

FINDINGS

(As amended by the City Planning Commission at its meeting on February 24, 2022)

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

General Plan Charter Findings (Sections 556 and 558)

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

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

General Plan Land Use Designation

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

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

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

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

Framework Element

The Citywide General Plan Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The Element establishes categories of land use that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The definitions reflect a

range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns. The Citywide General Plan Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services. The Project would be in conformance with following goals, objectives, and policies of the Framework as described below.

Chapter 3: Land Use

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Objective 3.2: To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents quality of life can be maintained or improved.

Goal 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and structures that integrate commercial, housing, and/or public services.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public services.

Policy 3.13.4: Provide adequate transitions where commercial and residential uses are located adjacent to one another.

Policy 3.13.5: *Support the development of recreation and small parks in areas developed with mixed-use structures.*

Policy 3.13.6: *Design multi-family residential units to minimize the impacts of traffic and noise and incorporate recreational and open space amenities to support the needs of residents.*

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

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

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

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

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

Local Lines 2, 4, 10, 48, 55, and 92, Metro Limited Lines 302 and 355, LADOT DASH Lincoln Heights/Chinatown and DASH Pico Union/Echo Park.

The surrounding area is characterized by commercial uses including auto body repair shops, motels, small retailers, and convenience stores, surface parking lots, and single and multi-family residential developments that vary in building style and period of construction. The Project would provide a mix of uses, including residential, office, and commercial (restaurant and/or retail uses), and provide a Transportation Center to encourage the use of alternative transportation modes to access the Site and address first-mile and last-mile connectivity issues with the surrounding public transit options. All of the proposed uses would be compatible with adjacent land uses. By providing the Project residents access to employment centers and jobs, local destinations, and other neighborhood-serving uses and, conversely, additional high and low-rise density residential, office, commercial, and open space opportunities for surrounding neighborhoods and visitors to the area, the Project would create a more concentrated, transit-oriented center, thus allowing for a reduction of vehicle trips and improving air quality. The Project would also encourage all modes of travel and provide an onsite Transportation Center which would make it convenient to access the Site without the use of an automobile. Further, the Project Site's proximity to public transit options and the Project's provision of onsite bicycle parking spaces, including long-term residential and long-term commercial bicycle spaces within subterranean parking levels, and short-term spaces at the ground level. Bicycle maintenance and shower/locker areas would also be provided at each of the long-term bicycle parking areas

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

Towers A and B as well as the Sunset Building would be built above a podium that would disguise the towers' structural core and be adorned with colorful murals, extending the skyline upward. The façades of the towers and Sunset Building would include floor to ceiling windows, uncluttered ornamentation and angular shapes to maximize the width of view corridors into and through the Project Site. The three-story Courtyard Building would not include a podium element but would be a reconstruction of part of the original MWD building designed by William Pereira. Separate from the four primary structures, three low-rise commercial buildings would be clustered near the western portion of the Site, with two of the buildings fronting Sunset Boulevard and the third building slightly set back but oriented

towards Sunset Boulevard. The low-rise commercial buildings have been designed to improve the pedestrian environment by introducing new uses along Sunset Boulevard and providing direct access to these uses from Sunset Boulevard. The low-rise residential buildings ranging from two to four stories with a maximum height of 91 feet would be interspersed throughout the eastern and southern portions of the Site around the base of Towers A and B. The massing and scale of the low-rise residential buildings would be compatible with the residential neighborhood to the east and south.

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

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

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

The Project would also provide a variety of public improvements along the surrounding roadways that would facilitate pedestrian connectivity through and to the Site. These improvements would include standard width sidewalks in accordance with the Mobility Plan 2035, installation of a pedestrian crosswalk with continental crosswalk markings

along Sunset Boulevard at White Knoll Drive and the installation of a traffic signal, the addition of an all-way stop control at the existing continental crosswalk located at the intersection of Beaudry Avenue and Alpine Street (across Beaudry Avenue), and as approved under associated Vesting Tentative Tract Case No. 80315 the merger of the Beaudry Triangle, a triangular paved island that divides Beaudry Avenue and Sunset Boulevard. The Beaudry Triangle, which is paved and landscaped with trees and shrubs that are unmaintained and in poor condition creates two pedestrian and vehicle crossing points along Sunset Boulevard and a vehicle slip lane for motorists traveling west along Beaudry Avenue and looking to make a right onto Sunset Boulevard. As the slip lane prioritizes vehicle speed and results in two pedestrian crossing points, the Project's improvements to the Sunset Boulevard and Beaudry Avenue intersection, which would include the merger of the Beaudry Triangle into the Project Site and the removal of the slip lane would result in a better organized intersection with improved vehicle and pedestrian control, resulting in a safer pedestrian environment. The various pedestrian entrances to the Project Site are strategically located along each of the Site's frontages and would improve the surrounding neighborhoods connectivity to Sunset Boulevard. The diversity of uses provided by the Project would bring housing, investment, and additional open space opportunities to the area, in support of the City's goals and needs. To further enhance pedestrian activity, the Project would be built above a screened six-level parking podium which would be partially below grade and partially above grade. Due to the topography of the Site, the number of subterranean levels would vary from one to six levels, but all above grade levels would be wrapped or incorporated into the architecture or landscaping.

