

## **II. Project Description**

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### **1. Introduction**

The Angels Landing Project (Project) is a new mixed-use development proposed on a 97,631-square-foot (2.24-acre) site located at 332, 350, and 358 South Olive Street; 351 and 361 South Hill Street; and 417 and 425 West 4th Street (Project Site) in the Central City Community Plan area of the City of Los Angeles (City).

The Project would involve a two-tower mixed-use development consisting of: 180 residential for-sale condominium units; 252 residential apartments (including a mix of market rate and affordable units, with affordable housing comprising 5 percent (e.g., 13) of the total for-rent units); two hotels with a combined total of 515 guest rooms, restaurants, ballrooms, meeting rooms, and amenities (fitness/spa); and 72,091 square feet of general commercial (retail/restaurant) uses. The proposed uses would be distributed through a series of terraced levels in a podium structure and two towers (Tower A and Tower B) that would be constructed above a three-level subterranean parking garage. The Project would also provide public and private open space areas totaling 56,881 square feet. The Project would result in up to 1,269,150 square feet of floor area with a maximum floor area ratio (FAR) of up to 13:1.

Tower A would include 63 floors with a building height of up to 854 feet. Tower B would include 42 floors with a building height of up to 494 feet. Tower A and Tower B would be built on a podium structure over a three-level subterranean parking garage to a depth of approximately 70 feet below ground surface as measured from the elevation of Hill Street adjacent the Project Site. The existing Los Angeles County Metropolitan Transportation Authority (Metro) B (formerly known as Red) and D (formerly known as Purple) Lines Pershing Square Station portal would be retained on-site. The Project would require the removal of existing landscaping and the excavation and export of approximately 334,000 cubic yards of soil.

## 2. Environmental Setting

### a. Project Location

The Project Site is located at 332, 350, and 358 South Olive Street; 351 and 361 South Hill Street; and 417 and 425 West 4th Street within the City's Central City Community Plan area and Bunker Hill Specific Plan area. The Project Site includes approximately 2.24 acres that contains the Metro B and D Lines Pershing Square Station portal and vacant land. The topography of the Project Site slopes down from the northwest along Olive Street at approximately 355 feet above mean sea level to the southeast near the Hills Street/4th Street intersection at approximately 285 feet above mean sea level (an elevation differential of approximately 70 feet). As shown in Figure II-1 and Figure II-2 on pages II-3 and II-4, the Project Site is generally bounded by Angels Flight<sup>1</sup> to the north; Hill Street to the east; 4th Street to the south; and Olive Street and the California Plaza to the west.

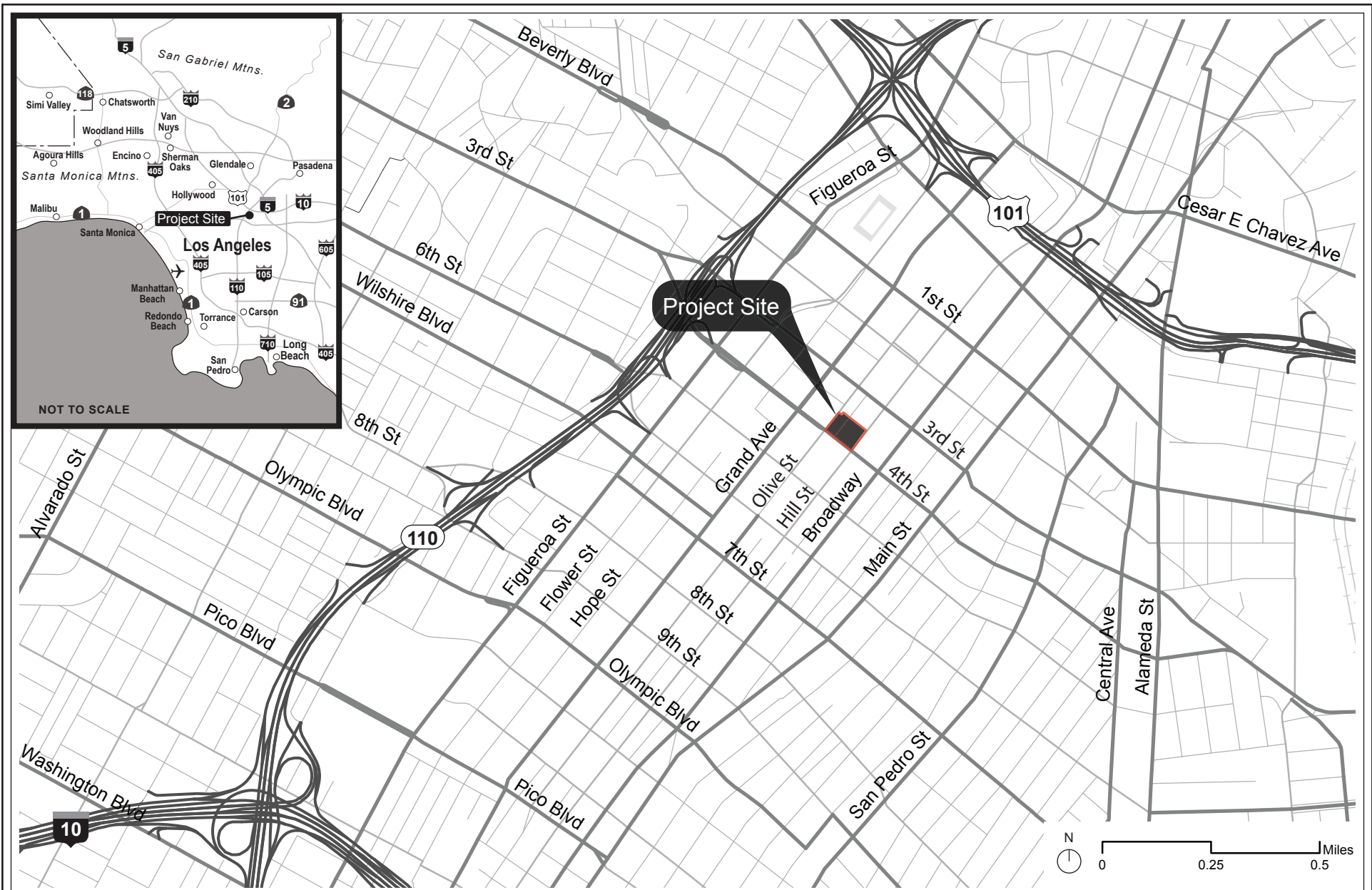
### b. Surrounding Land Uses

The Project Site is located on the southern edge of the Bunker Hill neighborhood, bordered to the south by 4th Street and to the east and west by Hill Street and Olive Street, respectively. The Project Site connects Olive Street and the California Plaza levels above Olive Street with Hill Street, creating a pedestrian linkage between the Financial District and the Bunker Hill Historic Core areas in Downtown. The Project Site includes a publicly accessible stairway from Hill Street to Olive Street and California Plaza along its northern border. The historic Angels Flight funicular is also adjacent to the northern border of the Project Site.

Beyond the bounding streets, to the north of the Project Site are residential towers and a set of iconic cultural arts buildings, such as the Broad Museum, Museum of Contemporary Arts, and the Walt Disney Concert Hall. To the west of the Project Site, across Olive Street, are two large office building high rises (One and Two California Plaza) that include a hardscape public open space plaza between the two buildings that is used by office patrons and visitors and is periodically programmed with special events. The open space plaza consists of two main levels and spans over Olive Street to connect to the top of the Angels Flight funicular. These plazas are part of an open space and pedestrian network between skyscrapers on Bunker Hill and the lower-rise structures in the Historic Core. The open space plaza area was recently renovated.

