeles County Metropolitan Transit Authority (Metro) provides a bus stop located at Sunset Boulevard and Beaudry Avenue. This stop includes the Metro Bus Line 2/302 that runs east/west along Sunset Boulevard. Metro Rapid 704,

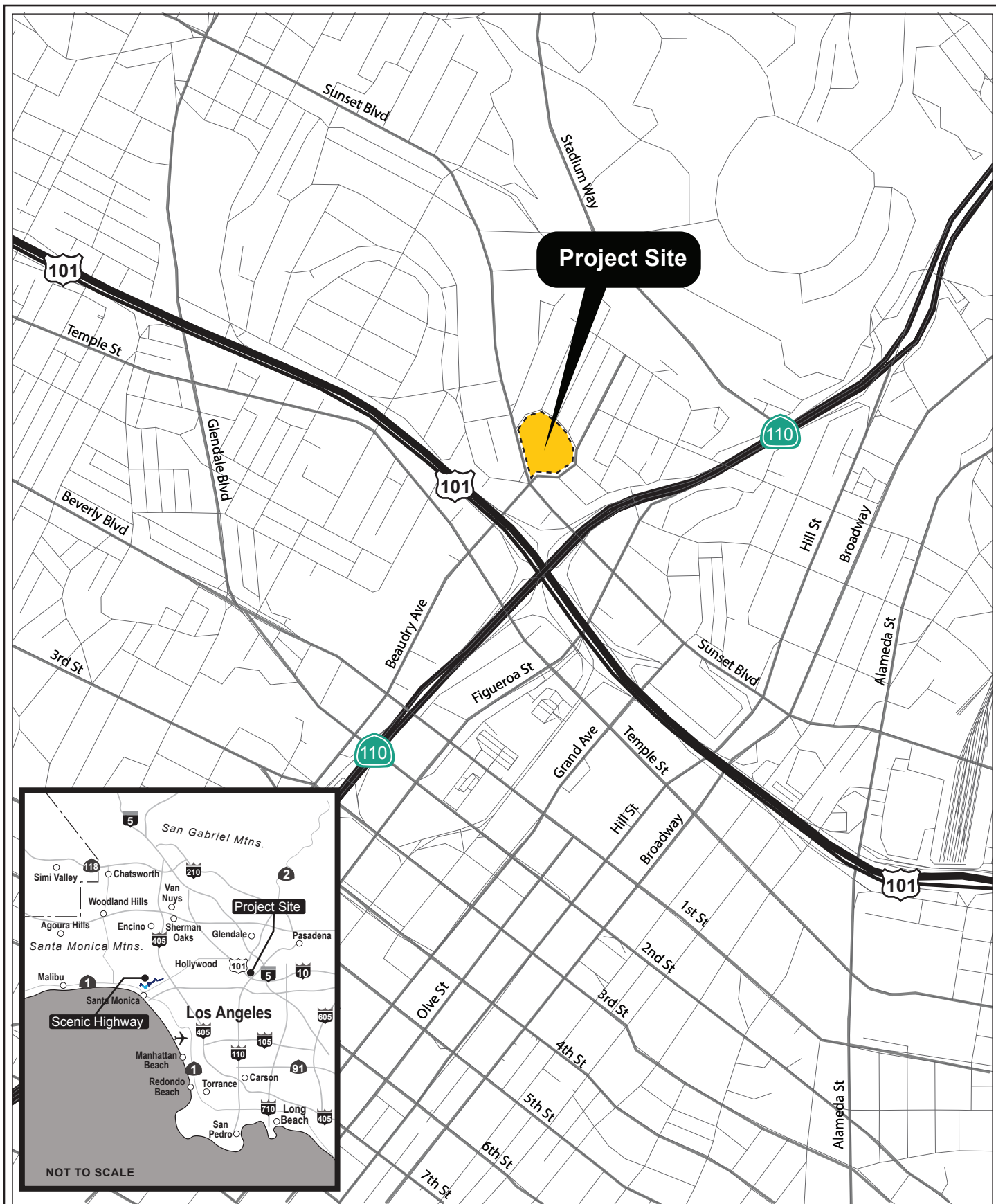


Figure II-1
Project Location Map

which also runs along Sunset Boulevard, has a stop at Sunset Boulevard and Figueroa Street. This line connects Downtown Los Angeles with the City of Santa Monica. Adjacent to the Project Site, Metro Bus Line 4 runs east/west along Sunset Boulevard and primarily east/west along Santa Monica Boulevard. This bus line connects Downtown Los Angeles with West Los Angeles. The Project Site is also located one block from a stop of Metro Bus Line 10 that runs east/west along Temple Street. In addition, the Project Site is near the LADOT Dash Lincoln Heights/Chinatown bus line that connects with the Chinatown Gold Line Station which has connections to Union Station and Downtown Los Angeles.

3. Background and Existing Conditions

a. Project Site Background

As discussed above, the Project Site comprises a 262,437-square-foot lot at 1111–1115 Sunset Boulevard and a 10,481-square-foot portion of Beaudry Avenue and Sunset Boulevard adjacent to the 1111–1115 Sunset Boulevard lot.

The 262,437-square-foot portion of the Project Site is specifically comprised of the 1111 Sunset Boulevard parcel (Parcel B) and an airspace lot (Parcel A) at 1115 Sunset Boulevard. This portion of the Project Site is an oval-shaped site that is currently developed with five buildings (referred to herein as Buildings 1 through 5), as shown in Figure II-2 on page II-6. The 1111–1115 Sunset Boulevard lot was used as the headquarters for the Metropolitan Water District from 1963 to 1993. Buildings 1 through 4, which were completed between 1963 and 1973, were specifically constructed for the Metropolitan Water District. In 1994, the 1111–1115 Sunset Boulevard lot was transferred to Holy Hill Community Church. Holy Hill Community Church provided for the construction of Building 5 as the church's new sanctuary. Construction of Building 5 commenced in 1998. During operation of the 1111–1115 Sunset Boulevard lot by the Holy Hill Community Church, Building 4 located at 1115 Sunset Boulevard remained vacant. The Holy Hill Community Church experienced financial troubles and were prompted to subdivide the parcel (Parcel A, an airspace parcel) that contained the general envelope of Building 4. In 2011, the Holy Hill Community Church sold Parcel A. The Holy Hill Community Church declared bankruptcy in 2014 and vacated Parcel B (1111 Sunset Boulevard). The four existing buildings within Parcel B at 1111 Sunset Boulevard (Buildings 1, 2, 3, and 5) are currently vacant. Building 4 at 1115 Sunset Boulevard, which is not part of the Project, is currently occupied by the Elysian apartments and a ground floor restaurant.