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

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

Chapter 5: Urban Form and Neighborhood Design

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

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

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

- a. *Sidewalks: 15-17 feet wide (see illustrative street cross-sections).*
- b. *Mid-block medians (between intersections): landscaped where feasible.*
- c. *Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance.*
- d. *Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes and planters).*

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

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

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

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

facilities, including the Metro L (formerly Gold Line) Chinatown Station located approximately 0.8 miles southeast of the Project Site.

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

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

The Hill, as well as the various other ground floor open spaces are designed to function as gathering spaces and strengthen connections across the Project Site including the residential neighborhood to the east and the commercial uses along Sunset Boulevard. Landscaping and ground floor retail and/or restaurant uses would activate the respective street frontage along Sunset Boulevard. The Hill, a 20,925 square-foot open space, located in the center of the Site, would provide spaces for informal play recreation, picnicking, sunbathing, and views of the Downtown Los Angeles skyline. The 5,600 square-foot Sunset Terrace would be immediately accessible from Sunset Boulevard and would provide a space for outdoor dining adjacent to the low-rise commercial buildings. The 16,750 square-foot Beaudry Gardens would be located east of The Hill, adjacent to Tower B and would provide residents and visitors an area for outdoor play, barbeques, and picnicking.

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

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

vary from one to six levels, but all above grade levels would be wrapped or incorporated into the architecture or landscaping.

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

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

In addition, the Project would implement Project Design Feature POL-PDF-2, which includes a security program to ensure the safety of residents, employees, and visitors. Buildings would include controlled access to housing units and common open space areas, and unrestricted access during business hours for restaurant and/or retail uses, and publicly accessible open space areas. Facility operations would include staff training and building access; security would include 24-hour video surveillance and full-time security personnel; and duties of the security personnel would include, but would not be limited to, assisting residents and visitors with site access, monitoring entrances and exits of buildings, managing and monitoring fire/life/safety systems, and patrolling at regular intervals on the Project Site. The Project design would also include lighting of entryways, publicly accessible areas, and common building and open space areas associated with the housing units for security purposes. Further, as part of the Main Conditional Use Permit entitlement, conditions would include but are not limited to, security measures such as a camera surveillance system and appropriate lighting in the evening hours, and prohibition of after-hours use, except routine clean-up, and of dancing and adult entertainment.

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

Chapter 6: Open Space and Conservation

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

Policy 6.4.4: *Consider open space an integral ingredient of neighborhood character, especially in targeted growth areas, in order that open space resources*

contribute positively to the City's neighborhoods and urban centers as highly desirable places to live.

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

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

A majority of the Project Site, excluding the Elysian apartment building, is comprised of vacant structures and fenced off, restricting public access. The Mixed Use Development Scenario would provide a total of 82,295 square feet of open space of which 70,175 square feet would be outdoor open space and the No-Hotel Development Scenario would provide a total of 93,050 square feet of open space of which 77,075 square feet would be outdoor open space, where there is a current lack of public space in the immediate vicinity, which is primarily comprised of commercial and residential buildings, surface parking lots, and parking structures. The Project's ground floor open spaces areas that would be accessible to the public are designed to promote gathering spaces and strengthen connections across the Project Site to surrounding uses, such as the residential neighborhood to the east and Sunset Boulevard; and would include outdoor seating (including where visitors can view the Downtown Los Angeles Skyline), landscaping, and ground floor retail and restaurant uses with open-air dining. Specifically, The Hill, a 20,925 square-foot open space, located in the center of the Site, would provide spaces for informal play recreation, picnicking, sunbathing, and views of the Downtown Los Angeles skyline. The 5,600 square-foot Sunset Terrace would be immediately accessible from Sunset Boulevard and would provide a space for outdoor dining adjacent to the low-rise commercial buildings. The 16,750 square-foot Beaudry Gardens would be located east of The Hill, adjacent to Tower B and would provide residents and visitors an area for outdoor play, barbecues, and picnicking. The new public space onsite would enhance the neighborhood's open space resources and aesthetics while providing gathering space for residents, employees, and visitors to socialize and provide connectivity to the neighborhood.

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

Chapter 7: Economic Development

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

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

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

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

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

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

Citywide Design Guidelines

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

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

Pedestrian access would be provided from five main access points and would include separate dedicated entrances from Sunset Boulevard and Beaudry Avenue as well as

from the commercial uses that front Sunset Boulevard. The commercial buildings located along Sunset Boulevard would be between one and three stories and include expansive windows that would engage pedestrians at the street level with active uses and landscaping. The active ground floor commercial uses would enhance the Project Site's connections to surrounding sidewalks, streets, and land uses.

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

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

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

The Project's placement and design of the commercial and residential uses as well as the ground floor publicly accessible open space, ensure that all of the Project's frontages, including internal frontages throughout the Site, would be activated with uses. Further, the fenestration and glazing of the four primary structures, are universally applied to all sides of the building, allowing for 360-degree design visible from surrounding neighborhoods. The overall building arrangement results in a Project that is oriented outward with circulation that encourages residents to engage with their surrounding community, in addition to making use of the Project's publicly accessible open spaces.

