II. Project Description

II. Project Description

1. Project Summary

The Project proposes to construct a 50-story mixed-use development comprised of 580 residential units and up to 7,499 square feet of ground floor commercial/retail/restaurant space on a 34,679-square-foot site.[1] The Project would provide 636 vehicle parking spaces within three subterranean levels and eight above-grade levels and four vehicle parking spaces on the ground floor. To accommodate the Project, an existing surface parking lot and four-story parking structure would be demolished. Upon completion, the total building floor area would be 554,927 square feet with a maximum height of 592 feet and a Floor Area Ratio (FAR) of approximately 9.25:1.

2. Project Location and Setting

a. Project Location

The Project would be located at 754 S. Hope Street and 609 and 625 W. 8th Street in the City of Los Angeles (Project Site). As shown in Figure II-1 on page II-2, the Project Site is located within Downtown Los Angeles, approximately 14 miles east of the Pacific Ocean. Primary regional access to the Project Site is provided by State Route 110 (SR-110 or Harbor Freeway), which runs north-south approximately 0.3 mile west of the Project Site. The Project Site is specifically bounded by two parking structures to the north, 8th Street to the south, Grand Avenue to the east, and Hope Street to the west. Major arterials providing regional access to the Project vicinity include Grand Avenue, Figueroa Street, and Olympic Boulevard. The Project Site is located within a Transit Priority Area (TPA) (shown in Figure II-2 on page II-3), as defined by Senate Bill (SB) 743 and City Zoning Information (ZI)

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[1] *The 8th, Grand and Hope Initial Study (May 2019), included as Appendix A of this Draft EIR, had proposed two options for the Project, one of which included the development of a school. Following the publication of the Initial Study, the school option was removed. As such, this Draft EIR refers to the Project as including 580 residential units and up to 7,499 square feet of commercial/retail/restaurant space.*

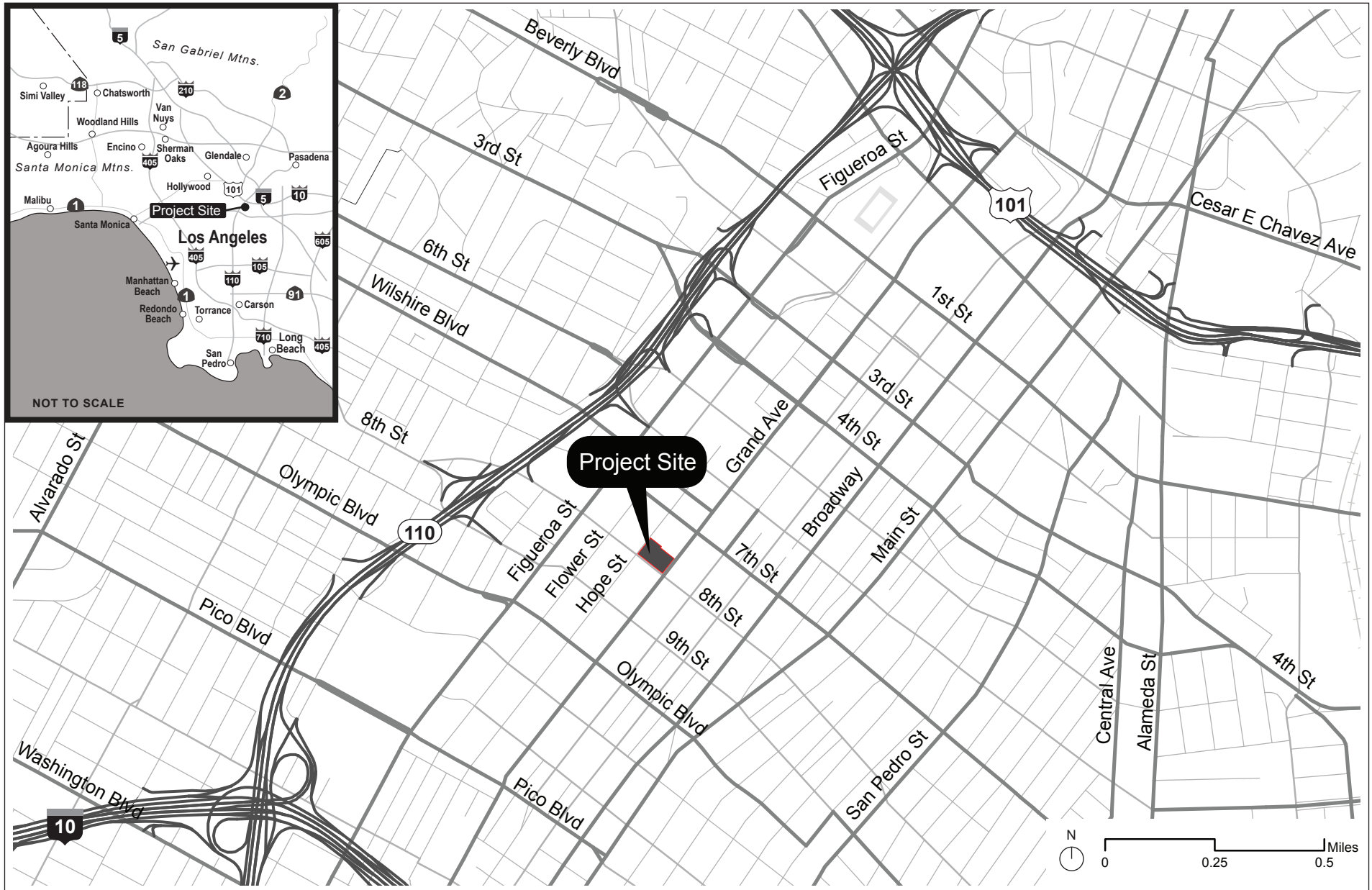

Figure II-1
Project Location Map

Source: LA County GIS; Eyestone Environmental, 2019.

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

Source: Eyestone Environmental, 2019.

File No. 2452.[2,3] In addition, the Metro 7th Street/Metro Center Station is located approximately two blocks from the Project Site.

b. Surrounding Uses

As shown in Figure II-3 on page II-5, the Project Site is located in an urbanized area dominated by high-rise buildings. Surrounding uses in the vicinity of the Project Site are similarly zoned C2-4D and developed with commercial, office, retail, restaurant, multi-family residential, and parking uses. Immediately to the north of the Project Site are two parking structures—an eight-story structure along Hope Street at 746 S. Hope Street and a four-story structure along Grand Avenue at 725 S. Grand Avenue. Across Hope Street to the west of the Project Site is a recently renovated business/commercial development (i.e., The Bloc,), consisting of a department store, gym, cinema, retail and restaurant uses, Sheraton Grand Hotel with a height of 312 feet, and a high-rise office tower at 700 S. Flower Street and 711 S. Hope Street. To the east of the Project Site is a mixed-use development with a height of 112 feet (i.e., Eighth & Grand), consisting of a mid-rise residential complex with a ground floor market at 788 S. Grand Avenue. To the south of the Project Site are multiple office/commercial buildings and other residential developments, including a high-rise, residential tower (i.e., 8th+Hope) with a height of 246 feet immediately to the southwest at 801 S. Hope Street, a mixed-use high-rise building at 801 S. Grand Avenue with a height of 310 feet, a mixed-use high-rise building 888 S. Hope Street with a height of 370 feet, and three other high-rise residential towers (i.e., Atelier at 801 S. Olive Street with a height of 358 feet; the approved 29-story 845 S. Olive Street Tower; and the 820 S. Olive/825 S. Hill Street Tower with a height of 637 feet) to the southeast on Olive Street between 8th Street and 9th Street.[4] In the Project vicinity, beyond these land uses are other high-rise buildings that include commercial and residential uses.

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[2] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Reports for 754 S. Hope Street and 609 and 625 W. 8th Street, http://zimas.lacity.org/, accessed July 8, 2020.*

[3] *PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."*

[4] *Heights of surrounding uses are based on field surveys that were conducted by KPFF's survey crews who obtained sidewalk and top of building elevations, as attainable, for the buildings surrounding the Project Site (physical observation, measurement and estimate). When not attainable, some information was gathered from building management teams and building plans/records.*

Figure II-3

Aerial Photograph of the Project Vicinity

Source: Apple Maps, 2020; Eyestone Environmental, 2020.