b. Existing Project Site Conditions

As shown in Figure II-3 on page II-7, and as discussed above, a portion of the Project Site is currently developed with four vacant structures that are situated generally in the center and along the western area of the lot and the Elysian apartment building (which is on the

EXISTING BUILDINGS

1. MWD COURTYARD BUILDING
2. MWD BRIDGE
3. MWD ADMIN BUILDING
4. ELYSIAN BUILDING
5. HOLY HILL CHURCH BUILDING

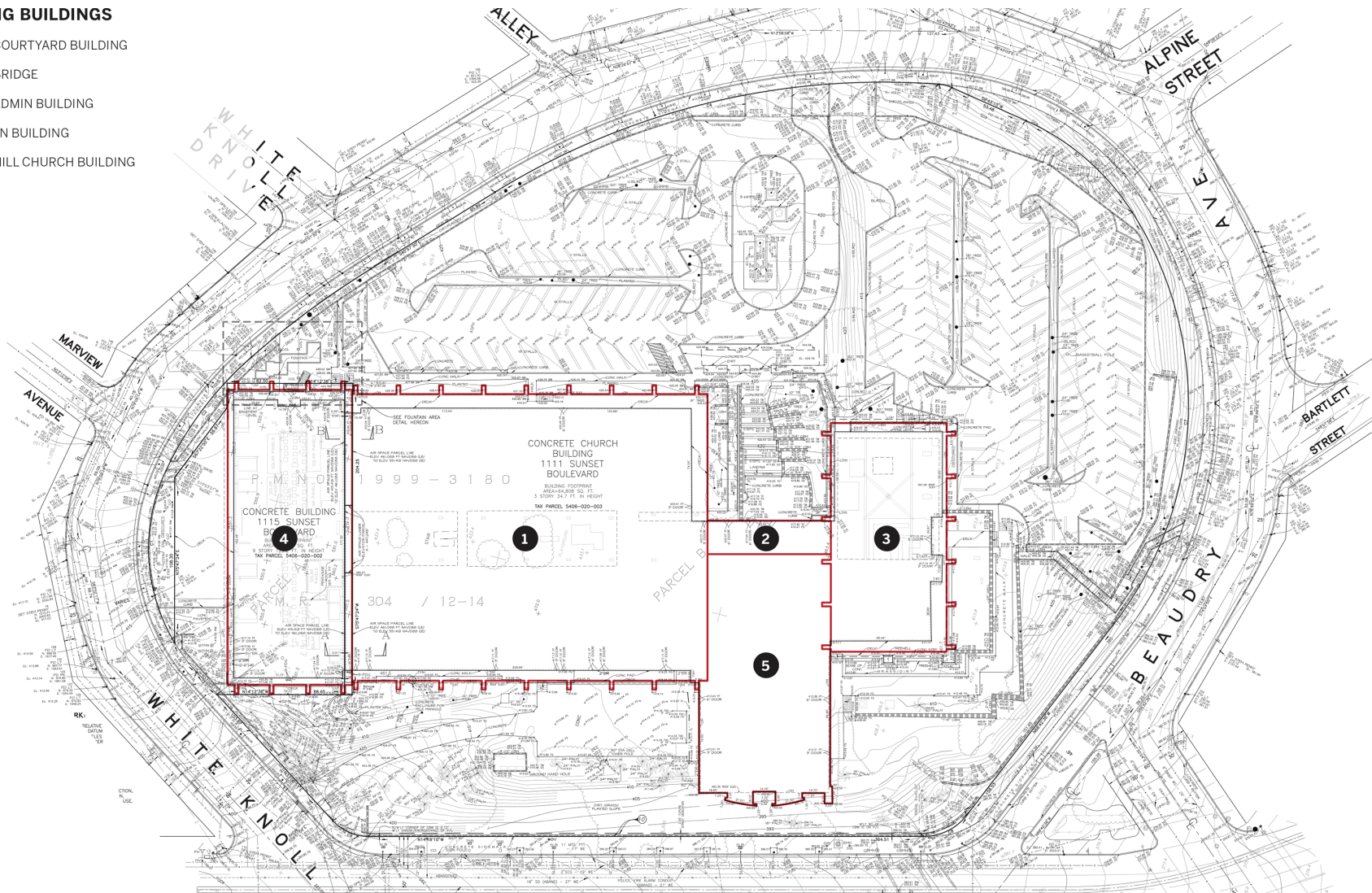


Figure II-2
Existing Site Buildings

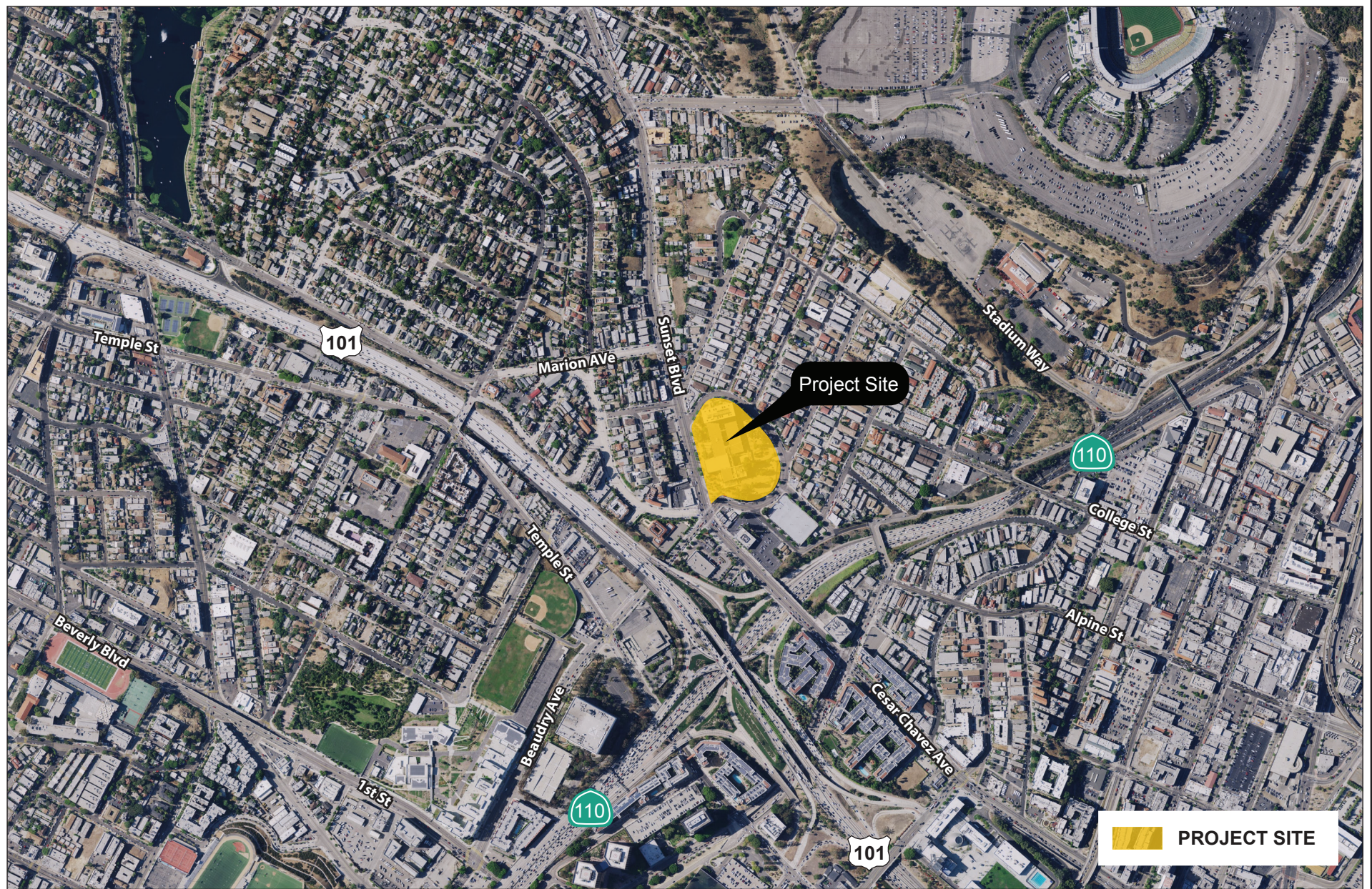


Figure II-3
Aerial Photograph of the Project Vicinity

Project Site, but not part of the Project) situated generally along the northern portion of the lot.⁴ The existing vacant structures comprise approximately 114,600 square feet and are three stories with an approximate height of 58 feet. The Project Site also includes surface parking and circulation areas generally located on the eastern half of the Project Site. Vehicular access to the Project Site is available at driveways along White Knoll Drive and Alpine Street. The Project Site slopes generally east to west with a grade difference of approximately 51 feet. Unmaintained landscaping, including trees, is dispersed throughout the Project Site. There are 104 trees located on-site that are species that are not protected by the LAMC (e.g., Canary Pine trees, Jacaranda trees, Saucer Magnolias, Olive trees and Strawberry trees). The Project Site also includes one Coastal Live Oak tree, which is a species that is protected by the LAMC. The Project Site also contains numerous Palm species, such as the Mexican and Canary Palms, which are not actually trees. In addition, there are 40 street trees within the public rights-of-way surrounding the Project Site that are not species that are protected by the LAMC (e.g., Jacaranda trees and Canary Pine trees).