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

The Project would be comprised of a collection of building forms, taking into consideration the residential neighborhood to the east and south as well as the commercial uses along Sunset Boulevard. Low-rise residential buildings would be located along Alpine Street and Beaudry Avenue and would complement the adjacent neighborhood, while the high-rise commercial buildings would be located along Sunset Boulevard, creating a defined street wall. Further, the removal of the existing variable Building Line along Beaudry Avenue (Ordinance No. 101,106) would allow for the Project design to better utilize the area along

Beaudry Avenue as the existing structures are variably set back from the street and located roughly 75 feet from Beaudry Avenue at its closest point. The 40-foot Building Line would otherwise require that Tower A and the low-rise commercial and residential buildings be shifted away from Beaudry Avenue, closer to the center of the Site, reducing the total amount of open space which breaks up the mass of the Project and reducing street activation along this portion of the frontage.

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

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

Housing Element

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

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

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

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

Policy: 1.2.2: *Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.*

Goal 3: *A City in which housing creates healthy, livable, sustainable, and resilient communities, that improves the lives of all Angelenos.*

Objective 3.1 *Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.*

Policy 3.1.2: *Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.*

Policy 3.1.3: Develop and implement design standards that promote quality residential development.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Policy 3.3.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

Policy 3.3.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

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

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

The Project would offer a range of residential unit types and sizes, including both market-rate and Very Low Income units, with a mix of one- and two-bedroom units. To ensure the livability of these housing units, especially in such an urban location, the Mixed Use Development Scenario would provide 82,925 square feet of usable open space, including 70,175 square feet of common open space, while the No-Hotel Development Scenario would provide 93,050 square feet of usable open space, including 77,075 square feet of common open space. Regardless of the development scenario, the common open space areas would be programmed with gardens, outdoor amenity decks and terraces, meeting spaces, lounges, game rooms, and fitness areas, and 4,950 square feet of private open space in the form of private balconies under the Mixed Use Development Scenario and 6,900 square feet under the No-Hotel Development Scenario.

The sustainability of the neighborhood and facilitation of a jobs/housing balance would be promoted by the provision of mixed-income housing units, office and commercial uses that would provide jobs, amenities, and neighborhood-serving uses such as retail and restaurant. Transit use would be encouraged through the Project Site's proximity to public transit options, the introduction of an onsite Transportation Center, and through the

provision of bicycle parking spaces, including long-term residential and long-term commercial bicycle spaces and short-term spaces, all of which would help shorten commutes and reduce greenhouse gas emissions.

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

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

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

The Project is designed to promote pedestrian access and gathering onto and across the Site via sidewalks along the perimeter of the Project Site, as well along various pedestrian pathways and stairs that are located throughout the Site. Pedestrians would have direct access to ground floor restaurant and/or retail uses along Sunset Boulevard and would further enhancing pedestrian access and safety with the installation of a pedestrian crosswalk with continental crosswalk markings along Sunset Boulevard at White Knoll Drive and the installation of a traffic signal, the addition of an all-way stop control at the existing continental crosswalk located at the intersection of Beaudry Avenue and Alpine Street (across Beaudry Avenue), and with the merger of the Beaudry Triangle which would result in the removal of the existing slip lane, a better organized intersection with improved vehicle and pedestrian control, resulting in a safer pedestrian environment. Additionally, the request to remove the Building Line would enhance the pedestrian experience and street interaction along Beaudry Avenue as the existing Building Line requires a substantial setback up a steep incline. Removal of the Building Line would substantially increase street- and pedestrian-facing activity on this frontage. Allowing for the proposed

buildings to be built to the property line would facilitate ease of pedestrian access to the Site.

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

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

Mobility Element

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

Chapter 3: Access for All Angelenos

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

Policy 3.1: *Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all sight planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Policy 3.3: *Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

Policy 3.5: *Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops to maximize multi-modal connectivity and access for transit riders.*

Policy 3.7: *Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.*

Policy 3.8: *Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

Chapter 5: Clean Environments and Healthy Communities

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

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

As previously mentioned, the Project Site is well-served by a network of regional transportation facilities, including public transit stops operated by Metro and LADOT located in proximity to the Project Site. The nearest Metro Station is the Metro L (formerly

Gold Line) Chinatown Station located approximately 0.8 miles southeast of the Project Site. Bus transit access is provided along a number of Metro and LADOT bus routes with multiple stops located within one block of the Project Site, including Metro Rapid Line 704, Metro Local Lines 2, 4, 10, 48, 55, and 92, Metro Limited Lines 302 and 355, LADOT DASH Lincoln Heights/Chinatown and DASH Pico Union/Echo Park.