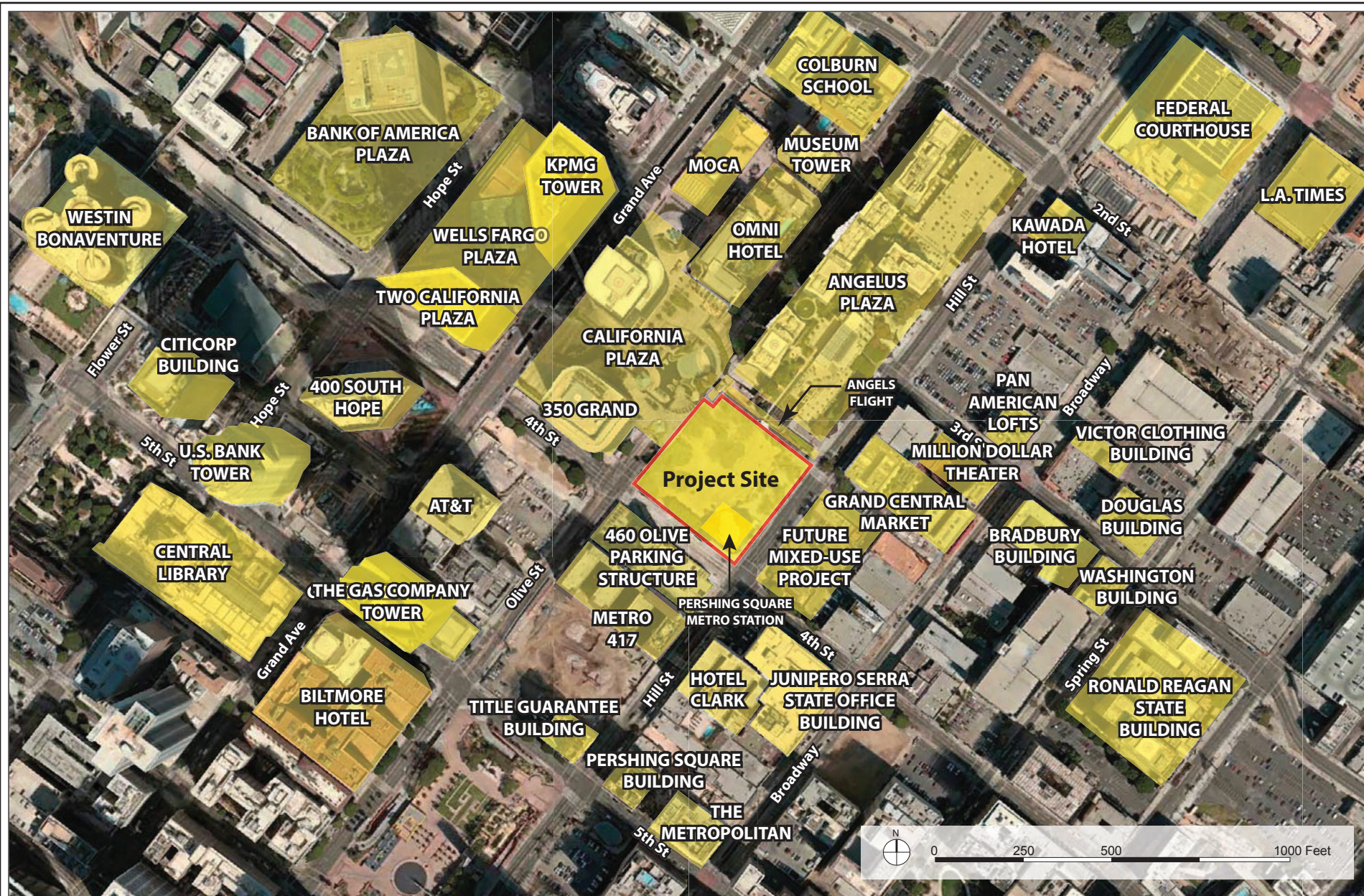
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<sup>1</sup> *Angels Flight is an historic funicular railway originally constructed in 1901 with tracks connecting Hill Street and Olive Street. The tracks are along the northern edge of the Project Site and connect Hill Street and California Plaza.*



**Figure II-1**  
Project Location Map





**Figure II-2**  
Aerial Photograph of the Project Site and Vicinity



To the east of the Project Site, across Hill Street, are several restaurants and the Grand Central Market, which is an open and semi-enclosed retail use that includes numerous restaurants, food markets, and general commercial space. To the south of the Project Site, across 4th Street, are two above grade parking structures and the Metro 417 mid-rise apartment building. The uses surrounding the Project Site are primarily designated for Regional Center Commercial land uses, with interspersed residential uses, and zoned C2-4D (Commercial Zone, Height District 4 with Development Limitations) or R5-4D (Multiple Dwelling Zone, Height District 4 with Development Limitations).

As shown in Figure II-1 on page II-3, primary regional access is provided by the Harbor Freeway (State Route 110 or SR-110) and the Hollywood Freeway (U.S. Highway 101 or US-101), which are accessible within less than one mile of the Project Site. Major arterials providing regional access to the Project Site include 4th and Hill Streets.

Public transit service in the vicinity of the Project Site includes Metro's B and D Lines and numerous local and regional bus lines, which provide connections to other Downtown subway stations. In particular, the Metro B and D Lines Pershing Square Station portal is located on the southeastern corner of the Project Site. There is also a bus stop along Hill Street, across from the Project Site, which serves Metro Bus Lines 2/302, 4, 10/48, 81, 90/91, and 94 and the Los Angeles Department of Transportation (LADOT)'s Commuter Express 419. An additional bus stop along Hill Street, near 3rd Street, serves Metro Bus Lines 2/302, 4, 10/48, and 794. In addition, the adjacent Angels Flight, a historic funicular railway, provides a connection between Hill Street and California Plaza above Olive Street.

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

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

The Project Site is within the boundaries of the former Community Redevelopment Agency (CRA) Bunker Hill Urban Renewal Project (also known as the Bunker Hill Redevelopment Project) and subject to a CRA Redevelopment Plan. The CRA Redevelopment Plan identified the Project Site, together with the Angels Flight parcel, as Bunker Hill Parcel Y1. The City adopted the Bunker Hill Specific Plan in 2013 to refine and replace the regulations of the CRA Redevelopment Plan. The Bunker Hill Specific Plan area generally comprises the same area established by the Bunker Hill Redevelopment Project, and the Project Site and Angels Flight parcel are also identified collectively as Parcel Y1 in the Bunker Hill Specific Plan.

The Project Site was originally purchased by the CRA as part of the Bunker Hill Redevelopment Project. "Bunker Hill" was defined by the CRA as being generally bounded by 1st Street on the north, Hill Street on the east, 5th Street on the south, and SR-110 on the west. The Project Site was originally slated as the third phase of development (e.g.,

Phase 3A) for the California Plaza Project, which developed the existing large office buildings located at One and Two California Plaza. However, the third phase of the California Plaza Project was not completed, and with the exception of the Metro B and D Lines Pershing Square Station portal and the publicly accessible stairway adjacent to Angels Flight, the Project Site remains undeveloped vacant land that is closed to the public.