The 10,481-square-foot portion of Beaudry Avenue and Sunset Boulevard of the Project Site includes part of the Beaudry Avenue frontage extending generally around the south and east portions of the 1111–1115 Sunset Boulevard lot as well as a portion of the street and the existing triangular median island that divides Beaudry Avenue at Sunset Boulevard. The Beaudry Avenue frontage around the 1111–1115 Sunset Boulevard lot is currently improved with sidewalks and street trees. The Beaudry Triangle, a triangular road separator that divides Beaudry Avenue at Sunset Boulevard, is paved and landscaped with trees and shrubs that are unmaintained and in poor condition.

c. Land Use and Zoning

The Project Site is located within the planning boundary of the Central City North Community Plan⁵ area. The Project Site is designated as General Commercial and zoned C2-2D (Commercial Zone, Height District 2 with Development Limitation⁶). Height District 2 imposes no height limit and typically permits a floor area ratio of 6:1. However, the Project Site's floor area ratio is further restricted to 3:1 by a site-specific "D" limitation established by Ordinance 174,327 (effective January 5, 2002). It is also noted that Footnote No. 4 of the Community Plan limits the Project Site's FAR to 3:1. The permitted density within the Project Site, regardless of the development scenario pursued, is one dwelling unit per 400 square feet of lot area or one guest room per 200 square feet of lot area. In addition, no front yard

⁴ *There is a Reciprocal Easement Agreement between the owner of the Elysian apartments and the Applicant which defines and controls the relationship between the entities.*

⁵ *The City is currently in the process of updating the Central City North Community Plan.*

⁶ *Ordinance No. 174327, approved by City Council on November 2, 2001, signed by the Mayor on November 15, 2001, effective January 5, 2002.*

setbacks are required for commercial or residential uses. The Project Site is also located within a Transit Priority Area, as defined by Zoning Information (ZI) File 2452 and is subject to the Freeway Adjacent Advisory Notice for Sensitive Uses, per ZI File 2427.^{7,8}

4. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.”