3. Existing Project Site Conditions

The Project would be located at 754 S. Hope Street and 609 and 625 W. 8th Street in the City of Los Angeles (Project Site). Rectangular in shape, the Project Site is comprised of two tax assessor parcels (APNs: 5144-011-009 and 5144-011-016), encompassing a total of approximately 34,679 square feet of lot area (0.83 acre). As shown in Figure II-4 through Figure II-7 on pages II-7 through II-10, the Project Site is currently developed with a low-rise four-story parking structure and a surface parking lot that is entirely paved and devoid of landscaping. The existing parking structure and surface parking lot currently provide 324 parking spaces, which are used for commercial parking by businesses in the area. Vehicular access for the existing commercial parking structure and surface parking lot is currently provided from four existing driveways with four existing curb cuts: one curb cut along Grand Avenue, two curb cuts along 8th Street, and one curb cut along Hope Street. A chain-link fence lines portions of two sides of the existing surface parking lot along 8th Street and Grand Avenue. One street tree is situated along Hope Street, and six street trees line the sidewalk along 8th Street. None of the existing street trees are considered protected per the City of Los Angeles Native Protected Tree Ordinance.[5]

[5] *The Tree Resource, Native Tree Protection Report for the Project Site. See Appendix IS-2 of the Initial Study, which is included as Appendix A of this Draft EIR.*

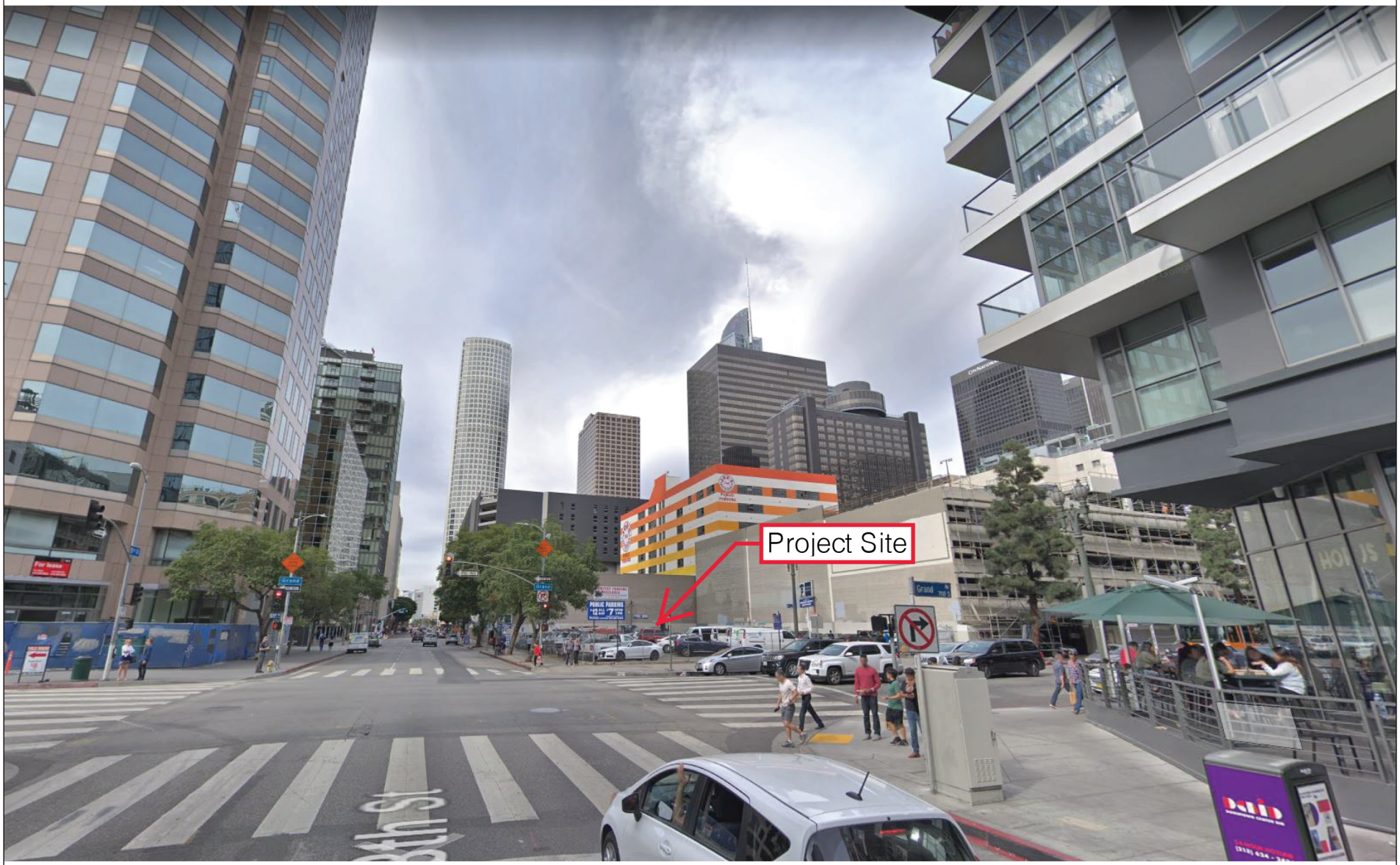

Figure II-4

Existing Site Photograph—View from Southeast
(W. 8th Street & S. Grand Avenue)

Source: Gensler; Eyestone Environmental, 2018.

Figure II-5
Existing Site Photograph—View from Southwest
(W. 8th Street & S. Hope Street)

Source: Gensler; Eyestone Environmental, 2018.

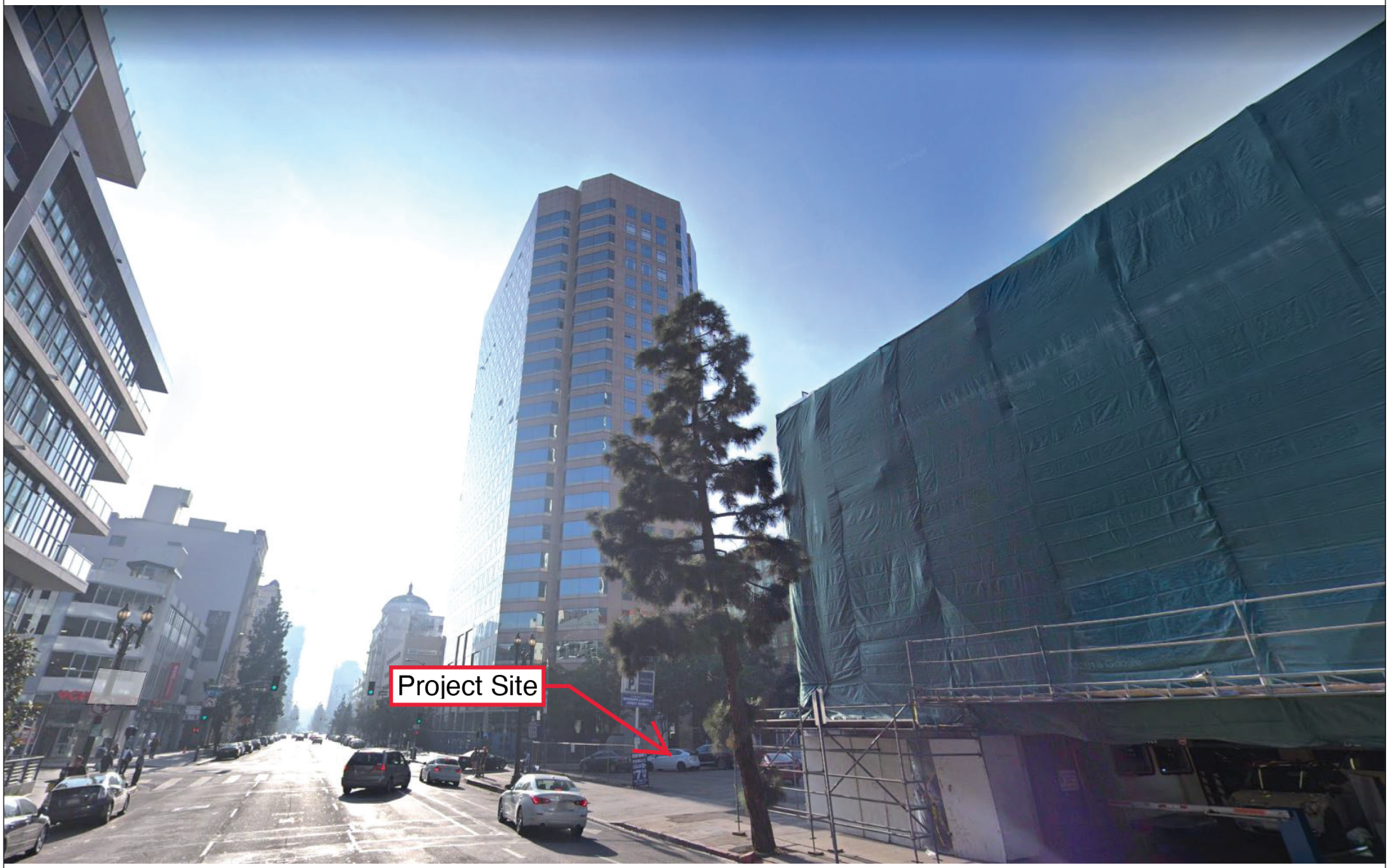

Figure II-6
Existing Site Photograph—View from Northeast
(S. Grand Avenue)

Source: Gensler; Eyestone Environmental, 2018.

Figure II-7
Existing Site Photograph—View from Northwest (S. Hope Street)

Source: Gensler; Eyestone Environmental, 2018.

