

## **II. Project Description**

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## II. Project Description

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### 1. Introduction

The proposed Fig & 8th Project would develop a mixed-use project (Project) on a 50,335-square-foot site (Project Site) located within the Central City Community Plan area of the City of Los Angeles (City).<sup>1</sup> The Project includes up to 438 residential units and up to 7,500 square feet of ground floor commercial retail and restaurant uses along with 522 parking spaces. The proposed uses would be located within a new 41-story, high-rise residential tower that would comprise up to 481,753 square feet of total floor area. To accommodate the new uses, the existing surface parking lot would be removed.

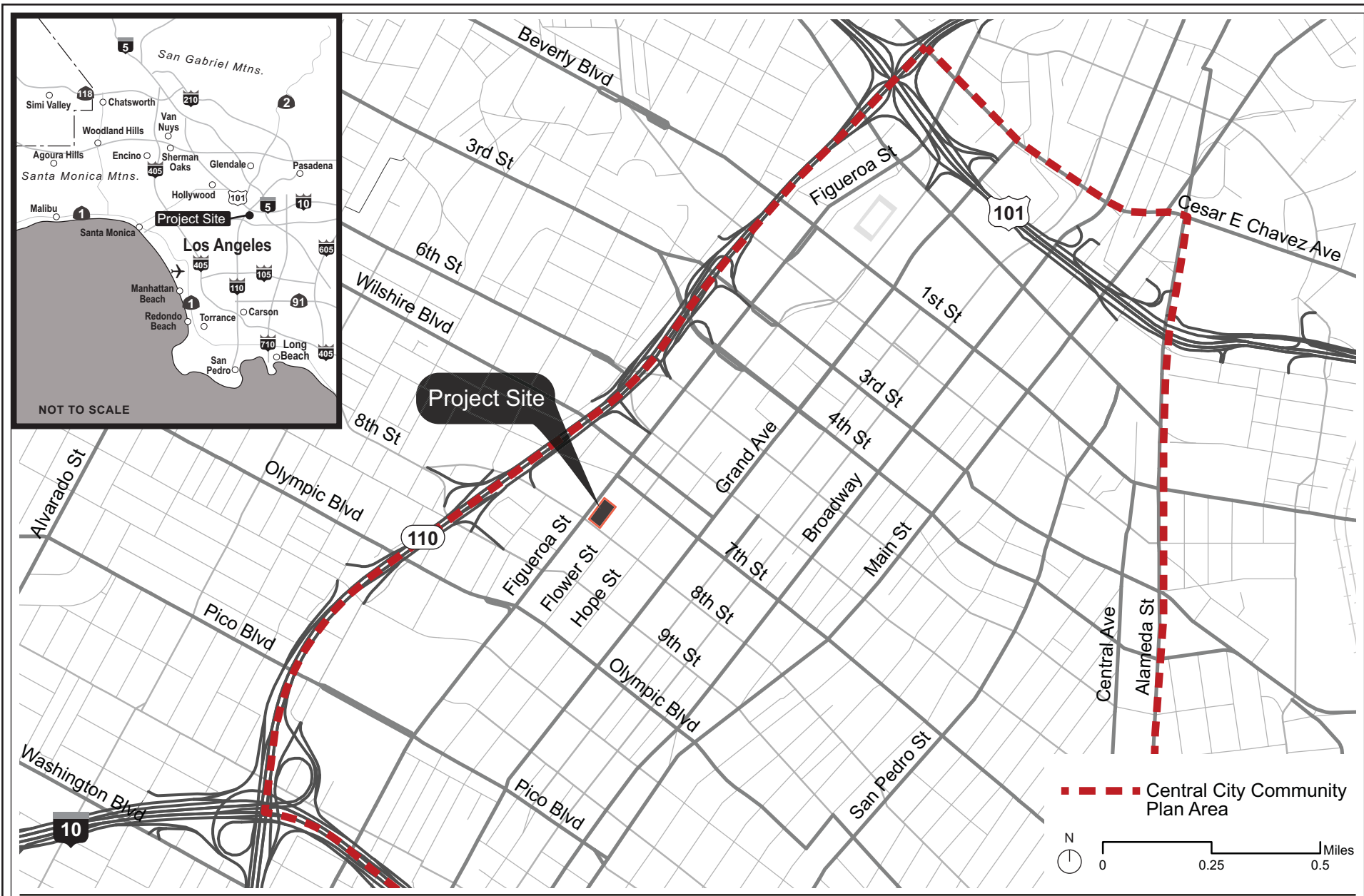
### 2. Project Location and Setting

#### a. Project Location

As shown in Figure II-1 on page II-2, the Project Site is located in downtown Los Angeles within the Central City Community Plan area of the City of Los Angeles, approximately 14 miles east of the Pacific Ocean. Primary regional access is provided by State Route 110 (SR-110 or Harbor Freeway), which runs north-south approximately 900 feet west of the Project Site. The Project Site is specifically bounded by 8th Street on the south, Figueroa Street on the west, a surface parking lot on the north, and an alley, as well as a parking structure and another surface parking lot fronting along Flower Street, on the east. Major arterials providing regional access to the Project Site vicinity include Figueroa Street and Olympic Boulevard. In addition, the Los Angeles County Metropolitan Transportation Authority (Metro) 7th Street/Metro Center Station is located approximately 350 feet north of the Project Site with station portals at the northeastern corner of 7th Street and Figueroa Street, at the northeastern corner of 7th Street and Flower Street, and at the northwestern corner of 7th Street and Hope Street. This station is served by Metro's Red, Purple, Blue, and Expo rail lines along with the Silver Line limited-stop bus route.

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<sup>1</sup> *The Project Site area of 50,335 square feet is based on the gross lot area. Note that the Initial Study prepared for the Project, which is included as Appendix A of this Draft EIR, identified the Project Site based on its net lot area of 46,546 square feet.*



**Figure II-1**  
Project Location Map

Source: LA County GIS; Eyestone Environmental, 2016.