The underlying purpose of the Project is to revitalize an underutilized site by providing a high-density, mixed-use and transit- and pedestrian-oriented development that provides a mix of new housing opportunities that are integrated with commercial and office uses that provide new employment and commercial opportunities for the surrounding community. As set forth in the CEQA Guidelines, the Project’s basic and fundamental objectives are provided below.

- Advance the Central City North Community Plan’s Policy 1-2.1 by providing multi-family residential development within a Project Site that is commercially zoned.
- Consistent with Central City North Community Plan Objective 1-3 to develop a project that preserves and enhances the varied and distinct residential character and integrity of existing residential neighborhoods by providing a mix of architectural structures that are compatible with the varied scale of surrounding uses.
- Consistent with the Central City North Community Plan’s Objective 1-4 to promote the provision of new and adequate housing for all persons, including affordable housing units and units for rent and for sale by providing a mix of unit types, including affordable housing units.
- Promote the Central City North Community Plan’s Objective 2-1 to strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services by providing a variety of commercial uses, including office space, retail and restaurant space.

⁷ 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.

⁸ ZI 2427, Freeway Adjacent Advisory Notice for Sensitive Uses, addresses air pollution caused by freeway proximity.

- In support of Objective 1-2 and Goal 12 of the Central City North Community Plan, encourage the reduction in vehicle trips by designing a project that includes infrastructure for walking and cycling and ride-sharing hubs and transit nodes for bus and shuttle pick-up.
- In support of the Central City North Community Plan's Goal 4 to provide adequate recreation and park facilities which meet the needs of the residents in the Community Plan area, create a pedestrian-friendly project by introducing active commercial uses along the Project Site frontages, incorporate pedestrian paseos transecting the Project Site, provide publicly accessible open space, and improved streetscapes around the Project Site.

5. Description of the Project

a. Project Overview

As summarized in Table II-1 on page II-11, the Project under the Mixed Use Development Scenario, proposes 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. The Project would comprise 994,982 square feet of floor area.

As summarized in Table II-1, the Project, under the No Hotel Development Scenario, proposes up to 827 residential units (including up to 76 restricted affordable housing units) 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 would be located in the same building (the Sunset Building) as two proposed hotel rooms is equivalent to one residential unit. 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, the proposed uses would be built above a six-level parking podium, which would be partially below grade (number of subterranean levels would vary from one to six levels based on topography) and partially above grade within four primary structures,⁹ including two residential structures (Tower A and Tower B), the Sunset Building (hotel or residential tower), and a commercial building that could contain office, retail, restaurant, and parking uses (the Courtyard Building). Separate from the four primary structures, three low-rise non-residential structures would also be oriented towards Sunset Boulevard and Beaudry Avenue. In addition, a portion of the proposed residential

⁹ While the proposed structures would appear as separate buildings, the proposed structures collectively comprise one building per the City's Building Code due to the unifying subterranean parking.

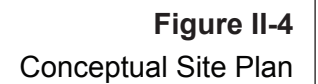
**Table II-1
Summary of Proposed Floor Area^a**

Land Use	Existing Development ^b	Mixed Use Development Scenario		No Hotel Development Scenario	
		Proposed	Floor Area Upon Completion	Proposed	Floor Area Upon Completion
Residential	110,336 sf (96 du)	766,982 sf (737 du)	877,318 sf (833 du) ^c	851,982 sf (827 du)	962,318 sf (925 du) ^c
Hotel		85,000 sf ^d (180 rm)	85,000 sf (180 rm)	—	—
Office		48,000 sf	48,000 sf	48,000 sf	48,000 sf
Commercial (retail/restaurant)		95,000 sf	95,000 sf	95,000 sf	95,000 sf
Existing Vacant Buildings	114,600 sf	0 sf	0 sf	0 sf	0 sf
Total	224,936 sf	994,982 sf	1,105,318 sf	994,982 sf	1,105,318 sf
<p><i>du = dwelling units</i> <i>rm = rooms</i> <i>sf = square feet</i></p> <p>^a 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.”</p> <p>^b Comprises the existing Elysian apartment building’s floor area, including the residential units and associated ground floor commercial restaurant, as well as the existing vacant buildings within the Project Site.</p> <p>^c Includes existing Elysian apartment building to remain on the Project Site.</p> <p>^d Includes 75,000 sf of hotel rooms and 10,000 sf of Lobby/Service/Meeting for a total of 85,000 sf of dedicated hotel area. The 20,000 sf of hotel F&B is included in the commercial area below (95,000 sf).</p> <p>Source: Eyestone Environmental, 2021.</p>					

uses would be provided in low-rise residential buildings (not part of the residential towers) dispersed throughout the eastern and southern portions of the Project Site around the base of the two residential towers. Office and commercial uses could be provided in the lower floors of these low-rise residential buildings. While the proposed structures would appear as separate buildings, the proposed structures collectively comprise a single building per the City’s Building Code due to the unifying partially subterranean parking structure/podium.

As shown in the conceptual site plan provided in Figure II-4 on page II-12, the proposed residential uses would be concentrated along the eastern and southern boundaries of the Project Site. Specifically, Tower A would be situated along the southern portion of the Project Site while Tower B would be located along the eastern portion of the Project Site.

1. CONCEPTUAL, FOR PLANNING PURPOSES ONLY
2. SEE SITE BACKGROUND FOR LEGAL DESCRIPTION
3. SEE THE FOLLOWING SHEETS FOR PROJECT DATA
4. SEE TREE REPORT ATTACHMENT FOR TREES REMOVED
5. LEVELS LISTED ARE ABOVE LOWEST ADJACENT GRADE WITHIN 5'
6. ALL SITE ELEVATIONS ARE LISTED ABOVE THE LOW POINT ON THE SITE (382'-0")
7. TWO MEASURES OF BUILDING HEIGHT ARE PROVIDED:
FIRST VALUE: HEIGHT ABOVE THE LOW POINT ON THE SITE
BRACKETED VALUE: [HEIGHT ABOVE ADJACENT GRADE WITHIN 5']



Tower A would include approximately 406 residential units and comprise approximately 421,000 square feet of floor area, including amenities. Tower A would comprise 49 levels with an approximate height of 572 feet. Tower B would include approximately 246 residential units and comprise approximately 262,000 square feet of floor area, including amenities. Tower B would comprise 30 levels with an approximate height of 408 feet. As illustrated in Figure II-4 on page II-12, 26 individual low-rise residential buildings would be dispersed around the base of the two residential towers. The low-rise residential buildings could include two to eight units within each building and range from two to four stories up to 91 feet in height. The Project's residential density could move from building to building. However, the maximum overall density would remain constant and maximum floor areas would remain substantially as set forth in Table II-1.