4. Land Use and Zoning

a. Central City Community Plan

The Project Site is located within the planning boundary of the Central City Community Plan (Community Plan) area and, more specifically, is located within its Financial Core. Under the Community Plan, which was last updated in January 2003, the Project Site has a General Plan land use designation of Regional Center Commercial. The Regional Center Commercial land use designation has corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4 and corresponds to Height District 3D and 4D, which limit the FAR to 6:1, except for transfer of floor area of up to 13:1. The Project Site's C2-4D zoning is consistent with the Regional Center Commercial land use designation and the 4D Height District.

b. City of Los Angeles Municipal Code

The entire Project Site is zoned by the Los Angeles Municipal Code (LAMC) as C2-4D (Commercial, Height District No. 4). The Commercial zones permit a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and theaters. The C2 zone also permits any land uses permitted in the R4 (Multiple Residential) zone, which includes one-family dwellings, two-family dwellings, apartment houses, multiple dwellings, and home occupations. Height District No. 4 within the C2 zone does not impose any height limit with an allowable maximum FAR of 13:1. However, while Height District No. 4 permits an FAR of 13:1, the maximum permitted floor area of the Project Site is restricted by the "D" limitation, which restricts the FAR to 6:1 without a transfer of floor area rights (TFAR), pursuant to Ordinance No. 164,307. With a gross lot size and buildable area of 34,679 square feet, the Project Site's maximum base FAR is 208,074 square feet. Per LAMC Section 14.5.3, for the purposes of computing the maximum Floor Area Rights available through the approval of a Transfer Plan for a Transit Area Mixed Use Project, the buildable area shall include the lot area plus the area between the exterior lot lines and the centerline of any abutting public right-of-way. Therefore, the Project's FAR is calculated on buildable area measured to the center line of the street, which is approximately 60,022 square feet.

The vicinity of the Project Site also consists of surrounding parcels that are similarly designated for Regional Center Commercial land uses and similarly zoned C2-4D.

c. Other Applicable Designations

The Project Site is subject to the Downtown Design Guide (Financial Core District), and is located within the Greater Downtown Housing Incentive Area. As previously described, the Project Site is also located within a TPA as defined by SB 743 and City ZI File No. 2452.

5. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the 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 develop a parcel with a high-quality mixed-use development that provides new multi-family housing and neighborhood-serving commercial/retail/restaurant uses that serves the community and promotes walkability. As set forth in the CEQA Guidelines, the Project's basic and fundamental objectives are provided below.

- To maximize new housing units on a site currently used for automobile parking to help address the demand for new housing in the region, the City of Los Angeles, and the Central City Community Plan area.
- To provide a contemporary architectural design that is compatible with existing high-rise development along 8th Street, Grand Avenue, and the vicinity.
- To create a pedestrian-oriented environment by promoting walkability and by creating a safe, inviting street-level identity for the Project Site through the introduction of a ground floor, street-fronting, neighborhood-serving, storefront commercial/retail/restaurant uses.
- To construct a high-density, mixed-use development consistent with the principles of smart growth[6] features, such as sustainable design, mixed use, infill development, proximity to transit, walkability, and bicycle connections ("complete" streets[7]).
- To reduce vehicular trips and promote regional and local mobility objectives by locating high-density residential and retail uses in downtown Los Angeles, a high-

[6] *Smart growth is an approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and community engagement. Smart growth includes the following ten principles: mix land uses; take advantage of compact building design; create a range of housing opportunities and choices; create walkable neighborhoods; foster distinctive, attractive communities with a strong sense of place; preserve open space, farmland, natural beauty, and critical environmental areas; strengthen and direct development towards existing communities; provide a variety of transportation choices; make development decisions predictable, fair, and cost effective; and encourage community and stakeholder collaboration in development decisions. Source: U.S. Environmental Protection Agency and the International City/County Management Association, This is Smart Growth, 2014; Smart Growth America, What is smart growth?, https://smartgrowthamerica.org/our-vision/what-is-smart-growth/, accessed July 9, 2020.*

[7] *As outlined in California's Complete Streets Act of 2008 (AB 1358), the goal of Complete Streets is to ensure that the safety, accessibility, and convenience of all transportation users – pedestrians, bicyclists, transit riders, and motorists – is accommodated. Refer to City of Los Angeles Complete Streets Design Guide for additional information..*

density employment base, and within two blocks of a regional-serving transit hub (7th Street/Metro Center Station) and commercial services.

- To contribute to economic investment in the Central City Community Plan area through the provision of construction jobs and high-density residential uses with ground floor commercial uses.

6. Description of the Project

a. Project Overview

As presented in Table II-1 on page II-14, the Project proposes to develop a mixed-use project consisting of 580 residential units and up to 7,499 square feet of ground level commercial/retail/restaurant uses on a 0.83-acre site.[8] As such, a maximum of 554,927 square feet of floor area would be developed with a total FAR of 9.25:1. To accommodate the Project, the existing four-story parking structure and surface parking lot would be demolished.

As shown in Figure II-8 through Figure II-10 on pages II-15 through II-17, the Project would involve the development of a 50-story, high-rise, mixed-use building with three below-grade parking levels. The maximum depth of the subterranean levels would be approximately 63 feet below ground level. The building would include Levels 1 through 50 with a maximum height of 592 feet above grade to the top of the parapet. The building would be 568 feet above grade to the highest roof surface. Rooftop mechanical equipment and stair/elevator penthouses would extend above to a maximum height of 592 feet above grade and would be screened from public view by a parapet. The proposed building would be comprised of four above-ground tiers with varying stepbacks from Hope Street.

As shown in Figure II-11 on page II-18, the ground floor of the new building would be occupied by a residential lobby on 8th Street, as well as commercial/retail/restaurant uses, which would be located at the corner of Hope Street and 8th Street and at the corner of Grand Avenue and 8th Street. These commercial/retail/restaurant uses would provide up to a total of 94 outdoor seats. In addition, a ground floor porte cochère/outdoor lobby and four parking spaces would be located internally on-site.

As shown in Figure II-9 and Figure II-10 on pages II-16 and II-17, residential units would be located on Levels 3 through 49, while 636 vehicle parking spaces would be located

[8] *As described above, the gross lot area of the Project Site to the centerline of the adjacent public rights-of-way is 60,022 square feet (1.38 acres).*

Table II-1
Summary of Proposed Floor Area[a]

Land Use	Floor Area
Residential	547,428 square feet (580 dwelling units)
Commercial/Retail/Restaurant	7,499 square feet
Project Total	**554,927 square feet**

[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." In addition, as discussed further below, pursuant to LAMC Section 12.21-A,2, the Applicant requests a Zoning Administrator's Interpretation to clarify that 1) covered exterior open space areas can be credited to the common open space requirement for the Project and 2) that at the same time, the covered open space areas provided within the building cut-outs of the Project are not considered "floor area" as defined by the LAMC.*

Source: Eyestone Environmental, 2020.

in three subterranean levels and above grade on Levels 2 through 9 and four vehicle parking spaces would be located on the ground floor. In addition, indoor and outdoor residential amenities would be located on Levels 3, 10, 11, 21, 22, 35, and 36.

b. Design and Architecture

The Project would be designed in a contemporary architectural style. Building materials that are proposed to be used include different types of glass, concrete, aluminum, stone, and ceramic. These varied surface materials would provide articulated features and design elements with window treatments, architectural design features, and building articulations to enhance the pedestrian space. The 50-story, high-rise, mixed-use building would be designed using glass and aluminum frame window wall with concrete, metal panel, and stone cladding.[9] As shown in Figure II-12 on page II-19, the proposed building would be comprised of four above-ground tiers with varying stepbacks from Hope Street. Landscaped

[9] *The 8th, Grand and Hope Initial Study (May 2019), included as Appendix A of this Draft EIR, had proposed a 45-story building with a maximum height of 592 feet above grade to the top of the mechanical parapet. Following the publication of the Initial Study, the Project now includes Levels 1 through 50 with a maximum height of 592 feet above grade to the top of the parapet. The Project would be 568 feet to the highest roof surface. Rooftop mechanical equipment and stair/elevator penthouses would be screened from public view and extend above to a maximum height of 592 feet to the top of the parapet.*

Figure II-8
Conceptual Site Plan

Source: Gensler, 2020.