There is a history of land use planning documents that applied to the Project Site. Prior to the dissolution of redevelopment agencies in California, the Bunker Hill Urban Renewal Project was the oldest active redevelopment project in the City, having been adopted in March 1959, and amended in 1968, 1986, 1990, 1994, 2003, and 2006. To guide development within the Bunker Hill Urban Renewal Project area, the CRA adopted the Design for Development plan in May 1968 (amended in 1971, 2001, and 2008). The Design for Development plan provided urban design principles for proposed development within the boundaries of Bunker Hill Urban Renewal Project area. The Design for Development plan initially established a maximum area-wide floor area ratio (FAR) of 5:1 within the Bunker Hill Urban Renewal Project area. Approximately 19.1 million square feet of total development was allowed in the Bunker Hill Urban Renewal Project area at the 5:1 FAR allowance. In 2008, the CRA proposed an amendment to the Design for Development plan to increase the permitted FAR from 5:1 to 6:1. The CRA prepared an Environmental Impact Report (EIR), referred to as the Bunker Hill Amended Design for Development EIR, to evaluate the potential environmental impacts of increasing FAR development rights within the area. The CRA certified the EIR and adopted the Bunker Hill Amended Design for Development plan. This action increased development capacity in the area by 3.9 million square feet. The action also specifically allocated an additional 362,000 square feet of floor area for Bunker Hill Parcel Y1. Accordingly, the Bunker Hill Amended Design for Development plan provided approximately 1.3 million square feet of development rights to Parcel Y1.

In 2013, the City adopted the Bunker Hill Specific Plan. The Bunker Hill Specific Plan refined and replaced the regulations of the Bunker Hill Amended Design for Development plan. The Bunker Hill Specific Plan is one of the primary land use documents that now regulates development on the Project Site. The Bunker Hill Specific Plan and the Central City Community Plan encourage mixed-use districts with expanded housing opportunities and commercial retail uses that can create a 24-hour downtown environment. The Bunker Hill Specific Plan encourages infill development that enlivens the street and public spaces. It encourages a mix of land uses that support high levels of transit use and additional employment opportunities. The Bunker Hill Specific Plan controls the types of uses and permitted development densities within its boundary. Pursuant to the Bunker Hill Specific Plan, previous development capacities allotted in the former Bunker Hill Redevelopment Plan area remained in effect. Appendix A of the Bunker Hill Specific Plan contains the resulting floor area rights. Thus, the floor area rights allocated in Appendix A of the Bunker Hill Specific Plan are the currently permitted-by-right development square

footages for each parcel. Parcel Y1, which includes the Project Site and Angels Flight, is allocated 1,390,900 square feet for development rights in Appendix A. That square footage translates to an FAR of approximately 13:1 for the Project Site.

In addition, the City recently processed a lot line adjustment to divide Parcel Y1 into two parcels. The lot line adjustment created the Project Site and the adjacent Angels Flight property as separate legal parcels. The lot line adjustment thereby allocated 1,269,150 square feet of development floor area for the Project Site.

The CRA/LA, a Designated Local Authority and successor to the CRA, currently owns the Project Site. The City and the CRA/LA entered an option agreement that provides the City the ability to purchase the Project Site. The City and Angels Landing Partners, LLC (Applicant) are parties to an Exclusive Negotiating Agreement (ENA) for the potential disposition and development of the Project Site.

As shown in Figure II-2 on page II-4, the Project Site is currently mostly landscaped and vacant, except for the Metro B and D Lines Pershing Square Station portal located at the southeast corner of the Project Site and the publicly accessible stairway adjacent to Angels Flight on the northern boundary of the Project Site.

## **b. Land Use and Zoning**

The Project Site is located within the Central City Community Plan area.<sup>2</sup> The Project Site has a Regional Center Commercial General Plan land use designation and is zoned C2-4D (Commercial zone, Height District 4 with Development Limitations). The Project Site is also within the Bunker Hill Specific Plan area, a Transit Priority Area (TPA), the Greater Downtown Housing Incentive Area<sup>3</sup>, and the former Los Angeles State Enterprise Zone.<sup>4</sup> Floor area on the Project Site is limited to a maximum of 1,269,150 square feet. The zoning of the Project Site does not limit building height or

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<sup>2</sup> *The City is currently in the process of updating the Central City Community Plan.*

<sup>3</sup> *The ordinance modified several code sections for projects within the Greater Downtown, added a requirement for compliance with Downtown Design Guidelines, and established a floor area bonus for projects that voluntarily provide a prescribed percentage of units for affordable housing.*

<sup>4</sup> *Legislative action resulted in the repeal of the Enterprise Zone Act and the dissolution of Enterprise Zones, effective December 31, 2013. However, the parking reduction provisions of the Enterprise Zone are still effective. (Source: [www.hcd.ca.gov/grants-funding/archive/enterprise-zone.shtml](http://www.hcd.ca.gov/grants-funding/archive/enterprise-zone.shtml).)*

residential density. The Bunker Hill Specific Plan,<sup>5</sup> in conjunction with the Project Site's C2-4D zoning, permits a mix of residential, hotel, and commercial uses.

## 4. Project Description

### a. Project Overview

The Project would involve a two-tower mixed-use development consisting of: 180 residential for-sale condominium units; 252 residential apartments (including a mix of market rate and affordable units, with affordable housing comprising 5 percent [e.g., 13] of the total for-rent units); two hotels with a combined total of 515 guest rooms, restaurants, ballrooms, meeting rooms, and amenities (fitness/spa); and 72,091 square feet of general commercial (retail/restaurant) uses. The proposed uses would be distributed through a series of terraced levels in a podium structure and two towers (Tower A and Tower B) that would be constructed above a three-level subterranean parking garage. The Project would also provide public and private open space areas totaling 56,881 square feet. The Project would result in up to 1,269,150 square feet of floor area with a maximum floor area ratio (FAR) of up to 13:1.

Tower A would include 63 floors with a building height of up to 854 feet. Tower B would include 42 floors with a building height of up to 494 feet. Tower A and Tower B would be built on a podium structure over a three-level subterranean parking garage to a depth of approximately 70 feet below ground surface as measured from the elevation of Hill Street adjacent the Project Site. The subterranean garage would include 750 parking spaces with parking stacker machines to reduce the number of parking levels required. In an effort to provide a pedestrian-friendly environment, no above-ground parking areas would be provided other than the vehicle entrances, pick-up/drop-off areas, and the loading dock. The existing Metro B and D Lines Pershing Square Station portal would be retained on-. The Project would require the removal of existing landscaping and the excavation and export of approximately 334,000 cubic yards of soil.

The development program for the Project is outlined in Table II-1 on page II-9. The conceptual site plan and conceptual overview for the Project are shown in Figure II-3 and Figure II-4 on pages II-10 and II-11. Renderings of the Project are provided in Figure II-5 through Figure II-7 on pages II-12 through II-14.