The Sunset Building would be located at the southwestern corner of the Project Site, primarily fronting Sunset Boulevard. The Sunset Building would comprise approximately 105,000 square feet and include either 180 hotel guest rooms (75,000 of floor area), approximately 20,000 square feet of commercial food and beverage uses, 5,800 square feet of lobby/service areas, and 4,200 square feet of meeting space or 90 residential units, associated amenity space and 20,000 square feet of commercial uses.¹⁰ The Sunset Building would comprise up to 17 levels and with an approximate height of 211 feet. Adjacent to the Sunset Building along Sunset Boulevard and Beaudry Avenue would be low-rise commercial and office structures that would be oriented towards Sunset Boulevard and Beaudry Avenue. The low-rise commercial and office structures would comprise one to three levels with an approximate height of 64 feet.

Behind the low-rise commercial structures fronting Sunset Boulevard would be the Courtyard Building. The Courtyard Building would comprise approximately 57,500 square feet and include approximately 48,000 square feet of office space and 9,500 square feet of commercial space. The Courtyard Building would include three levels with an approximate height of 91 feet.

As shown in Table II-2 on page II-14, the proposed uses under the Mixed Use Development Scenario would require and provide 933 parking spaces in accordance with the requirements of the LAMC and Assembly Bill 744. The Project's parking requirement was calculated before AB 1245 amended AB 744. As such, parking for the Project was designed to account for parking prior to the application of AB 744. Although the Project's required parking could be further reduced based on AB 1245, given other factors, including market demand and to ensure no spillover of parking into the surrounding neighborhood, the Applicant is not proposing to further reduce the parking spaces provided. In addition, as

¹⁰ The 20,000 sf of hotel food and beverage uses is included in the 95,000 square feet of commercial area.

**Table II-2
Required and Proposed Parking—Mixed Use Development Scenario**

	Quantity	Parking Ratio	Parking (vehicle spaces)
Required Parking			
Residential			
1-Bedroom	368 du	0.5 sp/du	184
2-Bedroom	369 du	1 sp/du	369
3-Bedroom	0	1.5 sp/du	0
<i>Residential Subtotal</i>	<i>737 du</i>		<i>553</i>
Commercial	143,000 sf	2 sp/ksf	286
Hotel	180 rm	sliding scale	85
Hotel Meeting Rooms	4,200 sf	2 sp/ksf	9
Total Required			933
Proposed Parking			
Project Uses			933
Elysian Apartment Building			168
Total Parking Proposed			1,101
<i>du = dwelling units</i> <i>ksf = 1,000 square feet</i> <i>rm = rooms</i> <i>sf = square feet</i> <i>sp = space</i> <i>Source: Eyestone Environmental, 2021.</i>			

shown in Table II-3 on page II-15, the No-Hotel Development scenario would provide and require 907 parking spaces in accordance with the LAMC and Assembly Bill 744. Parking would be provided in a six-level parking podium, which would be partially below grade and partially above grade. The portions of the parking that would be above grade would be wrapped in active uses or landscaping.¹¹ An additional 168 parking spaces for the existing Elysian apartment building would also be provided within a five-level, partially subterranean parking structure (Elysian Parking Facility) located within the northern portion of the footprint of the proposed Courtyard Building. The Elysian Parking Facility would be incorporated in the design of the Courtyard Building and include an approximately 12-foot setback from the Elysian apartment building. Residents, staff, and visitors of the Elysian apartment building

¹¹ The lowest parking level, P1, would be fully subterranean. As the Project Site slopes, all other levels of the parking garage would be at least partially above grade and wrapped in active uses or landscaping as the grade is exposed.

**Table II-3
Required and Proposed Parking—No-Hotel Development Scenario**

	Quantity	Parking Ratio	Parking (vehicle spaces)
Required Parking			
Residential			
1-Bedroom	413 du	0.5 sp/du	207
2-Bedroom	414 du	1 sp/du	414
3-Bedroom	0	1.5 sp/du	0
<i>Residential Subtotal</i>	<i>827 du</i>		<i>621</i>
Commercial	143,000 sf	2 sp/ksf	286
Total Required			907
Proposed Parking			
Project Uses			907
Elysian Apartment Building			168
Total Parking Proposed			1,075
<hr/> <i>du = dwelling units</i> <i>ksf = 1,000 square feet</i> <i>sf = square feet</i> <i>sp = space</i> <i>Source: Eystone Environmental, 2021.</i>			

would directly access the Elysian Parking Facility through up to five pedestrian bridges and through the 12-foot setback. The Elysian Parking Facility would also include a rooftop amenity deck for use by residents of the Elysian apartment building.

The Mixed Used Development Scenario would include a variety of open space totaling 82,925 square feet (excluding the Elysian Parking Facility roof deck), including approximately 70,175 square feet of exterior common open space; 7,800 square feet of interior common open space; and 4,950 square feet of private open space, pursuant to the requirements of the LAMC. The No Hotel Development Scenario would include 93,050 square feet of open space, including approximately 77,075 square feet of exterior common open space; 9,075 square feet of interior common open space; and 6,900 square feet of private open space, pursuant to the requirements of the LAMC. Implementation of the Project would require the removal of the existing vacant structures within the Project Site that together comprise approximately 114,600 square feet. The Project also includes the construction of a new electrical transformer yard with utility equipment located immediately west of the Elysian apartment building to serve the Elysian apartment building.