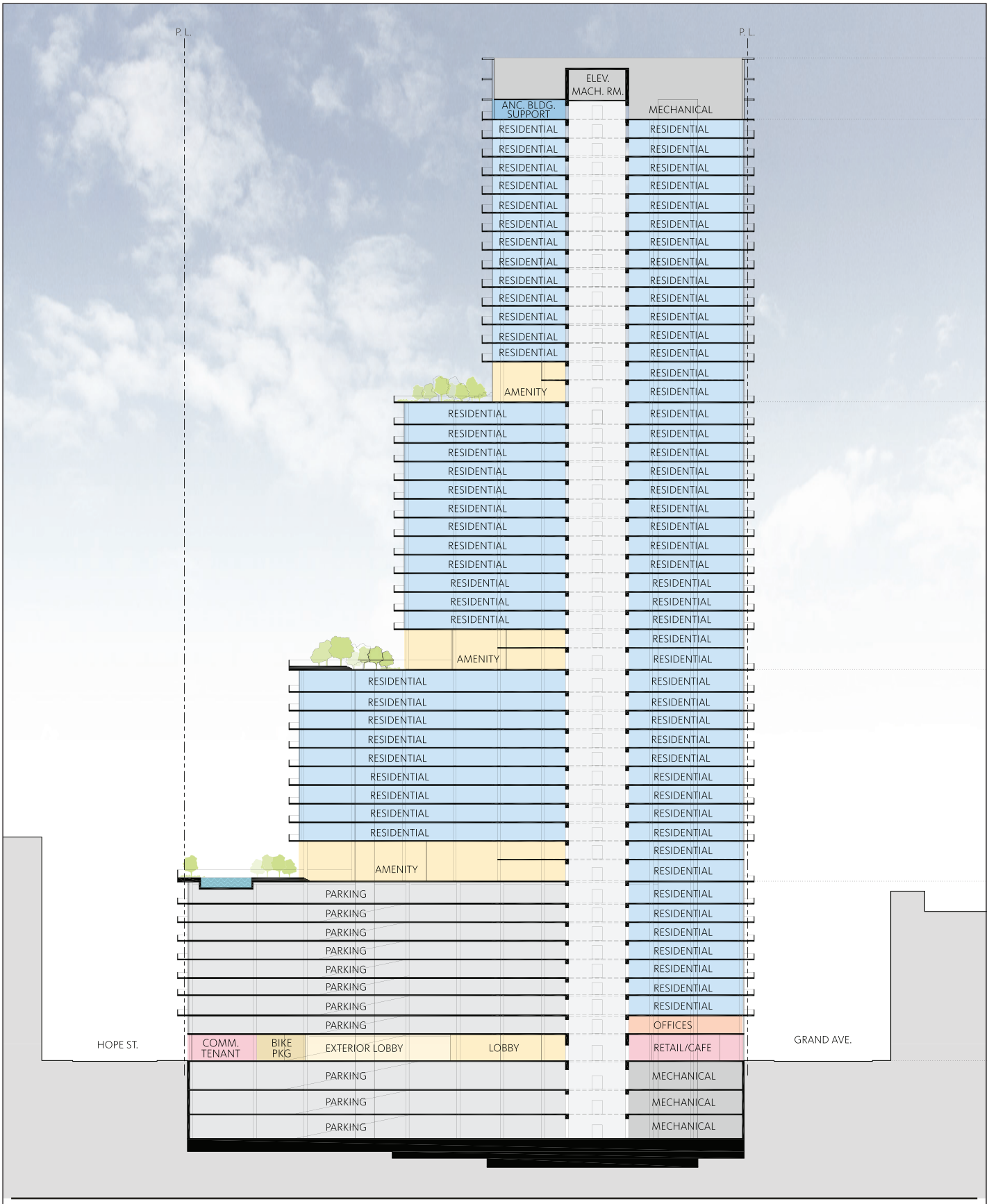

Figure II-9
Building Section Looking North

Source: Gensler, 2021.

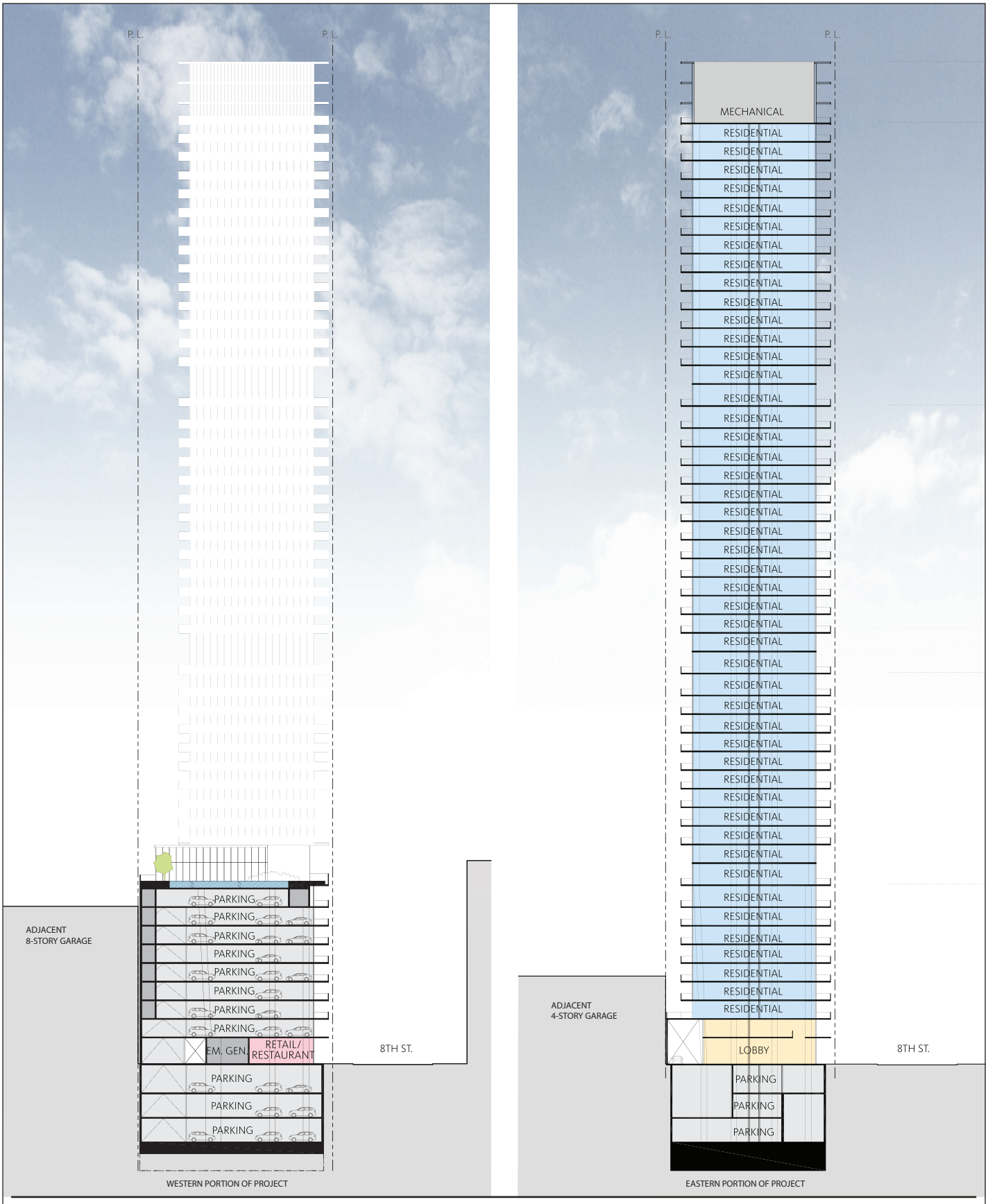

Figure II-10
Building Section Looking East

Source: Gensler, 2021.

Figure II-11

Site Plan—Level 1 (Ground Level)

Source: Gensler, 2021.

Figure II-12
Conceptual Rendering—View from Southwest

Source: Gensler, 2021.

terraces would be located on the upper level of each tier. Through the stepped tower massing, the urban street wall would be articulated by the mass of the first tier of the building. As shown in Figure II-13 on page II-21, continuous balconies situated at 25 feet above grade would activate the street and sidewalk with usable outdoor space and would introduce a human scale element and visual interest to pedestrians, visitors, and occupants.

c. Open Space and Landscaping

LAMC Section 12.21-G requires open space for new developments with six or more dwelling units. The Greater Downtown Housing Incentive Area, LAMC Section 12.22-C,3(d), permits any percentage of the required open space to be provided as either private or common open space. Per LAMC Section 12.21-G, there shall be 100 square feet of open space provided for each residential unit having less than three habitable rooms; 125 square feet of open space provided for each residential unit containing three habitable rooms; and 175 square feet of open space provided for each residential unit containing more than three habitable rooms. Based on the number and types of units proposed, the Project is required to provide 63,600 square feet of open space. Due to the design used as a way of protecting the residents within the open space area from exposure to sun and rain elements, the Applicant is requesting a Zoning Administrator's Interpretation ("ZAI") to determine that building cut-outs (covered open space) functioning as outdoor open space for the Project would: (1) not count toward the floor area calculation as defined in LAMC Section 12.03; and (2) shall count as open space as defined in LAMC Section 12.21-G,2(a).

The Project would provide 65,193 square feet of total open space. Specifically, the Project would provide a number of indoor and outdoor common open space areas and recreational amenities, including 13,140 square feet of indoor open space, 15,358 square feet of outdoor open space, and 8,596 square feet of outdoor covered open space. The common open space elements of the Project would be provided in a tiered terrace arrangement throughout the vertical levels of the building. As shown in Figure II-14 through Figure II-19 on pages II-22 through II-27, these would include an indoor and outdoor common open space area with a pool, gym, spa, yoga and fitness areas, juice bar, barbeque and dining areas, seating, event lawn, and lounge on Level 10; an indoor fitness/recreation area on Level 11; common indoor and outdoor open space featuring a board room, co-working spaces, kitchen, barbeque and dining areas, and fire pit and seating on Level 21; indoor amenities on Level 22; common indoor and outdoor open space featuring a spa, fire pit and seating, dining areas, bar, and lounges on Level 35; and indoor fitness and wellness amenities on Level 36. The Project would also provide a dog run and pet amenity area on Level 3 that would not be counted toward open space. In addition, although the Greater Downtown Housing Incentive Area eliminates required percentage allocation for common and private open space, 562 of the Project's 580 residential units would each include 50 square feet of private balcony space, which totals 28,100 square feet throughout the residential portion of the Project.

Figure II-13
Conceptual Rendering—View from Southeast

Source: Gensler, 2021.