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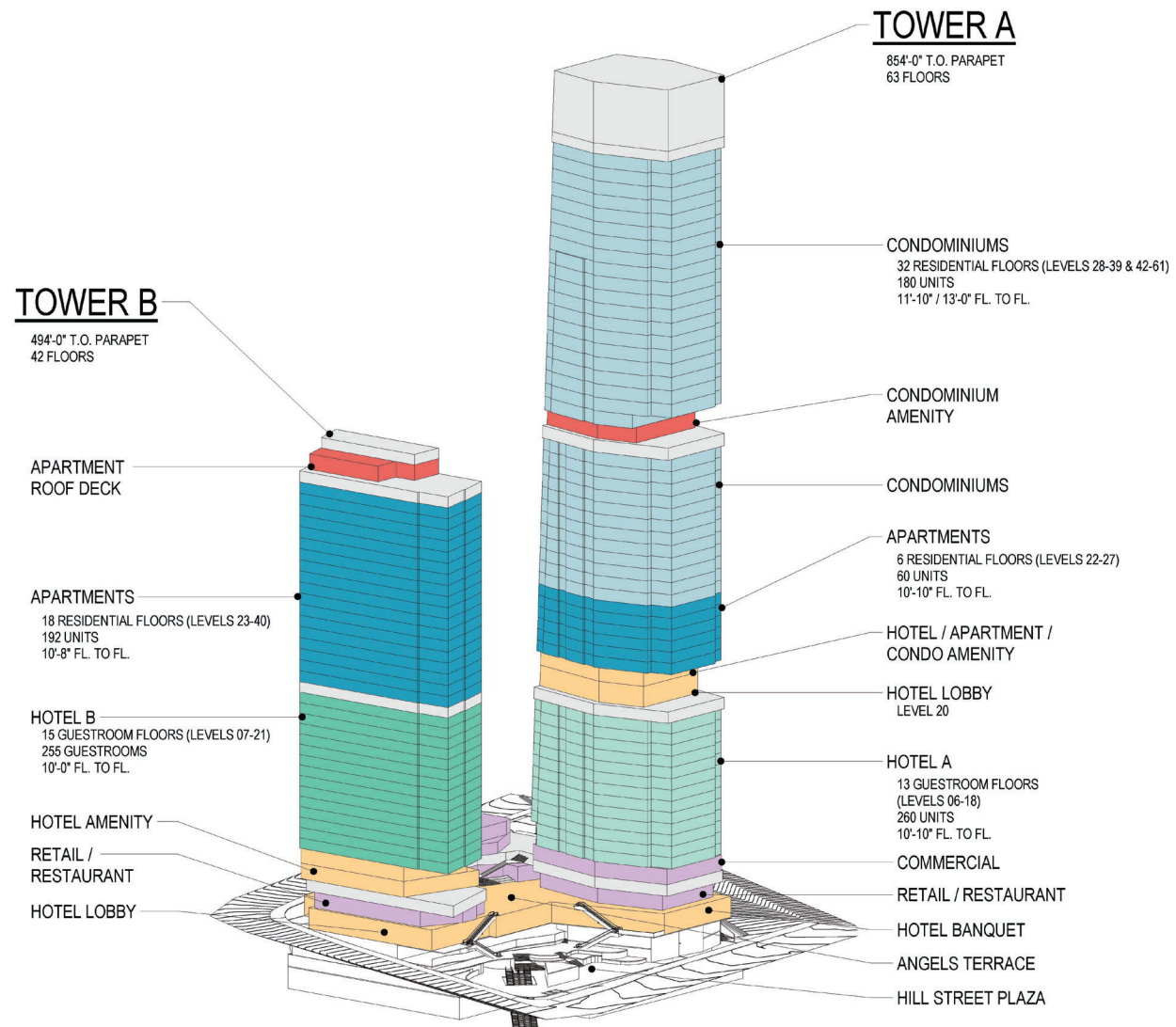
<sup>5</sup> As set forth in Section 3 of the Specific Plan, the regulations of the Specific Plan are in addition to those set forth in the Los Angeles Municipal Code (LAMC). Wherever the Specific Plan contains provisions which establish regulations that are different from, more restrictive or more permissive than would be allowed pursuant to the provisions in the LAMC, the Specific Plan shall prevail and supersede the applicable provisions of the LAMC.

**Table II-1  
Angels Landing Development Program**

| Land Use  | Floor Area (sf)           |                           |                  |
|---|---------------------------|---------------------------|------------------|
|   | Tower A                   | Tower B                   | Total            |
| <b>Residential (432 units)</b>  | <b>507,322</b>            | <b>219,620</b>            | <b>726,942</b>   |
| Condominiums (180 units)  | 417,185                   | —                         | 417,185          |
| Apartments (252 units <sup>c</sup> )  | 90,137                    | 219,620)                  | <b>309,757</b>   |
| <b>Hotel</b>  | <b>230,245</b>            | <b>239,872</b>            | <b>470,117</b>   |
| Rooms (515 rooms)   | 137,600                   | 136,275                   | 273,875          |
| Restaurant (541 seats)  | 3,930                     | 8,240                     | 12,170           |
| Ballrooms   | 10,910                    | 6,040                     | 16,950           |
| Meeting Rooms   | 4,550                     | 2,840                     | 7,390            |
| Amenities (Fitness/Spa)   | 7,610                     | 7,170                     | 14,780           |
| Back of House/Hallways/Lobbies  | 65,645                    | 79,307                    | 144,952          |
| <b>General Commercial</b>   | <b>61,013</b>             | <b>11,078</b>             | <b>72,091</b>    |
| Retail  | 24,772                    | 5,693                     | 30,466           |
| Restaurant (1,851 seats)  | 36,240                    | 5,385                     | 41,625           |
| <b>Total Floor Area<sup>a,b</sup></b>   | <b>798,580</b>            | <b>470,570</b>            | <b>1,269,150</b> |
| <b>FAR</b>  | <b>—</b>                  | <b>—</b>                  | <b>13:1</b>      |
| <b>Total Parking</b>  | <b>—</b>                  | <b>—</b>                  | <b>750 sp</b>    |
| <b>Total Open Space</b>   | <b>—</b>                  | <b>—</b>                  | <b>56,881 sf</b> |
| <b>Building Heights</b>   | <b>63 fl<br/>(854 ft)</b> | <b>42 fl<br/>(494 ft)</b> | <b>—</b>         |
| <p><i>FAR = floor-area ratio</i><br/> <i>fl = floors</i><br/> <i>ft = feet</i><br/> <i>sf = square feet</i><br/> <i>sp = spaces</i><br/> <sup>a</sup> Floor area as defined by LAMC §12.03.<br/> <sup>b</sup> Does not include 178,145 sf of structured parking (not considered floor area under LAMC §12.03).<br/> <sup>c</sup> Would include a mix of market rate and affordable units, with affordable housing comprising 5 percent (e.g., 13) of the for-rent units.<br/> Source: Handel Architecture and Eyestone Environmental, April 2020.</p> |                           |                           |                  |



**Figure II-3**  
Conceptual Site Plan



**Figure II-4**  
Conceptual Project Overview





**Figure II-5**  
Project Rendering – Aerial View Looking North





**Figure II-6**  
Project Rendering – Street View from Grand Central Market





**Figure II-7**  
Project Rendering – Aerial View of Hills St. Plaza



## b. Project Objectives

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

The underlying purpose of the Project is to redevelop the site by providing a high-density, mixed-use, transit- and pedestrian-oriented development that includes a mix of housing types (including affordable units) integrated with hotel, retail, restaurant and open space uses to transform the vacant site into a marque destination and functional linkage between the Historic Core and Bunker Hill areas of downtown. As set forth in the CEQA Guidelines, the Project’s basic and fundamental objectives are provided below.

- Maximize density and floor area ratio on the site with a high level of intensity to create a high-energy urban experience with an interrelated mix of land uses that function to transform the site into an iconic development.
- Provide attractive and ample publicly accessible open spaces that incorporate community amenities and integrate the Angels Flight funicular into the experience of the site.
- Establish and maintain active and accessible linkages between the residential, office, and cultural amenities on Bunker Hill and in the Historic Core area to enhance the interconnectivity of these communities.
- Integrate the existing Metro portal as a component of open space and plaza design to enhance the pedestrian and transit user experience at the site.
- Create a mix of interactive land uses with expanded for-sale and for-rent housing opportunities blended together with commercial uses to enhance the 24-hour downtown experience and provide an infill development that enlivens adjacent streets and integrated public spaces.
- Develop a high-quality mixed-use project that provides residential dwelling units that contribute to the City’s housing supply, while integrating hotel uses capable of enhancing the experience in Bunker Hill and contributing to the supply of downtown hotel rooms for convention and tourist activities.
- Construct an economically feasible project that expands the economic base of the City and provides employment opportunities and new sources of tax revenue for the City by providing construction and permanent jobs, attracting commercial tenants and hotel operators, and increasing hotel patrons that collectively increase City tax revenues directly and indirectly.