b. Open Space and Landscaping

The Project would incorporate numerous on-site common and private open space and recreational amenities. As shown in Figure II-5 on page II-17, the Project would provide common open space at the ground level that could be publicly accessible during daytime hours in the form of gardens, courtyards, and terraces. As previously discussed, the common open space proposed to be provided within the Project Site under the Mixed Used Development Scenario would total 82,925 square feet, including approximately 70,175 square feet of exterior common open space; 7,800 square feet of interior common open space; and 4,950 square feet of private open space and the No-Hotel Development Scenario would provide 93,050 square feet of open space, including approximately 77,075 square feet of exterior common open space; 9,075 square feet of interior common open space; and 6,900 square feet of private open space, pursuant to the requirements of the LAMC. As illustrated in Figure II-5, the primary open space amenity would be a 20,925-square-foot courtyard (referred to as The Hill) that would be located at the center of the Project Site. The Hill would include active and passive recreation spaces such as family play features and a lawn with lounge furniture and views to the Downtown skyline. Interior common areas would include resident amenities such as fitness areas, game rooms, lounges and meeting rooms. In addition, a spa and other common areas, such as a lobby with an outdoor terrace, lounge, meeting spaces, restaurants, and a roof top pool would be included as part of the hotel. Additional common area opens spaces will be provided in gardens and terraces throughout the site including the Alpine Gardens, Sunset Terraces and the Beaudry Terraces. Many of the residential structures will also include roof top amenities. The LAMC requires 1 tree per 4 units creating a need to plant 185 trees for the Mixed Use Development Scenario and 207 trees for the No-Hotel Development Scenario. The Landscape plan, which includes 262 on-site trees, demonstrates consistency with this requirement under either development scenario.

As part of the Project, the 105 existing on-site trees (including 104 non-protected trees and one protected tree) and 9 non-protected street trees would be removed to accommodate development of the Project. Due to a combination of factors, including age, size and conditions, these trees are not appropriate for transplant.¹² The City requires that the non-protected tree species located on site be replaced at a 1:1 ratio and the protected tree species be replaced at a 4:1 ratio. In addition, the City requires that street trees that are not protected be replaced at a 2:1 ratio. The Project would be consistent with the Street Tree replacement requirement by providing 18 new street trees. The Project would not be able to provide all 108 of the trees required by the on-site replacement rules and thus requests a deviation. Specifically, pursuant to LAMC. Section 12.21-G.3, the Applicant requests that the Director of Planning approve a landscape plan with 262 trees planted on site in lieu of the

¹² *The Tree Resource, Protected Tree Report, January 5, 2021. See Appendix B of this Draft EIR.*

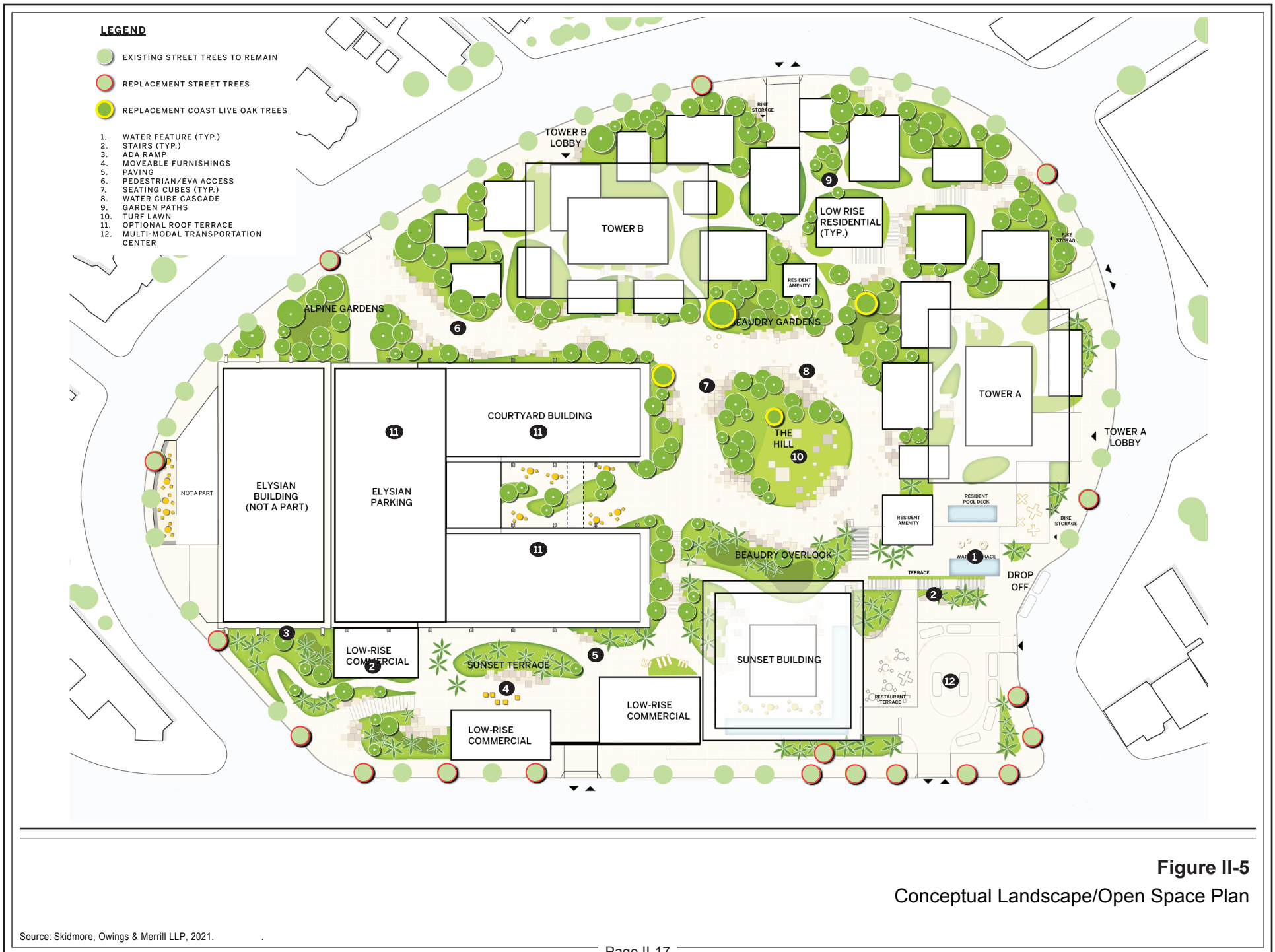


Figure II-5
 Conceptual Landscape/Open Space Plan

development tree planting requirement defined by LAMC 12.21-G.2.(a).³ This deviation results in a reduction of 49 replacement trees for the Mixed Use Development Scenario in lieu of the 311-tree requirement¹³ or a 71-tree reduction of the tree replacement rules for the No-Hotel Development Scenario's 333-tree requirement¹⁴ when compared with the City's tree replacement and planting requirements.