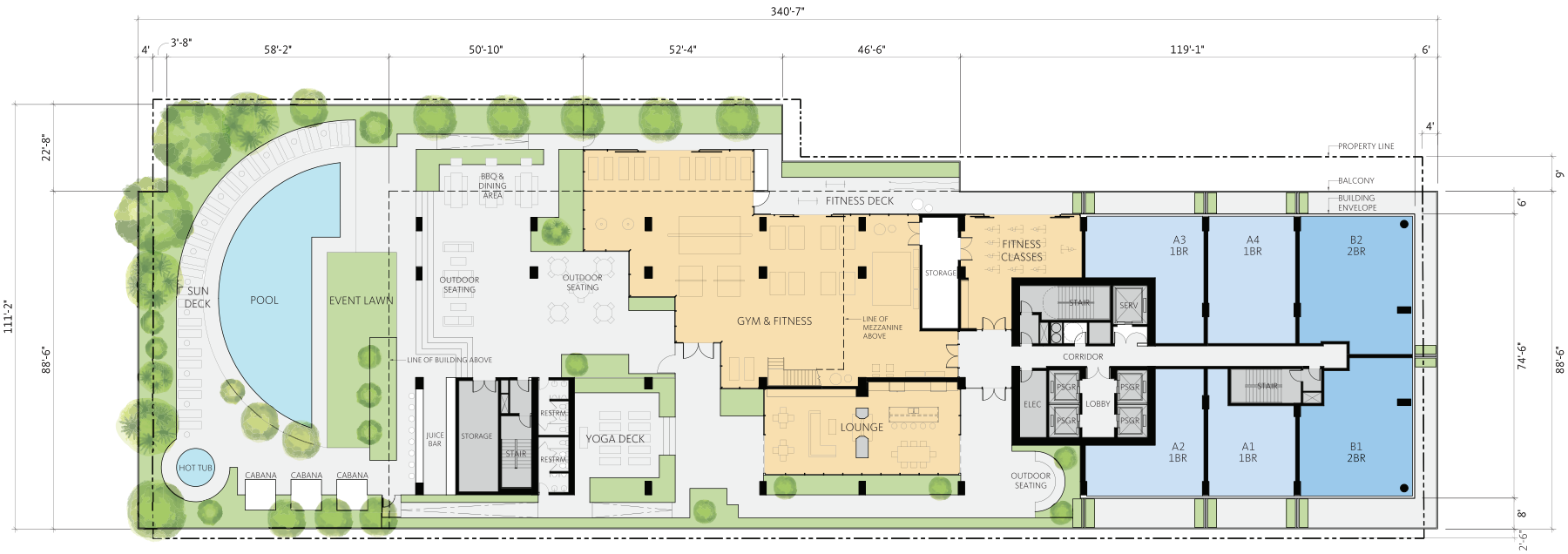

Figure II-14

Open Space and Recreational Amenities—Level 10

Source: Gensler, 2021.

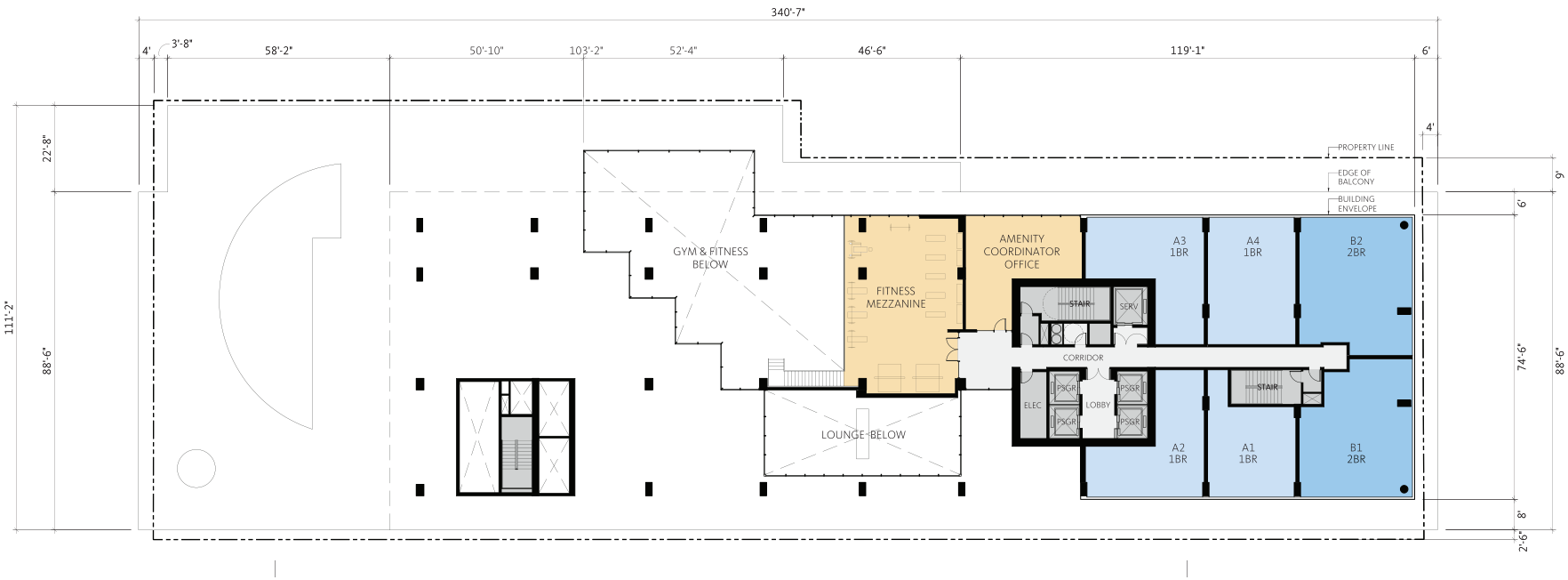

Figure II-15

Open Space and Recreational Amenities--Level 11

Source: Gensler, 2021.

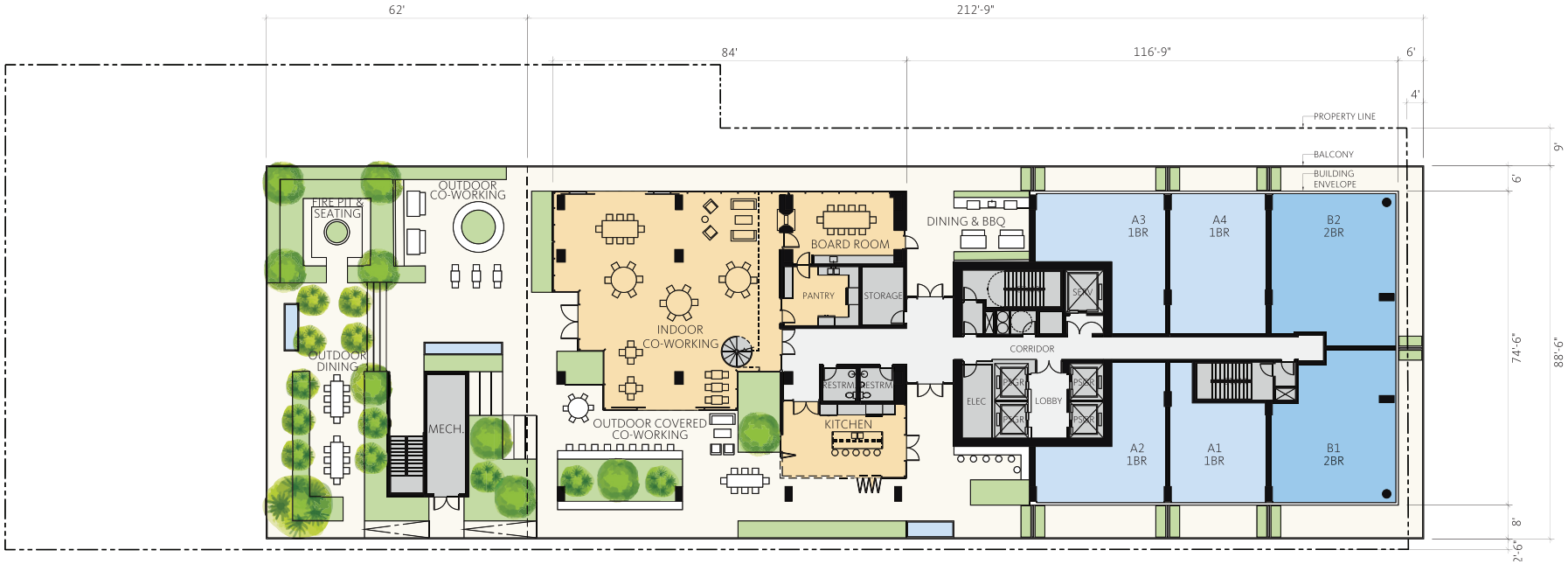

Figure II-16

Open Space and Recreational Amenities--Level 21

Source: Gensler, 2021.