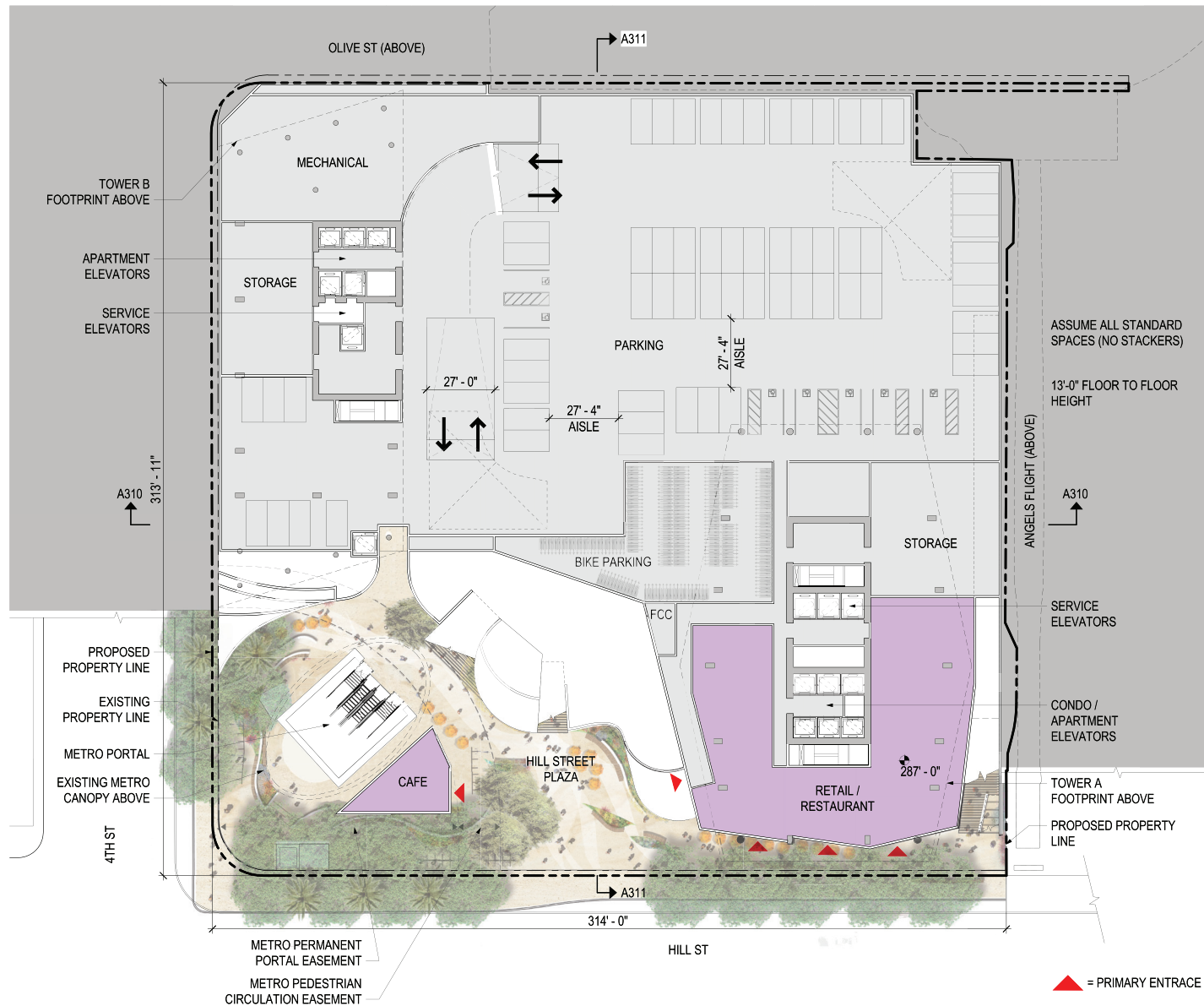
- Utilize public investment in public transit by redeveloping an urban infill location with on-site mass transit capabilities to further smart growth land use planning practices and align with policies related to the reduction of greenhouse gas emissions and vehicle miles travelled.

### c. Design

Key elements of the design of the Project include the re-new hardscaping and landscaping of the arrival plaza at the Metro B and D Lines Pershing Square Station portal, enhancing access to the Angels Flight funicular s, creating an active pedestrian environment along the street frontages, and providing functional pedestrian connections to and from California Plaza and its adjacent office buildings and streets. To this end, the Project's design consists of a series of cantilevered floors and landscaped terraced levels that gradually transition from the lowest point of the Project Site at Hill Street and 4th Street up to California Plaza, as shown in the conceptual site and conceptual Project overview provided in Figure II-3 and Figure II-4 on pages II-10 and II-11 and in the level plans provided in Figure II-8 through Figure II-15 on pages II-17 through II-24. Along the path of these terraced levels are active uses and amenities, such as retail and restaurant spaces, residential lobbies, hotel entrances and outdoor seating and planted areas, with multiple circulation routes. The terraced levels would sit atop a subterranean parking garage.

The proposed uses would be distributed throughout the terraced levels and in Tower A and Tower B. Tower A would include 63 floors with a building height of up to 854 feet. Tower B would include 42 floors with a building height of up to 494 feet. The different heights of the towers have been intentionally designed and placed adjacent to each other to create the sense of a "gateway" into the Project Site and a transition between the high-rise buildings atop Bunker Hill to the west and the City's Historic Core to the east. In particular, the shorter tower (Tower B), which is located along 4th Street and set back from the corner of Hill Street, has been designed to be in-between the scale of the lower neighboring buildings across 4th Street and the taller scale of the planned new development across Hill Street. The taller tower (Tower A) is located on the north side of the Project Site and is located closer to the street edge.

As shown in Figure II-8 on page II-17, Level PB1 (Hill Street Plaza Level) would include vehicle and bicycle parking, Tower A retail and restaurant uses, and Tower B storage and mechanical uses. The retail and restaurant uses would be located along Hill Street and would be adjacent to a new redesigned stairway running along the northern boundary of the Project Site adjacent to the historic Angels Flight funicular. The Project also proposes to improve the plaza space (at grade level) for the Metro B and D Lines Pershing Square Station portal with a café near the existing station portal access stairs and escalators. These uses would be integrated with the proposed plaza area on Hill Street (i.e., Hill Street Plaza) at the corner of the Project Site, which would include landscaping