c. Access, Circulation, and Parking

Vehicular access to the Project Site would be provided via:

1. Sunset Boulevard, intended to serve commercial and office uses;
2. White Knoll Drive, providing access to the Elysian Parking Facility and fire and emergency vehicle access;
3. Alpine Street, providing secondary commercial and residential access and primary service access;
4. Beaudry Avenue, providing primary residential access;
5. Beaudry Avenue, providing inbound access to the Sunset Building pick-up / drop-off area; and
6. Sunset Boulevard, providing right-in / right-out access to and from the Sunset Building pick-up / drop-off area.

The Project Applicant is also requesting confirmation that approval of Tract 80315 will eliminate Condition 2 of Parcel Map AA-1999-3180, which prohibited right turns onto Sunset Boulevard.

Pedestrian access would be enhanced along the perimeter of the Project Site via new pedestrian walkways from White Knoll Drive, Alpine Street, Beaudry Avenue, and Sunset Boulevard. The commercial uses along Sunset Boulevard would also be accessible from entrances along Sunset Boulevard and Beaudry Avenue. In addition, as part of the Project, a dedicated Transportation Center would be placed near pedestrian access to the commercial uses to provide support for and access to alternative transportation modes such as a Metro Bike Share station and/or other personal transportation modes.

¹³ LAMC Open Space trees (185) plus replacement trees (126) equals 311 trees.

¹⁴ LAMC Open Space trees (207) plus replacement trees (126) equals 333 trees.

As shown in Table II-2, above, the Mixed Use Development Scenario would require and provide 933 parking spaces in accordance with the requirements of the LAMC and Assembly Bill 744. Under the No Hotel Development Scenario, 907 parking spaces, in accordance with the requirements of the LAMC and Assembly Bill 744, would be required in the same proposed six level parking podium. These parking spaces would be located within a six-level parking podium, which would be partially below grade and partially above grade. The portions of the parking that would be above grade would be wrapped in active uses or landscaping.¹⁵ Below grade parking would extend to a maximum depth of 64 feet. An additional 168 parking spaces for the existing Elysian apartment building would also be provided within the Elysian Parking Facility located within the footprint of the proposed Courtyard Building. The Elysian Parking Facility would be incorporated in the design of the Courtyard Building and include an approximately 12-foot setback from the Elysian apartment building. Residents, staff, and visitors of the Elysian apartment building would directly access the Elysian Parking Facility through up to five pedestrian bridges and through the 12-foot setback. The Elysian Parking Facility would also include a rooftop amenity deck for use by residents of the Elysian apartment building.

In accordance with LAMC Section 12.21 A 16, which implements Ordinance No. 185,480, the Mixed Use Development Scenario would provide 436 bicycle parking spaces, including 99 short-term spaces and 337 long-term spaces. The No Hotel Development Scenario would provide 421 bicycle parking spaces, including 340 long-term and 81 short-term spaces. The Project would also comply with City requirements for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking areas.

d. Lighting and Signage

Proposed lighting would include shielded low to medium output exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, shielded low to medium output lighting to accent signage, architectural features, exterior artwork or murals, and landscaping elements would be incorporated throughout the Project Site. All exterior lights, including lights on the rooftop, would be directed onto the Project Site and designed to minimize light trespass from the Project Site. New sources of artificial lighting that would be introduced by the Project would also include interior lighting and automobile headlights. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. All Project lighting would comply with applicable LAMC lighting standards.

¹⁵ *The lowest parking level, P1, would be fully subterranean. As the Project Site slopes, all other levels of the parking garage would be at least partially above grade and wrapped in active uses or landscaping as the grade is exposed.*

Project signage would include a central identify sign and various general wayfinding and retail signs typically associated with a mixed-use project. The identity sign would be located on Sunset Boulevard and consist of a building-mounted sign with cutout lettering presenting the Project name and/or address. The Project would have four identity signs located on the Sunset and Courtyard buildings. Typical of an urban mixed-use center, the Project would include retail signage primarily orienting towards Sunset Boulevard, including monument signs at Sunset Boulevard and Beaudry Avenue and Sunset Boulevard and White Knoll Drive. Due to the continuous changing nature of retail, retail signage could change over time. Other vertical building-mounted signage would be located along Sunset Boulevard, Beaudry Avenue, Alpine Street, and White Knoll Drive to indicate the main residential guest and commercial parking entrances. Awning signs and projecting signs would be used to identify the residential lobby entrances and retail locations at a pedestrian scale. Wayfinding signs would be located at parking garage entrances, elevator lobbies, and residential corridors. Project signage may also include murals on building walls. All Project signs would be designed to complement the architectural design of the proposed buildings. In general, new signage would be architecturally integrated into the design of the buildings and would establish appropriate identification for the proposed uses. Project signage would be illuminated by means of shielded low to medium output external lighting, internal halo lighting, or ambient light.

e. FAR, Density, and Setbacks

As discussed above, the Project Site is designated as General Commercial and zoned C2-2D (Commercial Zone, Height District 2 with Development Limitation¹⁶). Height District 2 imposes no height limit and typically permits a floor area ratio of 6:1. However, the Project Site's floor area ratio is further restricted to 3:1 by a site-specific "D" limitation established by Ordinance 174,327 (effective January 5, 2002). It is also noted that Footnote No. 4 of the Community Plan limits the Project Site's FAR to 3:1. Based on the lot area of the Project Site, equal to 272,918 square feet, the Project Site's by-right floor area is approximately 818,754 square feet. By setting aside 11 percent of the Project Site's base density as Restricted Affordable units at a Very Low-Income level, the Project is eligible for a 35 percent floor area increase permitting approximately 1,105,318 square feet of floor area, for a maximum FAR of 4.05:1. The existing Elysian apartment building's floor area, equal to 110,336 square feet,¹⁷ must be deducted from the Project Site's development potential.