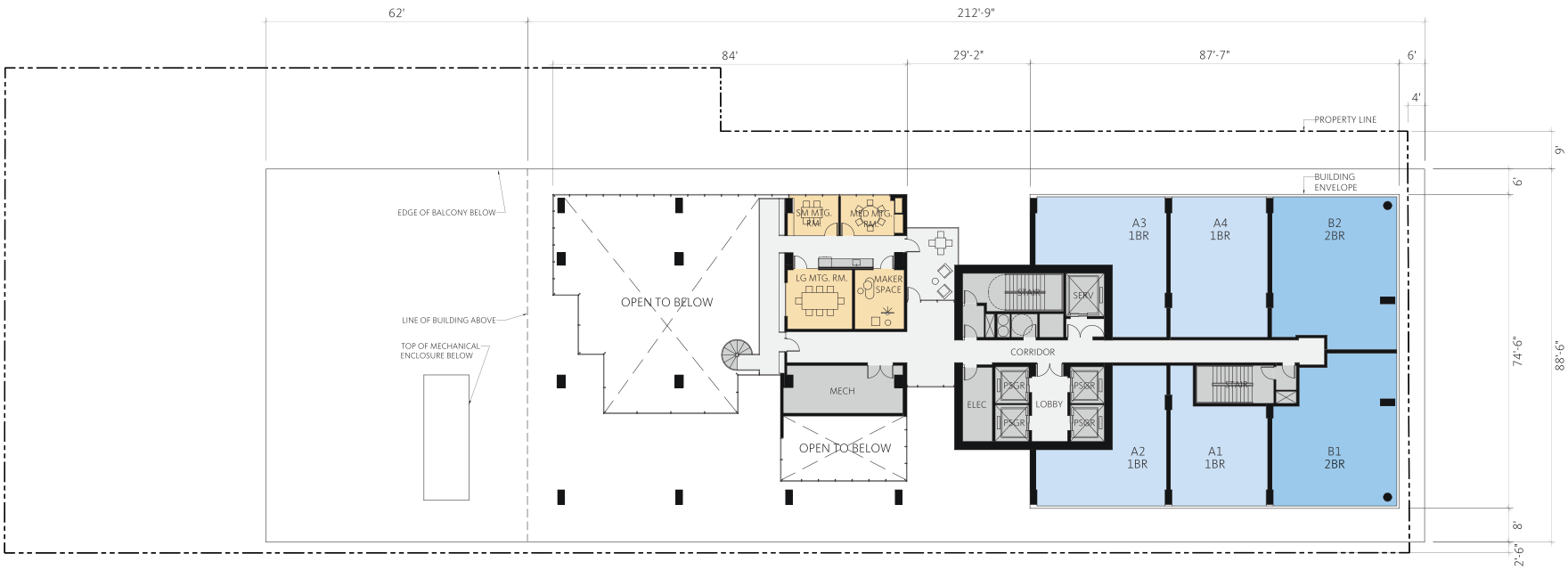

Figure II-17

Open Space and Recreational Amenities--Level 22

Source: Gensler, 2021.

Figure II-18

Open Space and Recreational Amenities--Level 35

Source: Gensler, 2021.

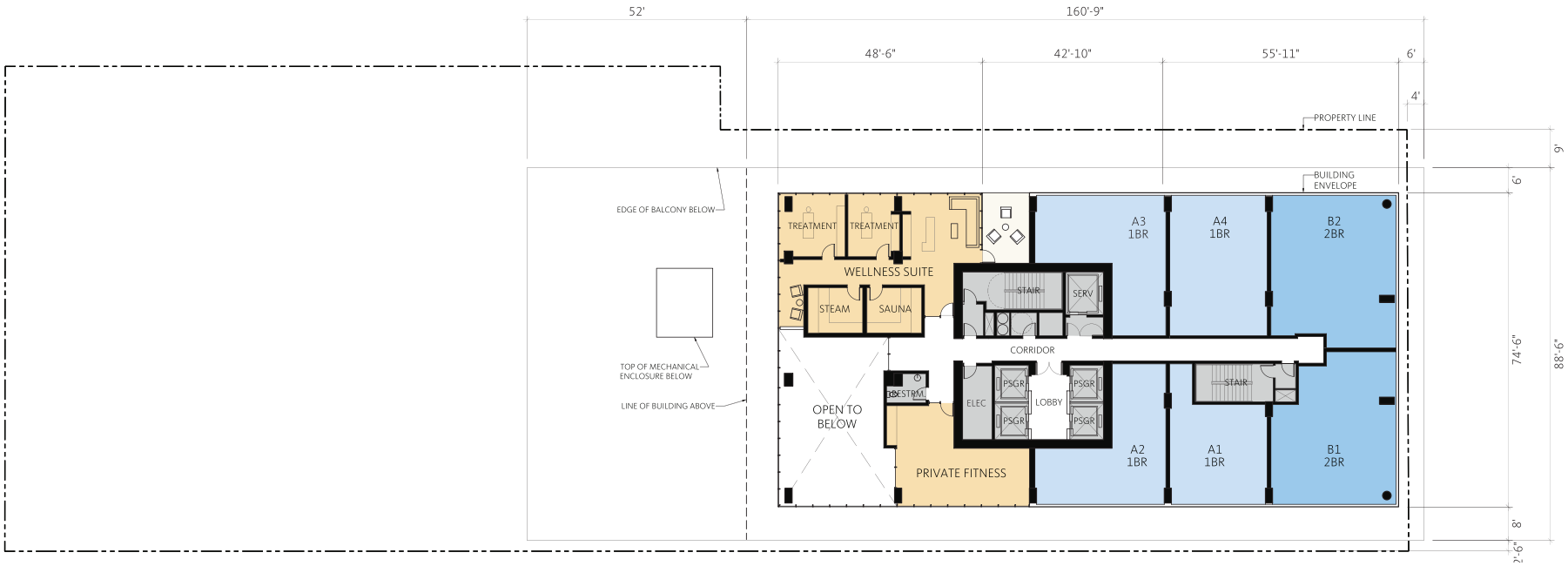

Figure II-19

Open Space and Recreational Amenities--Level 36

Source: Gensler, 2021.

LAMC Section 12.21-G also requires the planting of one 24-inch box tree for every four residential units as part of the Project's open space requirements. Therefore, the Project would be required to provide a total of 145 trees on-site, based on 580 residential units. The Project can only accommodate 79 of the 145 tree plantings on-site. Pursuant to LAMC Section 62.177, the Applicant has requested to pay a Development Tree Planting Requirement In-Lieu Fee for the 66 required residential trees otherwise required to be planted pursuant to LAMC Section 12.21-G,2.(a)(3).

As part of the Project, seven non-protected existing street trees would be removed, and replacement street trees would be planted along 8th Street, Hope Street, and Grand Avenue. Street tree removal would require the approval of the Board of Public Works, and street trees would be replaced per the replacement requirements of the Urban Forestry Division, which typically require replacement at a 2:1 ratio. New street trees would be selected in coordination with the Urban Forestry Division. Due to physical constraints, the Project would be able to accommodate the planting of 10 of the 14 required street tree replacements in the public right-of-way. Pursuant to LAMC Section 62.177, the Applicant has requested to pay a Public Works Tree Planting Requirement In-Lieu Fee (pursuant to Board of Public Works approval) for the four replacement street trees that cannot be feasibly planted in the public right-of-way, otherwise required to be planted pursuant to the Board of Public Works replacement policy.

In addition, the Project would provide bicycle racks along Hope Street and Grand Avenue and outdoor seating, which will both be in compliance with Department of Public Works BOE standards, for which the Project will obtain necessary permits and approvals, as applicable.

d. Access and Circulation

The Project Site is close to several bus transit lines, rail lines, and local shuttle service. Specifically, the Project Site is located approximately one block away from the Los Angeles County Metropolitan Transportation Authority's (Metro's) 7th/Metro Center Metro Rail station, which contains the Metro Red, Purple, Blue, and Expo Lines and is considered a hub of the regional rail network, connecting passengers to Pasadena, East Los Angeles, Long Beach, Culver City, Santa Monica, Hollywood, Koreatown, and North Hollywood. Metro bus lines, including local and rapid lines, as well as Los Angeles Department of Transportation's (LADOT's) Commuter Express lines, run south along Grand Avenue, with the nearest stop midblock on Grand Avenue between 7th Street and 8th Street. Metro Lines 66 and 81, as well as LADOT's Commuter Express Lines 419, 431, 437 and 534 and Antelope Valley Transit Authority's (AVTA) Commuter Line 785, run west on 8th Street. LADOT's DASH Lines have stops within one block north on 7th Street and within one block west on Flower Street. Also within two to three blocks of the Project Site are Silver Lines 910 and 950; Foothill Transit Lines SS, 493, 495, 497, 498, 499 and 699; Santa Monica's Big Blue Bus

Line R10; Torrance Transit Line 4X; and Montebello Bus Lines 40 and 50. These bus lines connect passengers to the Project Site from various locations across the City and throughout Los Angeles County. Additionally, the Project Site is within walking distance of various employment opportunities in the Downtown area.