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

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

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

The Project is designed to promote pedestrian access and gathering onto and across the Site via sidewalks along the perimeter of the Project Site, as well along various pedestrian pathways and stairs that are located throughout the Site. Pedestrians would have direct access to ground floor restaurant and/or retail uses along Sunset Boulevard and would further enhancing pedestrian access and safety with the installation of a pedestrian crosswalk with continental crosswalk markings along Sunset Boulevard at White Knoll Drive and the installation of a traffic signal, the addition of an all-way stop control at the existing continental crosswalk located at the intersection of Beaudry Avenue and Alpine Street (across Beaudry Avenue), and as approved under associated Case No. VTT-80315 the merger of the Beaudry Triangle which would result in the removal of the existing slip lane, creating better organized intersection with improved vehicle and pedestrian control, resulting in a safer pedestrian environment. Bicyclists would have several access opportunities to the Project Site and would be provided with bicycle parking spaces, including long-term residential and long-term commercial bicycle spaces within the

subterranean parking levels; and short-term spaces at the ground level. Bicycle maintenance and shower areas would also be provided.

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

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

Health and Wellness Element

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

Chapter 2: A City Built for Health

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

Chapter 5: An Environment Where Life Thrives

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

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

The Project would develop market-rate and Very Low Income housing, office and commercial uses within 0.8 miles of the Metro L (formerly Gold Line) Chinatown Station and various bus routes, connecting the Project Site to other regional and local destinations as well as employment centers and retail services. Future visitors, employees, and residents of the Project, as well as people who already live and work in the area, would be able to take advantage of the Project's mix of uses located within proximity to transit to serve their daily needs. As previously mentioned, the Project incorporates several pedestrian-oriented design elements, including concentrating residential and commercial development near existing commercial corridors; providing opportunities for neighborhood-serving uses and increasing the amount of pedestrian activity and safety

by introducing more permanent eyes on the street; providing ground floor commercial space that would provide retail and food services oriented toward the street and publicly accessible open space, to provide a connection and enhance the pedestrian experience. The commercial spaces along Sunset Boulevard would improve the streets frontage and character as compared to existing conditions.

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

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

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

Land Use Element – Central City North Community Plan

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

Residential

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

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

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

Policy 1.2.1: *Encourage multiple residential development in commercial zones.*

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

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

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

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

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

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

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

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

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

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

Commercial

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

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

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

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

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

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

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

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

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

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

Open Space

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

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

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

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

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

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

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

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

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

Public Necessity, Convenience, and General Welfare

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

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

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

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

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

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

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

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

Removal of the Building Line would allow the Project to help address the City's housing shortage and need for affordable housing by providing a mixed-income, mixed-use residential development. In addition, the Project would make more efficient use of land by adding density while still retaining the existing onsite dwelling units, which are not part of

the development Project, but located on the Site. The Project would accommodate projected population growth in the area, while being compatible with its surrounding uses.

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

Good Zoning Practice

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

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

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

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

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

ENTITLEMENT FINDINGS

1. Density Bonus/Affordable Housing Incentives Program Findings

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

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

Off-Menu Incentives

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

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

Density

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

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

per hotel guest room (90 residential units at 400 square feet per unit would be equivalent to 180 hotel guest rooms at 200 square feet per unit)).

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

Floor Area

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

The requested Off-Menu Incentive would allow the Project to provide a well-balanced development program with the appropriate allocation of residential (market-rate and affordable) and ground floor commercial uses, as well as office space and open space and recreational amenities across the Project Site. Specifically, the allocation of uses and amenities guided by design and market principles, as opposed to restricting a Project's architectural features to not include any type of architectural projections which are otherwise counted as floor area, results in a well-designed and attractive development that enhances the market-rate rents, which would subsidize the operational costs of the affordable units.

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

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

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

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

- c. The incentives are contrary to state or federal law.**

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

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

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

- a. The waivers or reductions of development standards are contrary to state or federal law.**

There is no evidence in the record that the proposed Waiver is contrary to State or Federal law. A project that provides 11 percent of base units, or in this case total units, for Very Low Income Households qualifies for two (2) Incentives, and *pursuant to* Government Code Section 65915(e)(1), and Applicant may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density

Bonus Law]”. Moreover, Government Code Section 65915(e)(2) states that that a proposal for the waiver or reduction of development standards shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled. The Applicant requests one Off-Menu Waiver of Development Standards to permit a zero-foot building separation between the Elysian Parking Garage building and the 1111 Sunset Project, in lieu of the 114-foot building separation as required by LAMC Section 12.21 C.2(a).

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

The Project Site is comprised of one master lot and 17 airspace lots (as approved under Case No. VTT-80315); 1115 Sunset Boulevard is a separate airspace lot, is not part of the Project and remains under the control of a separate entity. If the Project is required to comply with LAMC Section 12.21 C.2(a), the Project’s design as proposed would not be permitted. Specifically, the siting of low-rise structures interspersed throughout the Site to create a Project that is compatible with the surrounding residential neighborhood as well as creating a transition between the high and low-rise onsite buildings would not comply with the Code’s building separation requirement. As illustrated in the Project plans, the Project design includes multiple residential and commercial buildings scattered throughout the Site, many of which would not be directly accessible from a public street. As the vast majority of the Project is designed with a common subsurface parking podium base, which in accordance with the City of Los Angeles Building Code (LABC) Section 503.1.2 creates a single integrated structure/building, the building separation section requirement would only apply to buildings not located above the parking podium base. Consequently, the Waiver of Development Standard request would apply to the Elysian apartment building and the new Elysian parking structure as neither building would be located above the parking podium base (and would not be a part of the single integrated structure). It should be noted that the Elysian parking structure is designed to share a common wall with the Courtyard Building, but that does not result in the Elysian parking structure as being located above the parking podium base.