¹⁶ Ordinance No. 174327, approved by City Council on November 2, 2001, signed by the Mayor on November 15, 2001, effective January 5, 2002.

¹⁷ The Elysian's apartment building joint-live work units occupy 109,236 square feet based on a Building Permit, No. 08016-10003-11438, issued December 3, 2014. The Elysian's apartment building ground floor commercial restaurant occupies 1,110 square feet per a Ready to Issue stamped plan, dated May 19, 2016, associated with the Winsome CUB case ZA 2015-0825 and not including the patio seating area.

Once deducted, the Project's total permitted and proposed floor area will be approximately 994,982 square feet (generating a 3.65:1 FAR).

The permitted density within the Project Site is one dwelling unit per 400 square feet or one guest room per 200 square feet of lot area. Based on the lot area of the Project Site, 683 dwelling units or 1,365 guest rooms are permitted. Dwelling units and guest rooms can be constructed together, but the development ratio for each use affects the other. By setting aside 11 percent of the Project Site's base density as Restricted Affordable units at a Very Low-Income level, the Project is eligible for a 35 percent density increase which permits a maximum of 923 dwelling units on the Project Site.¹⁸ The existing Elysian apartment building's density, equal to 96 joint living and work quarter units¹⁹, must be deducted from the Project Site's development potential. Once deducted, the Project's total permitted density will be 827 dwelling units. As discussed above, the Mixed Use Development Scenario proposes 737 dwelling units and 180 guest rooms (which is equivalent to 90 dwelling units based on lot area requirements). Under the No Hotel Development Scenario, the Project would allow for up to 827 units.

Based on the LAMC and Yard Determination issued on November 2, 2017, by the Los Angeles Department of Building and Safety, the Project Site only includes front yards. No front yard setbacks are required in the C2 Zone. The Project would provide landscaped buffers where residential uses abut public streets, while, generally, the Project's commercial component would be built to the sidewalk.

f. Sustainability Features

The Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen, as well as voluntary commitments as part of the Project's approved Water Supply Assessment (Appendix S.1 of this Draft EIR). These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but would not be limited to high efficiency plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use; Energy Star-labeled appliances; and water-efficient landscape design.

¹⁸ *Per AB No. 2501, all density calculations, as in the case of the Project, which result in fractional units shall be rounded up to the next whole number.*

¹⁹ *Based on a Building Permit, No. 08016-10003-11438, issued December 3, 2014.*

g. Anticipated Construction Schedule

Under either development scenario, the construction schedule would be the same. Construction of the Project would commence with demolition of the existing buildings. This phase would be 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 be completed in 2028. It is estimated that approximately 472,000 cubic yards of export material would be hauled from the Project Site during the demolition and excavation phase. The existing parking structure located south of the Project Site, across Beaudry Avenue, could be used during construction of the Project for staging and construction worker parking.

6. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Project. The Environmental Impact Report will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to LAMC Section 12.24 U.14, the Applicant requests the approval of Major Development Conditional Use approval for a development project that creates more than 100,000 square feet of non-residential floor area and potentially 180 guest rooms,
- Pursuant to LAMC Section 16.05, Site Plan Review for a development project which creates 50 or more dwelling units or guest rooms and over 50,000 square feet of commercial floor area.
- Pursuant to LAMC Section 12.32 R.2(e), removal of a variable width Building Line, created via Ordinance 101,106, effective February 1953, in conjunction with a Subdivision.
- Pursuant to LAMC Section 12.22 A.25, Density Bonus request including an increase in density and the utilization of Parking Option 3 (AB 744). Additionally, the Project will request two incentives including an on-menu incentive for floor area increase and an off-menu incentive to eliminate Building Separation requirements defined by LAMC 12.21 C.2 (a) from applying to the Project Site.
- Pursuant to LAMC Section 12.24 T and W.24(a), Vesting Conditional Use Permit to locate a hotel use within 500 feet of an A or R zone.

- Pursuant to LAMC Section 12.24 W.1, Master Conditional Use Permit (Master CUP) to permit the sale of a full line of alcoholic beverages or beer and wine, for on-site consumption and off-site sales in conjunction with the commercial and hotel uses, including thirteen (13) commercial tenant spaces and up to seven (7) locations within the hotel.
- Pursuant to LAMC. Section 12.21-G.3, the Applicant requests that the Director of Planning approve a landscape plan with 262 trees planted on site in lieu of the tree planting requirement defined by LAMC 12.21-G.2.(a).3 and the on-site tree replacement requirements. The deviation requires a reduction of 49 replacement trees for the Mixed Use Development Scenario in lieu of the 311-tree requirement or a 71-tree reduction of the tree replacement rules for the No-Hotel Development Scenario's 333-tree requirement.
- Pursuant to California Government Code Sections 66473.1 and 66474 (Subdivision Map Act) and LAMC Section 17.00 and 17.15, phased Vesting Tentative Airspace Tract Map that will: include a master lot, air space lots and condominiums; merge a portion of Beaudry Avenue and Sunset Boulevard into the property; provide sidewalk easements; allow residential parking to be calculated based on AB 744 parking standards; allow a deviation in the definition of floor area to exclude unenclosed floor area; supersede Condition 2 of AA-1999-3180-PMLA; provide a waiver of the variable 1-foot dedication request along White Knoll Drive; and permit a haul route for an estimated 472,000 cubic yards of export material.
- Pursuant to various sections of the LAMC, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction actions including, but not limited to the following: demolition including of street trees, excavation, shoring, grading, hauling, foundation, building, street tree demolition and tenant improvements.

In addition, the Project would also include approvals by various Responsible Agencies, including but not limited to the Regional Water Quality Control Board, the South Coast Air Quality Management District, and the California Geologic Energy Management Division.