As shown in Figure II-11 on page II-18, vehicular access to the Project Site for residents would be provided on Hope Street and Grand Avenue. Service, delivery, and trash collecting vehicles would access the Project Site from Hope Street and would exit the Project Site to Grand Avenue. Project entry gates would be located at or beyond the LADOT-required distance from the property line for adequate entry queuing. Visitors, taxis, service vehicles and rideshare vehicles would enter the site from either Hope Street or Grand Avenue, access the internal porte-cochere, and exit via Grand Avenue. The Grand Avenue driveway would provide access to the subterranean parking levels, and the Hope Street driveway would provide access to the above-grade parking levels.

e. Parking

The Project would provide 636 vehicle parking spaces within three subterranean levels and eight above-grade, partially screened levels and four vehicle parking spaces on the ground floor. The Project would provide parking for its residential uses at the ratios required by the Central City Parking Exception (LAMC Section 12.21-A,4(p)). In addition, the Project would utilize a 5-percent bicycle parking reduction for a residential project located within 1,500 feet of a major transit stop (LAMC Section 12.21-A,4). Prior to the bike parking reduction, the Project would be required to provide 634 spaces for the 580 residential units; however, this would be reduced by 5 percent of the required parking spaces to 602 spaces through the bike parking replacement allowance for the residential component of the Project. Per the Central City Parking Exception District, no parking is required for the commercial/ retail/restaurant component of the Project as the total square footage is less than 7,500 square feet. As shown in Table II-2 on page II-30, the Project would provide a total of 602 parking stalls to accommodate the Project's residential parking component, 34 spaces for an adjacent building located at 611 W. 6th Street per current parking agreements (as recorded covenants PKG-4743, PKG-5261, and PKG-5248), and four surplus parking spaces. Overall, the Project would provide 640 vehicle parking spaces.

In addition, the Project would be required to provide a total of 251 bicycle parking stalls to accommodate short- and long-term residential and commercial bicycle parking stalls. Overall, the Project would provide a total of 251 bicycle parking stalls, including 243 residential bicycle stalls and 8 bicycle stalls for the commercial/retail/restaurant uses.

Table II-2
Summary of Required and Provided Parking

Land Use	Quantity	Parking Ratio	Parking
Vehicle Parking[a]			
Residential: Studio	108 du	1.00 sp per du	108 vehicle sp
Residential: 1-Bedroom	258 du	1.00 sp per du	258 vehicle sp
Residential: 1-Bedroom plus Den	66 du	1.25 sp per du	83 vehicle sp
Residential: 2-Bedroom	143 du	1.25 sp per du	179 vehicle sp
Residential: 3-Bedroom	5 du	1.25 sp per du	6 vehicle sp
Reduction in Residential Parking[b]	—	—	(32 vehicle sp)
Commercial/Retail/Restaurant[c]	7,499 sf	—	—
Covenanted[d]	—	—	34 vehicle sp
Total Vehicle Parking Required			**636 vehicle sp**
Total Vehicle Parking Provided			**640 vehicle sp**[e]
Bicycle Parking[g]			
Residential Short-Term	1–25 du	1 sp per 10 du	3 bicycle sp
	26–100 du	1 sp per 15 du	5 bicycle sp
	101–200 du	1 sp per 20 du	5 bicycle sp
	201–580 du	1 sp per 40 du	10 bicycle sp
Residential Long-Term	1–25 du	1 sp per 1 du	25 bicycle sp
	26–100 du	1 sp per 1.5 du	50 bicycle sp
	101–200 du	1 sp per 2 du	50 bicycle sp
	201–580 du	1 sp per 4 du	95 bicycle sp
Commercial/Retail/Restaurant Short-Term	7,499 sf	1 sp per 2,000 sf	4 bicycle sp
Commercial/Retail/Restaurant Long-Term	7,499 sf	1 sp per 2,000 sf	4 bicycle sp
Total Bicycle Parking Required			**251 bicycle sp**
Total Bicycle Parking Provided			**251 bicycle sp**

du = dwelling unit

sf = square feet

sp = space

— = Not applicable

() denote negative number

[a] *Per LAMC Section 12.21-A,4(p) Central City Parking Exception District.*

[b] *Per LAMC Section 12.21-A,4, a 5 percent reduction in required residential parking is applied.*

[c] *Per LAMC Section 12.21-A,4(i) regarding the Downtown Parking Exception District, no vehicle parking is required for the retail uses if proposed retail square footage is less than 7,500 square feet.*

[d] *Required vehicle parking spaces within the Project Site for the 611 West 6th Street building pursuant to covenanted and recorded parking agreements (PKG-4743, PKG-5261, PKG-5248).*

[e] *Of the total spaces provided, there are 170 compact stalls. These stalls are located in both stand-alone locations or are the front or rear of a tandem configuration. Of the total spaces provided, 280 stalls are the rear stall of a tandem configuration.*

[f] *554 units would have one stall; 26 units would have more than one stall.*

[g] *Per LAMC Section 12.21-A,16(a)(1)(i) based on incremental increases in dwelling units.*

Source: Eyestone Environmental, 2021.

The Project would also provide parking in accordance with the 2017 Downtown Design Guide and the Department of City Planning Advisory Notice Relative to Above-Grade Parking dated October 24, 2019. As described above, the proposed parking spaces would be located within 12 levels. Three subterranean levels of the garage would be laid out primarily for tandem parking and would provide a minimum 8-foot 2-inch clearance height to accommodate vehicle access per the Americans with Disabilities Act (ADA). The Applicant is requesting a Zone Variance, pursuant to LAMC Section 12.27, to permit reduced drive aisle widths of 24 feet in lieu of the required 27-foot 4-inch drive aisle for a 8-foot 6-inch wide standard stall and 25-foot 4-inch drive aisle otherwise required for a 7-foot 6-inch wide compact stall as outlined in LAMC Section 12.21-A,5(a). As identified within Table II-2 on page II-30, most units would be provided a single stall and the Project parking would be in a tandem configuration, therefore, parking attendants would be responsible for moving cars. Residents would be able to drive to one of the below-grade or above-grade parking levels and leave their car with an attendant before using one of the tower elevators to reach the lobby or their respective unit. With regard to the proposed parking garage, pursuant to LAMC Section 12.21-A,2, the Applicant requests a Zoning Administrator's Interpretation (ZAI) to clarify that private parking garages can implement the use of a 24-hour parking attendant service, through recordation of a covenant and agreement, in order to attend to and serve residential parking provided in a tandem configuration within the private parking garage.

The Applicant is requesting a Zone Variance, pursuant to LAMC Section 12.27, to permit 60 percent of the required residential primary parking spaces as compact spaces, in lieu of the required minimum of one primary standard space for each residential unit otherwise required by LAMC Section 12.21-A,5(c) and to permit the parking of compact spaces in a tandem configuration. The Applicant is also requesting a Zone Variance, pursuant to LAMC Section 12.27, to permit relief from providing an additional 10-inch clear space to the parking stall widths when adjoined on their longer dimension by an obstruction, such as a fence, wall, column, post or similar obstruction, otherwise required by LAMC Section 12.21-A,5(a)(1)(ii).

The four parking spaces on the ground floor and the above-ground parking on Levels 2 through 9 would be obscured from view from adjacent streets by the Project's habitable spaces fronting Grand Avenue, screening elements, including partial-height opaque guardrails, that unify the building architecture fronting 8th Street and Hope Street. The eight above-ground parking levels would function similarly to the subterranean parking levels and would be laid out primarily for tandem parking.

f. Lighting and Signage

Proposed signage would include mounted Project identity signage, building and commercial tenant signage, general ground-level and wayfinding pedestrian signage, and security markings in compliance with code requirements. Project identity signage would be

visible from vehicular and pedestrian traffic and serve as an identifier for the Project. Commercial, retail, and restaurant signage would be designed to complement the building architecture. Wayfinding signs would be located at parking garage entrances, elevator lobby, vestibules, and residential corridors. No off-premises billboard advertising is proposed as part of the Project. All proposed signage would be designed in conformance to applicable LAMC requirements, sign ordinance, and the Downtown Design Guide.

Exterior lighting along the public areas would include pedestrian-scale fixtures and elements. Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. As required by LAMC Section 93.0117(b), exterior light sources and building materials would be designed such that they would not cause more than two (2) foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; an elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses, such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units. Project lighting would also follow the streetscape lighting standards as established by the Downtown Design Guide.

All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations, including the Downtown Design Guide, and would be subject to approval by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties.

g. Density, FAR, and Setbacks

While the Project Site's Height District No. 4 designation permits a FAR of up to 13 times the buildable area of the lot, the maximum permitted floor area of the Project Site is restricted by the "D" limitation, which restricts the FAR to 6 times the buildable area of the lot without a transfer of floor area (TFAR). With a gross lot size and buildable area of 34,679 square feet, the Project Site's maximum FAR is 208,074 square feet. Per LAMC Section 14.5.3, for the purposes of computing the maximum Floor Area Rights available through the approval of a Transfer Plan for a Transit Area Mixed Use Project, the buildable area shall include the lot area plus the area between the exterior lot lines and the centerline of any abutting public right-of-way. The Project Site's buildable area measured to the center line of the street is 60,022 square feet. With a maximum FAR of up to 13:1 through the TFAR, the Project Site would be permitted to request a total floor area of up to 780,286 square feet. The Applicant is requesting approval of a TFAR to the Project Site (Receiver Site) from a Donor Site which, in this case, is the City-owned Los Angeles Convention Center at 1201 South Figueroa Street. The Project is requesting a total transfer

of 346,853 square feet of floor area, which would result in a total floor area of 554,927 and an overall Project FAR of 9.25:1. With the TFAR, the Project's FAR would be higher than the base FAR but less than the maximum 13:1 FAR allowed by the Community Plan in Height District No. 4.