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

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

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

To comply with the existing building separation requirement, the Project's overall design would be substantially revised when compared to the design currently proposed. As the Project would be required to comply with the 114-foot building separation requirement from both the Elysian apartment building and Elysian parking structure, the Project's proposed density (either 737 dwelling units and 180 hotel guest rooms under the Mixed-Use Development Scenario or 827 dwelling units under the No-Hotel Development Scenario) as well as commercial and office uses could not be interspersed throughout the Site and instead would oversaturate certain portions of the Site that are outside the 114-foot building separation area. This would result in reduced street frontage along Sunset Boulevard (as both the Elysian apartment building and parking structure are located on the northwestern portion of the Site, near Sunset Boulevard) and a majority of the Project's uses being located along the southern and eastern portions of the Site, adjacent to the surrounding residential neighborhood. Additionally, it is unlikely that the low-rise residential uses could be built around the base of Towers A and B as both Towers' building footprints would need to be expanded to accommodate the increased density that would be located in each building.

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

Granting the requested Waiver would allow the Project to have comparable, marketable unit sizes, provide sufficient usable open space in compliance with the LAMC, and be able to maximize the total lot area to provide a well-balanced development program across the Project Site with the appropriate balance of residential (market-rate and affordable) and

commercial uses, on-site parking, as well as open space and recreational amenities within and across the Project Site. Therefore, the development standard from which the Applicant is requesting a Waiver would have the effect of physically precluding the construction of a development meeting the affordable set-aside criteria, and would prevent the Applicant from building either the proposed 737 residential dwelling units with 180 hotel guests rooms or 827 residential dwelling units.

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

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

2. Building Line Removal Findings.

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

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

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

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

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

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

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

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

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

The Project Site is located within the most northwest section of Central City North Community Plan area, north of Downtown Los Angeles and northwest of Chinatown. The approximately 6.19-acre Site is bounded by White Oak Knoll Drive to the north, Alpine

Street to the east, Beaudry Avenue to the south, and Sunset Boulevard to the west. The Mixed-Use Development Scenario would include up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area. The Project Site is currently developed with four vacant buildings comprising approximately 114,600 square feet of floor area and the Elysian apartment building, which will remain but is not part of the Mixed Use Development Scenario.

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

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

The Project Site is Zoned C2-2D (Commercial Zone, Height District 2 with a Development Limitation). Height District 2 allows a 6:1 FAR, with no height limit in conjunction with the C2 Zone. However, the Project Site is subject to a D Limitation, pursuant to Ordinance No. 174,327, and Footnote 4 of the Central City Community Plan which restricts the Site to a 3:1 FAR. The Mixed Use Development Scenario would be developed with four primary structures above a screened six-level parking podium, which would be partially below grade and partially above grade, including two residential towers (Tower A and Tower B), a hotel/residential tower (the Sunset Building), and a commercial building that could include office, retail, and restaurant uses (the Courtyard Building). Tower A would be 49 stories and reach a height of 572 feet, while Tower B would be 30-stories and a maximum height of 408 feet. The Sunset Building, which would include the hotel component, would be 17-stories and 211 feet, and the three-story Courtyard building would reach a height of 91 feet. Separate from the four primary structures, the three low-rise commercial buildings ranging from one to three stories with a maximum height of 64 feet and up to 26 low-rise residential buildings ranging from one to four stories would reach a maximum height of 91

feet. While the Site's Height District does not restrict the height of the the Mixed-Use Development Scenario, the Mixed-Use Development Scenario's design includes multiple structures with various heights which would be compatible with the surrounding built environment.

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

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

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

4. Conditional Use Findings for Alcohol

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

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

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

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

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

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

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

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

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

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

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

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

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

additional 90 residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building.

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

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

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

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

along the southern and eastern portion of the Site, which is adjacent to a residential neighborhood.

The proposed uses would be desirable to the public convenience and welfare as the uses would be located on an infill Site, accessible to nearby residents, workers, and visitors to eat, drink, and socialize. Thus, the proposed commercial uses, including the hotel use, would be within a mile or less of residents, visitors, and employees. A variety of commercial uses is an intrinsic part of the service amenities that are necessary for the conservation, development, and success of a vibrant neighborhood. The ability for the Project Site to offer a full line of alcoholic beverages will allow the hotel, restaurants and retail uses to remain competitive with other similar uses serving the same area, as alcohol service is a common and expected by patrons as part of these commercial uses. Further, patrons are drawn to the Downtown Los Angeles, Echo Park, and Chinatown areas due to the shopping, entertainment, sports, arts, and dining experiences available to them. Offering a full line of alcoholic beverages at these uses on the Project Site would enhance the dining and entertainment experience for visitors, employees, and residents in the vicinity.

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

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

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

Therefore, based on the facts herein and in conjunction with the imposition of operational conditions, the Project's location, size, height, operations, and other significant features

would be compatible with and would not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

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

The General Plan is the City's roadmap for future growth and development. The General Plan Elements establish goals, policies, purposes, and programs that provide for the regulatory environment in managing the City, and for addressing environmental concerns and problems. The majority of the policies derived from these elements are implemented in the form of Municipal Code requirements. The General Plan is comprised of the Framework Element, seven State-mandated elements, and four additional elements. The Framework Element establishes the broad overall policy and direction for the General Plan.