**Figure II-8**  
Conceptual Site Plan—Level PB1 (Hill Street Plaza Level)



**Figure II-9**  
Conceptual Site Plan – Level 1 (Lower Porte Cochere Level)

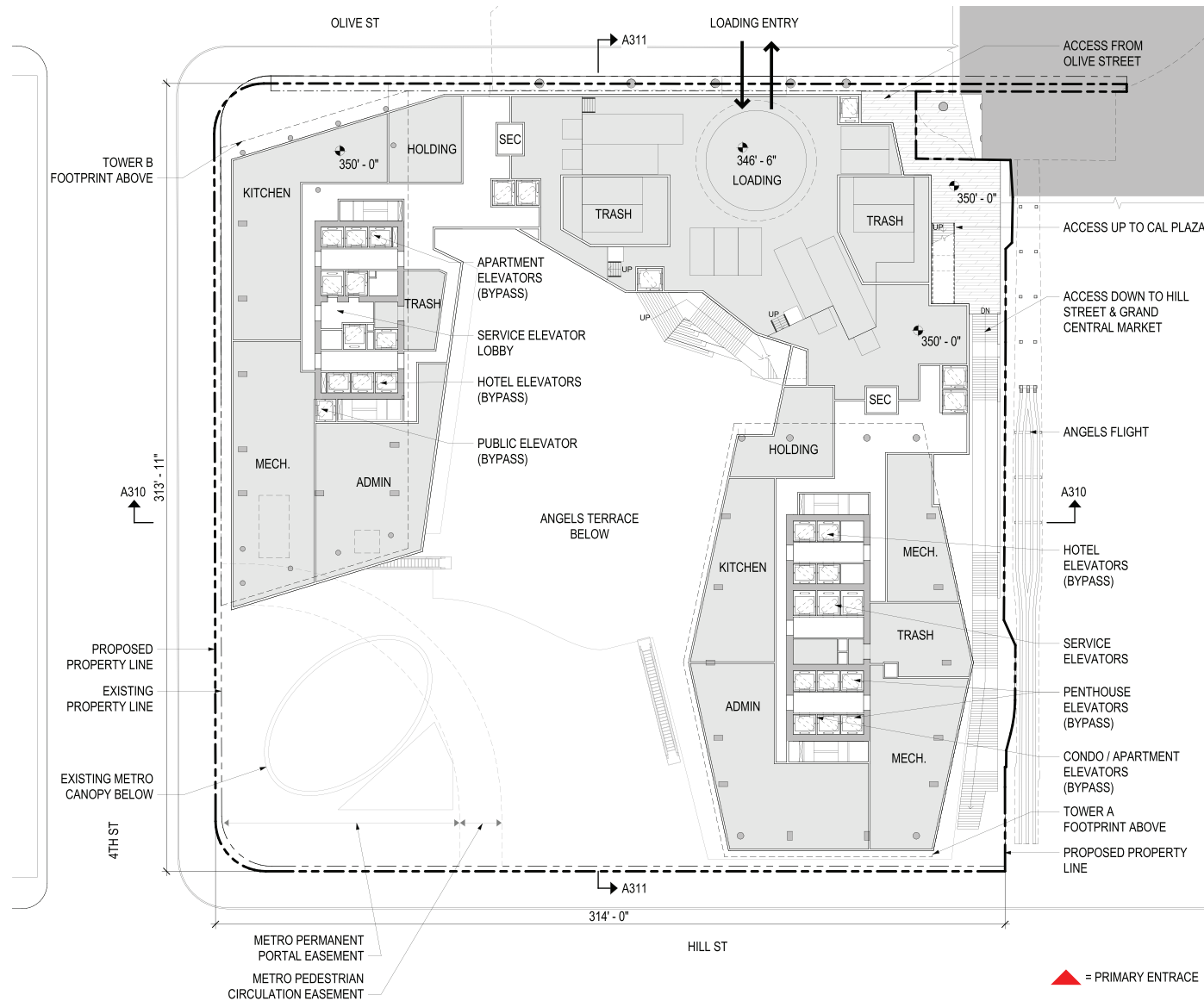


**Figure II-10**  
**Conceptual Site Plan – Level 2 (Upper Porte Cochere Level)**



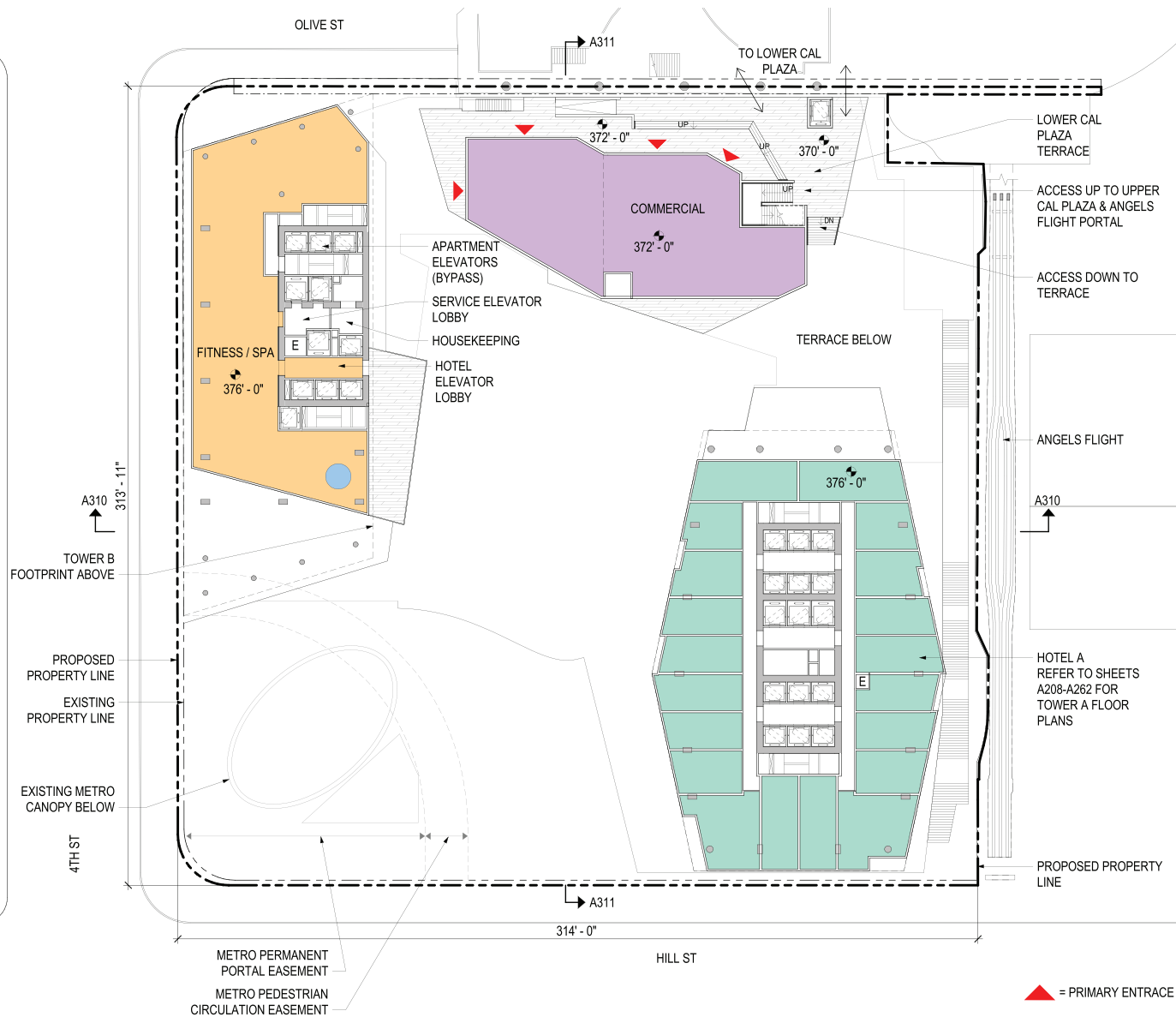


**Figure II-11**  
**Conceptual Site Plan – Level 3 (Angels Terrace Level)**



**Figure II-12**  
**Conceptual Site Plan – Level 4 (Service/Loading Level)**





**Figure II-14**  
 Conceptual Site Plan – Level 6 (Lower California Plaza)



**Figure II-15**  
**Conceptual Site Plan—Level 7 (Upper California Plaza)**

and seating areas. From the Metro B and D Lines Pershing Square Station portal and the main plaza area, there would be steps and terraces up approximately one story to Level 1 (Lower Porte Cochère Level).

As illustrated in Figure II-9 on page II-18, Level 1 (Lower Porte Cochère Level) would provide vehicular access to a porte cochère, a ramp to an Upper Porte Cochère on Level 2, and a ramp to subterranean parking areas, a hotel lobby and a condo lobby within Tower A, retail uses within Towers A and B, and hotel ballrooms and banquet lobby area within the podium. Level 1 would include the primary vehicular entry into the Project (from 4th Street).

As shown in Figure II-10 on page II-19, Level 2 (Upper Porte Cochère Level) would include hotel meeting rooms, a banquet lobby, meeting space, and a ballroom associated with the proposed hotel within Tower A, as well as a hotel lobby and apartment lobby area within Tower B. The Upper Porte Cochère on Level 2 would be accessible from the Lower Porte Cochère on Level 1 and would provide pick-up/drop-off and access to the hotel and residential uses. It would otherwise be completely enclosed and would not be directly accessible from the public plazas and terraces. However, at Level 2, small exterior areas along the Hill Street Plaza on Level PB1 would serve as landings for escalators and elevators up to Angels Terrace on Level 3.