The Project Site is zoned C2-4D. Per LAMC Section 12.14-C, no setbacks are required in the front yard. Although LAMC Section 12.14-C requires all portions of buildings erected and used for residential purposes to provide side and rear yards conforming to the requirements of the R4 Zone on the floor level of the first story used in whole or in part for residential purposes, LAMC Section 12.22-A,18(c)(3) provides exceptions for developments combining residential and commercial uses, and states that no yard requirements shall apply to the residential portions of buildings located on lots in the C2 zone, if such portions are used exclusively for residential uses, abut a street, private street or alley, and the first floor of such buildings at ground level is used for commercial uses or for access to the residential portions of such buildings. In addition, as the Project is within the Greater Downtown Housing Incentive Area (ZI 2385) and zoned C2-4D, no yard requirements apply to the Project as an incentive to produce housing within the Greater Downtown Housing Incentive Area. However, the Project is subject to the Downtown Design Guide, which requires that retail streets in the Financial Core, such as the portions of Hope Street and Grand Avenue adjacent to the Project Site, include setbacks of 0 to 3 feet. As such, the Project would comply with such requirement.

h. Site Security

During construction of the Project, temporary security measures, including security fencing, lighting, and locked entry, would be implemented to ensure security of the Project Site. The Applicant would also implement the following features to enhance on-site safety:

- Lobby areas that are designed to be visible from the public streets or entry ways;
- Building entrances and exits, spaces around buildings, and pedestrian walkways that are designed to be open and in view of surrounding sites;
- Public spaces that are designed to be easily patrolled and accessed by safety personnel;
- Sufficient lighting of building entries and walkways to facilitate pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings;
- Sufficient lighting of parking areas, elevators, and lobbies to maximize visibility and reduce areas of concealment; and

- Access controls in the forms of private on-site security, alarm systems, a closed-circuit security camera system, and keycard entry for the creative office building and the parking areas.

i. Sustainability Features

The Project would be designed and constructed to incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code, which also incorporates various provisions of the California Green Building Standards Code (CALGreen), and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program in order to meet LEED certified or equivalent building standards. These include energy conservation, water conservation, waste reduction features, and a pedestrian-friendly site design with large double door glass entrances. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally-friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. The sustainability features to be incorporated into the Project would include, but would not be limited to, high-efficiency/low-flow plumbing fixtures and drip/subsurface irrigation systems to promote a reduction of indoor and outdoor water use, and Energy Star–labeled products and appliances. The Project would also include energy-efficient lighting technologies and fenestration designed for solar orientation. The proposed use of continuous balconies along portions of the building would also provide passive shading for indoor spaces, reducing energy consumption and allowing for increased natural daylighting and natural ventilation via fully-operable balcony doors and windows. In addition, the Project would include bicycle-friendly site design which would locate short-term bicycle parking near entrances to the commercial/retail/restaurant uses along the sidewalks of Hope Street and Grand Avenue.

In addition, the Project would meet the City of Los Angeles Green Building Code Requirements for parking facilities capable of supporting future electric vehicle supply equipment (EVSE), as well as parking spaces equipped with electric vehicle (EV) charging stations. Pursuant to City of Los Angeles Ordinance 186,485 and Ordinance 186,488, 30 percent of the parking spaces in the Project would be capable of supporting future electric vehicle supply equipment (EVSE) and 10 percent of spaces would include EV charging stations.

Furthermore, in accordance with CEQA Guidelines Appendix F, this Draft EIR will provide further information as to energy conservation, energy implications, and the energy-consuming equipment and processes that would be used during Project construction and operation. Design features of the Project, energy supplies that would serve the Project, and total estimated daily vehicle trips that would be generated by the Project will also be

analyzed. An analysis of the Project's consistency with Appendix F will also be provided in Section IV.B, Energy, of this Draft EIR.

7. Anticipated Construction Schedule

Construction of the Project would commence with site clearance and demolition of the existing parking structure and parking lot, which would result in approximately 15,000 cubic yards of demolition debris, followed by grading and excavation for the subterranean levels. Building foundations would then be laid, followed by building construction, paving/concrete installation, and installation of landscaping and amenities. The Project would install new utility connections from existing public infrastructure to serve the Project. Project construction is anticipated to occur over a 36-month period and be completed in 2025. The estimated depth of excavation for the subterranean parking and building foundations would be approximately 63 feet below grade. Approximately 89,750 cubic yards of soil would be exported and hauled from the Project Site during the excavation phase.

The primary construction haul route from the Project Site would travel west on 8th Street, north on the SR-110, east on the I-10, and north on I-605 to a landfill facility in Irwindale.

The return haul route from the Irwindale landfill would travel north on the SR-110, exit at the James M. Wood Boulevard/9th Street off-ramp, and travel along 9th Street, north on Olive Street, and west along 8th Street to the Project Site.

As part of the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan and Truck Haul Route Program would be subject to LADOT review and approval.

8. Necessary Approvals

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

- Pursuant to **LAMC Section 14.5.6**, the Applicant requests approval of a Transfer of Floor Area Rights (TFAR) from one Donor Site to the Project Site (Receiver Site). The Donor Site, the Los Angeles Convention Center, located at 1201 S. Figueroa Street, a City-owned property, would transfer 346,853 square feet to the Project Site (Receiver Site).

- Pursuant to **LAMC Section 16.05,** the Applicant requests that Site Plan Review Findings be made for a project that results in net increase of 50 or more dwelling units.

- Pursuant to **LAMC Section 12.27,** the Applicant requests a Zone Variance to permit 60 percent of the required residential primary parking spaces as compact spaces, in lieu of the required minimum of one primary standard space for each residential unit otherwise required by **LAMC Section 12.21-A,5(c)** and to permit the parking of compact spaces in a tandem configuration.

- Pursuant to **LAMC Section 12.27,** the Applicant requests a Zone Variance to permit relief from providing an additional 10-inch clear space to the parking stall widths when adjoined on their longer dimension by an obstruction, such as a fence, wall, column, post or similar obstruction, otherwise required by **LAMC Section 12.21-A,5(a)(1)(ii).**

- Pursuant to **LAMC Section 12.27**, the Applicant requests a Zone Variance to allow reduced drive aisle widths of 24 feet in lieu of the required 27-foot 4-inch drive aisle for a 8-foot 6-inch wide standard stall and 25-foot 4-inch drive aisle otherwise required for a 7-foot 6-inch wide compact stall as outlined in **LAMC Section 12.21-A,5(a)**.

- Pursuant to **LAMC Section 17.15**, the Applicant requests approval of Vesting Tentative Tract Map (VTTM) No. 74876, to: i) merge three (3) existing lots and portions of the public right-of-way, including 8 feet along the west side of 8th Street and the corner cut on the west side of 8th Street; ii) a limited-in-height dedication of 3 feet along Hope Street; iii) re-subdivide the land into one ground lot and nine airspace lots; and iv) to waive the 2-foot and 10-foot street dedications along the west side and east side of 8th Street, respectively, in order to maintain the 23-foot half-roadway and provide for the 12-foot required sidewalk.

- Pursuant to **LAMC Section 12.22-A,30(e)**, the Applicant requests a Specific Plan Project Permit Adjustment to deviate from the provisions of the 2017 Downtown Design Guide, to allow for balcony projections in the right-of-way to begin at a vertical height of 25 feet above-grade in lieu of a minimum vertical height of 40 feet above the sidewalk, as recommended by the Downtown Design Guide.

- Pursuant to **LAMC Section 12.22-A,30(e)**, the Applicant requests a Specific Plan Project Permit Adjustment to deviate from the provisions of the 2017 Downtown Design Guide, to provide less than 75 percent active uses along the retail streets of Hope Street and Grand Avenue and the non-retail 8th Street as required by the Downtown Design Guide.

- A Director's Decision under LAMC Section 12.21-G,3 may determine that a site cannot feasibly accommodate a required tree and allow an in-lieu fee to be used to satisfy a Development Tree Planting Requirement. Pursuant to **LAMC Section 62.177**, the Applicant requests to pay a Development Tree Planting Requirement

In-Lieu Fee for a total of 66 trees otherwise required to be planted within the Project pursuant to **LAMC Section 12.21-G,2.(a)(3).**

- Pursuant to **LAMC Section 12.21-A,2,** the Applicant requests a Zoning Administrator's Interpretation to clarify that private parking garages can implement the use of a 24-hour parking attendant service, through recordation of a covenant and agreement, in order to attend to and serve residential parking provided in a tandem configuration within the private parking garage.

- Pursuant to **LAMC Section 12.21-A,2,** the Applicant requests a Zoning Administrator's Interpretation to clarify that 1) covered exterior open space areas can be credited to the common open space requirement for the Project and 2) that at the same time, the covered open space areas provided within the building cut-outs of the Project are not considered "floor area" as defined by the LAMC.

- The Applicant requests approval of a haul route permit.

- The Applicant requests approval for the removal of seven (7) existing street trees and the planting of 10 replacement street trees within the public right-of-way from the Urban Forestry Division of the City Department of Public Works. Pursuant to **LAMC Section 62.177**, the Applicant requests approval from the Board of Public Works to pay a Public Works Tree Planting Requirement In-Lieu Fee for a total of four street trees that cannot be feasibly planted within the public right-of-way.

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, revocable permits, grading permits, excavation permits, foundation permits, building permits and sign permits from various municipal agencies related to the construction and operation of the Project including, but not limited to, the following: excavation, shoring, grading, foundation, removal of existing street trees, haul route, building and tenant improvements.