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

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

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

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

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

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

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

The proposed uses are in alignment with the intent of the Community Plan to maintain the area's commercial sector, promote economic vitality, and would further enhance the area as a commercial destination by providing enhanced amenities to guests and patrons. The proposed residential uses would be concentrated along the eastern and southern boundaries of the Project Site across the street from other existing residential uses. The commercial component of the Project would mostly front Sunset Boulevard, creating a transition from commercial uses to high and low density residential uses, adjacent to the existing residential neighborhood. The proposed commercial uses, including the hotel use, are compatible with surrounding development because most of the adjacent properties are other commercial and residential uses, and the Site has been the location of office, commercial, and/or residential uses since 1963.

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

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

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

In conjunction with the development of the Project, the Applicant is requesting a Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption at up to 13 commercial establishments (i.e., restaurant and retail uses) with hours of operation from 7 AM to 2 AM. In addition, under the Mixed Use Development Scenario, the MCUP would permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption at up to six establishments within the hotel use with hours of operation from 7 AM to 2 AM. While the specific tenants or uses have not yet been identified, the Project would be limited to commercial uses permitted in the C2 Zone. The MUP provides an umbrella entitlement with general conditions that apply to up to 13 of the commercial establishments serving the Project and six establishments within the hotel use (under the Mixed Use Development Scenario). These conditions include, but are not limited to, security measures such as a

camera surveillance system and appropriate lighting in the evening hours, hours of operation, prohibition of after-hours use, except routine clean-up, and of dancing and adult entertainment. Additionally, within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department (LAPD) "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program.

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

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

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

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

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

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

Additionally, the 13 proposed commercial establishments, as well as the six establishments within the hotel use (under the Mixed Use Development Scenario) are part of a larger development, which would benefit from oversight of the building complex as a whole. Moreover, included in this grant are a number of general conditions that would act to minimize any impacts that might be generated by alcohol serving establishments including that each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site or off-site consumption as a part of this MCUP must apply for a Plan Approval. The Plan Approval process would allow the Department of City Planning to tailor conditions to each individual applicant and establishment, and create measures, which would minimize any impact that might be generated by each individual establishment seeking to sell alcoholic beverages. Likewise, any concerns associated with any individual establishment can be addressed in more detail through the Plan Approval process, which will provide an opportunity to consider more specific operational characteristics when a tenant is identified and the details of each establishment are highlighted.

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

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

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

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

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

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

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

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

While the sale of alcoholic beverages is important to the commercial uses and potential hotel uses that would be located within the Project's commercial and hotel spaces, their sale and service would be incidental to the primary operations. All the proposed uses that would have alcohol service would be part of a high-quality development and all alcohol service would take place within a carefully controlled environment served by responsible operators. The Project is also designed to significantly enhance the existing pedestrian activity along Sunset Boulevard and Beaudry Avenue and complement the redevelopment of the existing range of developments along Sunset Boulevard with the addition of new commercial uses which have inviting frontage. Additionally, adequate on-site parking would be provided as part of the Project and no spill-over parking to the nearby residential

areas is anticipated. Therefore, this use would not result in detrimental impacts to nearby residentially zoned communities.

5. Director's Decision

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

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

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

The Mixed Use Development Scenario would provide a total of 82,295 square feet of open space as required by LAMC Section 12.21 G.2, of which 70,175 square feet would be outdoor open space. The No-Hotel Development Scenario would provide a total of 93,050 square feet of open space as required by LAMC Section 12.21 G.2, of which 77,075 square feet would be outdoor open space. Outdoor common open space areas would be programmed with hardscapes such as pedestrian paths and stairs, courtyards and terraces, outdoor dining and seating areas, and barbeque areas for high levels of activity, while other spaces would be landscaped for passive activities and would include play areas and gardens.

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

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

Pursuant to LAMC Section 12.21 G(a)(3), a minimum of 25 percent of the outdoor common open space area shall be planted with ground cover, shrubs, or trees. Both development scenarios would comply with the landscaping requirement; the Mixed Use

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

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

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

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

While the Project accommodates the required amount of open space, the number of existing trees which would need to be replaced to allow for the Project's 360 degree design, including the masking of the six-level parking podium, in which a majority of the Site would be built over the parking podium, would require that all of the existing trees be

removed and that all new trees be planted in raised planters or topographically mounded areas, which combined limit the open space areas suited for trees.

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

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

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

Pursuant to LAMC 12.21 G.2, based on the number of units and the mix of unit types, 82,295 square feet of open space is required for the Mixed Use Development Scenario and 93,050 square feet of open space is required for the No-Hotel Development Scenario. As shown in the table below, both development scenarios would provide the total required amount of usable open space.