As shown in Figure II-11 on page II-20, Level 3 (Angels Terrace Level) would include retail and restaurant uses in Towers A and B and in the proposed podium, as well as the Angels Terrace plaza. Angels Terrace is a proposed landscaped and open space area intentionally designed and located in the center of the Project Site, between the two towers, as the primary publicly accessible open space of the Project. Angels Terrace would provide shade and seating to host a wide range of cultural events and performances. Angels Terrace would also provide access to multiple other uses surrounding the Project Site, including Angels Flight via a paseo linking the corner of 4th Street and Olive Street with the steps of Angels Flight and escalators and an elevator up to California Plaza on Level 6. This level would also include a vehicular access ramp along Olive Street to access the Upper Porte Cochère.

As shown in Figure II-12 on page II-21, Level 4 (Service/Loading Level) would include primarily service (e.g., kitchen, mechanical, administrative, and trash collection) and loading areas.

As shown in Figure II-13 on page II-22, Level 5 (I Commercial/Hotel B Amenity Level) would include commercial space in Tower A, hotel restaurant, kitchen, and amenity area in Tower B, and commercial area in the podium. Level 5 would also include a hotel pool deck in Tower B, and a Terrace providing pedestrian access to Tower A from Olive Street. Stairways, escalators, and/or elevators would also provide pedestrian access from

Level 5 to Angels Terrace on Level 3, Lower Cal Terrace Plaza and California Plaza on Level 6, and Angels Flight stairway from Levels PB1 (Hill St. Plaza), 3 (Angels Terrace) and 4.

As shown in Figure II-14 page II-23, Level 6 (Lower California Plaza Level) would include hotel uses in Tower A, amenity (fitness/spa) area in Tower B, and commercial areas along Olive Street in the podium. In addition, a Lower California Plaza Terrace is proposed at this level that would provide a pedestrian connection from the Project to California Plaza via the existing California Plaza pedestrian terrace over Olive Street.

Lastly, as shown in Figure II-15 on page II-24, Level 7 (Upper California Plaza Level) would include a continuation of the portion of California Plaza that currently extends over Olive Street. This large pedestrian open space area, to be called Upper California Plaza Terrace, would include stairways, escalators, and/or elevators to the lower terraces and plazas. This plaza would provide a safe pedestrian and open space connection between the proposed Project and both 350 Grand and California Plaza proper located west side of Olive Street.

Above the proposed podium, Tower A would include a 260-room hotel, 60 residential apartments (consisting of studio, one-, two-, and three-bedroom units), 180 condominium units (consisting of one-, two-, and three-bedroom units), and hotel and residential amenities (e.g., pools, pool deck, fitness center with spas/jacuzzi, and lounge). Tower B would include a 255-room hotel, 192 residential apartments, and hotel and residential amenities (e.g., pools, pool deck, fitness center with spas/jacuzzi, and lounge). Each hotel would have its own lobby, retail and restaurant uses, and back-of-house and loading areas, and would share loading areas and access to the terraces and open spaces. Tower A would also have a pool deck that would be shared between the hotel and residential uses, and other amenities that would either be shared with the hotel or open to residents only. The apartments and hotel within Tower B would share amenities within Tower B, except that the Tower B roof deck would be for residents only. The apartment and condominium uses and hotel uses within each tower would each have their own lobby with elevators serving their respective use and the shared amenities and parking.

As noted above, key components to the design of the Project include the integration of the existing Metro B and D Lines Pershing Square Station portal and the adjacent historic Angels Flight funicular. The Project would include a new café close to but not directly abutting the portal as part of the proposed Hill Street Plaza to serve both Metro and Project users.

The Project's design also emphasizes a respectful relationship to Angels Flight. Specifically, Tower A is intentionally placed on Hill Street, near the lower station of Angels Flight, much like the historic buildings that were the Angels Flight's immediate neighbors in

the past. Tower A would also be set back approximately 10 feet from the shared property line with Angels Flight to showcase the track. The existing stairs along Angels Flight would be replaced with a new, enhanced and landscaped version of the stairs that connect Hill Street to Olive Street and California Plaza, preserving the close-up experience of Angels Flight that exists today. This new version of the stairs would be wider than the existing, have frequent intermediate landings, and have plantings alongside most of their length. In addition, Tower A would not be at full height for the full length of Angels Flight. For the upper portion of the track, Tower A would step down to the Terrace, two stories below the upper station of Angels Flight. Here, the northwest end of Tower A would be set back approximately 125 feet from California Plaza, providing space and relief for the upper station of Angels Flight, and allowing views for riders at the top toward the Project's open space and the City beyond, and to allow reciprocating views from the Project's open space back to the upper station.<sup>6</sup> Along the track at most floors, Tower A would feature windows facing Angels Flight at certain levels (e.g., Levels 1, 2, 3, 5 and 6). Up one level at the Upper Porte Cochère, meeting spaces toward the Hill Street side would also provide direct views of Angels Flight. Toward the top, hotel rooms with balconies would face the track, restoring the relationship that building's occupants and riders historically had with one another. Located about mid-way up the track, the lobby and lounge would have a full-height window wall facing Angels Flight. At the street level, the retail storefronts and restaurants would be set back from the Hill Street sidewalk near the lower station entrance. This, combined with the stairway widening and storefront setbacks, would open up views to the lower station of Angels Flight for those walking along Hill Street and would provide a queuing area at the lower station.

## d. Architecture

The architecture of the two proposed towers includes a series of exterior wall designs with each wall design correlating to the program of the building's interior. For example, the first wall design occurs at the base of the two towers (e.g., the first level above the podium) where a horizontal balcony feature wraps around the floor plates to create a contrasting shadow line along the exterior. The second wall design is predominantly present in Tower A from the first floor above the podium upward, and consists of a vertical design that utilizes floor to ceiling glass and protruding vertical fins that appear to be seen as layered screens in front of a horizontal substructure to expose balconies at the corners of the floor plates (see Figure II-6 on page II-13). The building materials that are intended for the exterior of the Project would consist of various types of glass panels, metal balustrades and screening elements, and plaster, and at the podium

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<sup>6</sup> *Reciprocating views" as used here means views back and forth—people on Angels Flight can see down to Angels Terrace and beyond, and in turn, people on the terraces can see up to the top of Angels Flight.*



level, additional materials, such as stone and terra cotta would be used. The palette and color scheme for the Project would consist of light and warm tones.

## **e. Open Space and Landscaping**

The Project would incorporate common and private open space and recreational amenities within the Project Site. The Project would provide common open space that would be generally publicly accessible during daytime hours in the form of plazas, gardens, courtyards, and landscaped terraces. The primary open space amenity would be a flexible open space area (referred to as Angels Terrace) that would be located at the center of the Project Site. Angels Terrace would provide trees and landscaping, an approximately 400 square foot elevated linear water feature (possibly with water-side seating, cascading water and subtle lighting), shade, and seating capable of hosting a wide range of cultural events and performances. Hill Street Plaza would be an additional landscaped open space amenity on the Ground Level that includes the Metro B and D Lines Pershing Square Station portal and a new close-by café. The common open space proposed to be provided within the Project Site would include 56,881 square feet of exterior common area and additional interior common area, which would exceed the requirements of the LAMC.