<i>Open Space Required</i>			
<i>Unit Type</i> ¹	<i>LAMC Requirement</i>	<i>No. Units</i>	<i>Total</i>
<i>Mixed Use Development Scenario</i>			
<i>< 3 Habitable Rooms</i>	<i>100 sf / unit</i>	<i>368 units</i>	<i>36,800 sf</i>
<i>= 3 Habitable Rooms</i>	<i>125 sf / unit</i>	<i>369 units</i>	<i>46,125 sf</i>
<i>> 3 Habitable Rooms</i>	<i>175 sf / unit</i>	<i>0 unit</i>	<i>0 sf</i>

¹ Kitchens are not considered habitable rooms for the purposes of open space calculations.

Total Open Space Required			82,925 sf
Maximum Indoor or Covered OS Permitted (25%)			20,731 sf
No-Hotel Development Scenario			
< 3 Habitable Rooms	100 sf / unit	413 units	41,300 sf
= 3 Habitable Rooms	125 sf / unit	414 units	51,750 sf
> 3 Habitable Rooms	175 sf / unit	0 unit	0 sf
Total Open Space Required			93,050 sf
Maximum Indoor or Covered OS Permitted (25%)			23,263 sf

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

Open Space Provided		
Common Exterior Open Space		
<i>Location</i>	<i>Mixed Use</i>	<i>No-Hotel</i>
<i>Alpine Gardens</i>	<i>2,500 sf</i>	<i>2,500 sf</i>
<i>Beaudry Gardens</i>	<i>16,750 sf</i>	<i>16,750 sf</i>
<i>The Hill¹</i>	<i>20,925 sf</i>	<i>20,925 sf</i>
<i>Sunset Incline</i>	<i>6,000 sf</i>	<i>6,000 sf</i>
<i>Sunset Terrace</i>	<i>5,600 sf</i>	<i>5,600 sf</i>
<i>Roof Decks²</i>	<i>10,200 sf</i>	<i>15,300 sf</i>
<i>Beaudry Terraces²</i>	<i>8,200 sf</i>	<i>10,000 sf</i>
Total Common Exterior Open Space Provided	70,175 sf	77,075 sf
Common Indoor Open Space		
<i>Tower A</i>	<i>2,600 sf</i>	<i>2,600 sf</i>

<i>Tower B</i>	<i>3,400 sf</i>	<i>3,400 sf</i>
<i>Low-Rise Residential</i>	<i>1,800 sf</i>	<i>1,800 sf</i>
<i>Sunset Building²</i>	<i>NA</i>	<i>1,275 sf</i>
Maximum Indoor or Covered OS Permitted (25%)	20,731 sf	23,263 sf
Total Common Indoor Open Space Provided	7,800 sf	9,075 sf
Private Open Space		
Balconies (50 sf / balcony)	4,950	6,900
Total Open Space Provided	82,925	93,050
¹ - Publicly accessible open space. ² - Under the No-Hotel Development Scenario 90 residential units would be located in the Sunset Building, in place of the 180 hotel guests rooms proposed under the Mixed-Use Development Scenario. Thus, under the No-Hotel Development Scenario an additional 5,100 square-foot roof deck would be provided for residents at the Sunset Building as well as 1,275 square feet of interior common open space, and 1,800 square feet of common exterior open space would be provided at the Beaudry Terraces area.		

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

The Project Site currently contains 104 non-protected trees, one Protected tree, and 40 street trees. Lack of irrigation, drought, long-term neglect, and overcrowding, has led to a number of the trees being stressed and competing for light, soil, water, space and nutrients. Further, a majority of the existing trees are palms which provide no shade, stormwater capture, or carbon sequestration. Thus, all onsite trees (nonprotected and Protected), as well as nine street trees would be removed. Pursuant to City requirements, the Applicant would be required to replace all removed non-protected trees at a 1:1 ratio, Protected trees at a 4:1 ratio and street trees at a 2:1 ratio. Thus the Project would be required to provide 104 trees to replace the nonprotected trees being removed, four additional trees to replace the Protected tree being removed, and 18 street trees to replace the nine street trees being removed. In addition, at least one 24-inch box tree for every four dwelling units shall be provided onsite and may include street trees in the parkway. The Mixed Use Development Scenario proposes a total of 737 residential units and is therefore required to provide a total of 185 trees to comply with the residential requirement, while the No-Hotel Development Scenario proposes a total of 827 residential units and is therefore required to provide a total of 207 trees to comply with the residential requirement. A total of 292 onsite trees would be required under the Mixed Use Development Scenario and 315 trees under the No-Hotel Development Scenario as well as 18 street trees. The Project proposes to provide a total of 262 onsite trees as well as 18 street trees. Once

construction is complete, more than twice as many existing trees would be located on the Site.

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

6. Site Plan Review Findings

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

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

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

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

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

Height, Bulk and Mass

The Project Site is an approximately 6.19-acre Site, bounded by White Oak Knoll Drive to the north, Alpine Street to the east, Beaudry Avenue to the south, and Sunset Boulevard to the west. The Project Site is Zoned C2-2D (Commercial Zone, Height District 2 with a Development Limitation). Height District 2 allows a 6:1 FAR, with no height limit in conjunction with the C2 Zone. However, the Project Site is subject to a D Limitation, pursuant to Ordinance No. 174,327, and Footnote 4 of the Central City Community Plan which restricts the Site to a 3:1 FAR. The permitted density within the Project Site, is one dwelling unit per 400 square feet of lot area or one guest room per 200 square feet of lot area. Both the FAR and permitted density may be increased pursuant to Density Bonus entitlements. The Project Site is currently developed with five buildings, four of which are vacant and would be demolished to allow for construction of the Project and surface parking and vehicle circulation areas. The fifth building, the Elysian apartment building is

located on the Project Site, would remain, but is not part of the Project.