Interior common areas would include resident amenities, such as fitness areas, game rooms, lounges, and meeting rooms. Open spaces would be Americans with Disabilities Act (ADA) accessible, with clear sight lines. Direct connections would be provided throughout the Project Site to each new open space, as well as to the improved and widened Angels Flight stairs via an overlook landing (e.g., the area of Angels Terrace that would be adjacent to Angels Flight and allow pedestrians to view the railway). Additionally, direct connections would be made to California Plaza on the northwestern end of the Project Site. Open spaces would include gardens, fixed and moveable seating, canopy trees for shade, and durable paving materials.

Plant species utilized in the Project would consist of both native and adapted plants. Trees and other landscaping elements would also be provided along the streets adjacent to the Project Site. The proposed landscaping at the primary open space levels of the Project, including at Level PBI (Hill Street Plaza Level), Level 3 (Angels Terrace Level) and Level 6 (Lower California Plaza Level), is shown in Figure II-16 through Figure II-18 on pages II-29 through II-31, respectively.

## **f. Access, Circulation, and Parking**

Vehicular access to the Project Site would be provided via two access points, including one at Olive Street and another at 4th Street. The Olive Street access would be the primary site access for users of the parking garage, and would include a direct ramp down to the parking levels via the Upper Porte Cochère on Level 2 and the



## HILL ST. PLAZA

HARDSCAPE - 15,039 sq ft

SOFTSCAPE - 2,347 sq ft

TOTAL % of SOFTSCAPE: 13.5 %

**Figure II-16**  
Conceptual Landscape Plan – Level PB1 (Hill Street Plaza Level)



**Figure II-17**  
 Conceptual Landscape Plan – Level 3 (Angels Terrace Level)





#### UPPER CAL PLAZA EXTENSION

HARDSCAPE - 4,696 sf

SOFTSCAPE - 6,218 sf

#### TERRACE

HARDSCAPE - 3,4552 sf

SOFTSCAPE - 701 sf

#### OLIVE STREET PLAZA

HARDSCAPE - 1,678 sf

SOFTSCAPE - 550 sf

#### TOTALS

TOTAL HARDSCAPE - 9,829 sf

TOTAL SOFTSCAPE - 7,568 sf

% of SOFTSCAPE: 43.5 %

**Figure II-18**

Conceptual Landscape Plan – Level 6 (Lower California Plaza Level)

Lower Porte Cochère on Level 1. The proposed loading dock would also be accessed from Olive Street, with a turntable to allow delivery trucks to both enter and exit the loading dock head-first (e.g., no backing out of delivery trucks onto Olive Street). The 4th Street access would provide access to the Lower Porte Cochère. In addition to entrances to the hotel lobbies, the two-level porte cochère would provide access to the apartment and condominium lobbies. All parking via the porte cochère would be valet, and the porte cochère includes a separate ramp to the parking garage. Service deliveries would occur via Olive Street, where the loading dock would be located beneath the California Plaza overbuild (e.g., the portion of California Plaza that currently extends over Olive Street). Access for trash pickup would be provided adjacent to the loading dock via Olive Street.

Pedestrian access would be enhanced along the perimeter and throughout the Project Site and would be provided via new pedestrian walkways from 4th Street, Olive Street, and Hill Street. In addition, the landscaped terraces of the podium would feature stairs, escalators, and elevators that would connect the levels and surrounding streets. A pedestrian paseo (referred to herein as the North Paseo) proposed at 4th Street and Olive Street would be a key pedestrian access point to the Project Site. As indicated in Figure II-11 on page II-20, the North Paseo would extend from the corner of 4th Street and Olive Street to the Angels Terrace, as well as to a new staircase next to Angels Flight. Overall, pedestrian access to the Project Site would be provided via steps along Angels Flight, connecting Hill Street to Olive Street and California Plaza, the North Paseo, and the various terraced levels connecting the Project to the surrounding uses and streets.

As previously described, the proposed parking garage would include 750 parking spaces in up to three subterranean levels. In addition, 30 percent of the provided parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the provided parking spaces would have electric vehicle (EV) charging stations in accordance with LAMC requirements. The proposed parking garage would extend to a depth of approximately 70 feet below ground surface as measured from the elevation of Hill Street adjacent to the Project Site.

In accordance with LAMC requirements, the Project would provide 375 bicycle parking spaces, including 105 short-term spaces and 270 long-term spaces.

## **g. Lighting and Signage**

Proposed lighting would include shielded exterior lights adjacent to the proposed buildings and along pathways for security and wayfinding purposes. In addition, shielded lighting to accent signage, architectural features, public art, and landscaping elements

would be incorporated throughout the Project Site.<sup>7</sup> Exterior lights, including lights on the rooftop of Tower B, would be directed onto the Project Site and designed to minimize light trespass from the Project Site. Characteristic of a Downtown area, the taller tower, Tower A, would include a rooftop light feature as an architectural element to highlight the Project Site. New sources of artificial lighting that would be introduced by the Project would also include interior lighting and automobile headlights. Project signage would include a central identity sign and various general wayfinding and retail signs typically associated with a mixed-use project similar to the Project. The identity sign would be located on Hill Street Plaza and would consist of a building-mounted sign with lettering presenting the Project name and/or address. The Project would have identity signs located on the buildings (either at the top of the tower(s) or mid-building according to hotel branding standards). Typical of an urban mixed-use center, the Project would include retail signage primarily oriented towards Hill Street and 4th Street. Other vertical building-mounted signage would be located along Olive Street and 4th Street 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 intended to complement the design of the structures and enliven the pedestrian experience while respecting the urban context and surrounding uses. In general, new signage would be architecturally integrated into the design of the buildings and would establish appropriate identification for the proposed uses, and such signage would be permitted through the approval mechanisms in the LAMC.

## **h. 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. These standards would reduce energy and water usage and waste generation, thereby reducing associated greenhouse gas emissions and helping minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but 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.

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<sup>7</sup> *Public art will be incorporated into the Project as Art Development Fee Credits in accordance with the requirements of City of Los Angeles Charter Section 22.118 in-lieu of payment of the Arts Development Fee required under City of Los Angeles Building Code Section 91.107.4.6.2.*

### **i. Anticipated Construction Schedule**

For environmental review purposes, it is anticipated that Project construction would commence in September 2022 and be completed in June 2026 (with full occupancy anticipated in 2028). Project construction activities would start with the clearing of the existing landscaping on the Project Site. This would be followed by grading and excavation for the subterranean parking. The Project would require excavation up to approximately 70 feet below ground surface as measured from the surface elevation of Hill Street adjacent to the Project Site. It is estimated that approximately 334,000 cubic yards of export material would be hauled from the Project Site during the excavation phase. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation.

## **6. Requested Permits and Approvals**

The list below includes the anticipated entitlements for the Project. This Draft EIR analyzes the impacts associated with the Project and provides environmental review sufficient for all necessary entitlements, permits, approvals, and public agency actions associated with the Project. The discretionary entitlements, permits, and approvals requested for the Project include, but are not necessarily limited to, the following:

- Project Permit Compliance;
- Director's Determination for Alternative Design;
- Master Conditional Use Permit for Alcohol;
- Conditional Use Permit for Live Entertainment and Dancing;
- Development Agreement;
- Vesting Tentative Tract Map;
- Haul Route Approval; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, sign permits, and tree removal permits.

The scope of environmental review is also sufficient to cover other potential agreements by and between the current owner CRA/LA, the City of Los Angeles, Metro and/or the Applicant, including, but not limited to:

- Purchase and Sale Agreement by and between CRA/LA and the City of Los Angeles;
- Purchase and Sale Agreement by and between City of Los Angeles and the Applicant;
- Disposition and Development Agreement by and between CRA/LA and the Applicant;
- Hotel Development Incentive Agreement by and between the City of Los Angeles and the Applicant; and
- Amendment to the Construction, Operation and Reciprocal Easement Agreement by and between the CRA/LA and Bunker Hill Associates dated August 26, 1983.