The Project is a multi-building, mixed use development that proposes two development scenarios: The Mixed Use Development Scenario and the No-Hotel Development Scenario. Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 Very Low Income units), 180 hotel guest rooms, 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. Under the No Hotel Development Scenario, up to 827 residential units (including up to 76 Very Low Income units), 48,000 square feet of office, and 95,000 square feet of general commercial floor area would be constructed. The additional 90 residential units (under the No-Hotel Development Scenario) would replace the 180 hotel guest rooms proposed under the Mixed Use Development Scenario and would be located in the same building. The Project would have a maximum FAR of 4.19:1, which permits a maximum of 1,129,370 square feet of floor area, including the 110,336 square-foot Elysian apartment building, and 24,052 square feet of unenclosed/inhabitable floor area beneath three buildings' tower elements. The permitted maximum habitable floor area would be 994,982 square feet. The FAR and density would be in conformance with the Density Bonus entitlements.

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

The proposed open space under both development scenarios would break up the mass of the Project. The Mixed Use Development Scenario would provide a total of 82,295 square feet of open space as required by LAMC Section 12.21 G.2, of which 70,175 square feet would be outdoor open space. The No-Hotel Development Scenario would provide a total of 93,050 square feet of open space as required by LAMC Section 12.21 G.2, of which 77,075 square feet would be outdoor open space. Outdoor common open space areas would include a series of pedestrian paths and stairs, play areas, gardens, courtyards, terraces, and pools, which would be programmed with landscaped and hardscaped areas, outdoor dining and seating areas, and barbeque areas. Specifically, The Hill, a 20,925 square-foot open space, located in the center of the Site, would provide spaces for informal play recreation, picnicking, sunbathing, and views of the the Downtown Los Angeles skyline. The 5,600 square-foot Sunset Terrace would be immediately accessible from Sunset Boulevard and would provide a space for outdoor dining adjacent to the low-rise commercial buildings. The 16,750 square-foot Beaudry Gardens would be located east of The Hill, adjacent to Tower B and would provide residents and visitors an area for outdoor play, barbeques, and picnicking.

The Project Site is surrounded by residential and commercial uses that vary in building style and scale. The Project would be consistent with the ongoing mixed-use redevelopment in the area and sited and designed to enhance the character of the Mixed-

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

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

Setbacks

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

neighborhood, as compared to the commercial uses along Sunset Boulevard which would be larger in scale and volume and would create a more defined street wall.

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

Parking, Loading and Drop-Off Zones

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

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

In addition to the new driveways, two residential loading zones adjacent to Towers A and B would be provided along Alpine Street and Beaudry Avenue. All commercial loading zones would be provided on-site and within the six level parking podium. An onsite Transportation Center would be provided at the corner of Beaudry Avenue and Sunset Boulevard which would include an onsite loading area with a capacity for approximately eight vehicles in addition to a four vehicle capacity through lane.

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

Signage and Lighting

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

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

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

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

Landscaping

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

The Project Site currently contains 104 non-protected trees, one Protected tree, and 40 street trees. Lack of irrigation, drought, long-term neglect, and overcrowding, has led to a number of the trees being stressed and competing for light, soil, water, space and nutrients. Further, a majority of the existing trees are palms which provide no shade, stormwater capture, or carbon sequestration. Thus, all onsite trees (nonprotected and Protected), as well as nine street trees would be removed. The Project proposes to plant 262 trees and 18 street trees, more than twice as many existing onsite trees. Further, as only 262 of the 292 required trees for the Mixed Use Development Scenario and 262 of the 315 required trees for the No-Hotel Development Scenario would be planted onsite, the Applicant has requested a Director's Decision to allow for the payment of in-lieu fees for all required trees that cannot be planted onsite or in the parkway abutting the Site.

Trash Collection

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

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

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

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

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

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

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

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

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

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

I. INTRODUCTION

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

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

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

The Final EIR was then distributed on November 19, 2021 and the two Errata were issued in December 2021 and January 2022. The Advisory Agency certified the EIR on January 7, 2022 (“Certified EIR”) in conjunction with the approval of the Project’s Tract Map (VTT-80315). In connection with the certification of the EIR, the Advisory Agency adopted CEQA findings and a mitigation monitoring program. The Advisory Agency adopted the mitigation monitoring program in the EIR as a condition of approval. The decision was appealed, however the City Planning Commission denied the appeal on February 24, 2022, and certified the EIR and adopted the mitigation monitoring program. All mitigation measures in the Mitigation Monitoring Program are also imposed on the Project through Conditions of Approval of CPC-2018-176-DB-BL-VCU-CU-

MCUP-DD-SPR, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

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

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

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

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or

alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

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

RECORD OF PROCEEDINGS

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

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