## **b. Surrounding Uses**

As shown in the aerial photograph of the Project vicinity in Figure II-2 on page II-4, the Project Site is located in a highly urbanized area dominated by commercial development. Surrounding uses in the vicinity of the Project Site include the FIGat7th shopping mall, which consists of restaurants, commercial, and retail uses immediately across Figueroa Street to the west. North of the Project Site are a surface parking lot and a 3-story commercial building along Figueroa Street and a 12-story office/commercial building occupying the entire northern end of the block along 7th Street. East of the Project Site is a surface parking lot that is accessible from an alley located along the eastern boundary of the Project Site and Flower Street; this parking lot is flanked on the south by a 7-story parking structure with ingress driveways on 8th Street and egress driveways on Flower Street and on the north by a five-story parking structure with ingress and egress driveways on Flower Street. To the south on 8th Street are a 12-story office/commercial building (at Figueroa Street) and a 5-story commercial building (at Flower Street). Beyond these land uses are other high-rise commercial buildings, including the completed 73-story Wilshire Grand Center, which is located approximately one block to the northwest of the Project Site. High rise residential development is located one block south of the Project Site on Figueroa Street between 9th Street and Olympic Street. Other high density residential developments are located in the vicinity of the Project Site on Flower Street south of 8th Street and on 9th Street east of Figueroa Street.





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

### 3. Existing Project Site Conditions

As shown in Figure II-2 on page II-4, the Project Site is currently developed with a surface parking lot, which is entirely paved and devoid of landscaping. This parking lot currently provides 219 standard spaces and two handicap spaces for a total of 221 parking spaces. The Project Site is bounded on two sides (Figueroa Street and 8th Street) by a wrought-iron fence; in addition, there are bollards lining the inside of the fence along Figueroa Street. Mature ficus trees also line the sidewalk along Figueroa Street, and one small jacaranda tree is located in the sidewalk along 8th Street near the southwestern corner of the Project Site.

### 4. Land Use and Zoning

#### a. Central City Community Plan

The Project Site is located within the planning boundary of the Central City Community Plan (Community Plan), which was last updated in January 2003. Under the Community Plan, the Project Site is designated for Regional Center Commercial uses.

#### b. City of Los Angeles Municipal Code

The entire Project Site is zoned by the Los Angeles Municipal Code (LAMC) as C2-4D (Commercial, Height District 4 with Development Limitation). The Commercial zones permit a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and theaters. The C2 zone also allows any land use permitted in the C1.5 and C1 zones, which, in turn, allow R4 and R3 Multiple Dwelling zones, which include multiple dwelling units. Height District 4 within the C2 zone does not impose any height limit with a maximum Floor Area Ratio (FAR) of 13:1. However, while Height District 4 permits an FAR of 13:1, the maximum permitted floor area of the Project Site is restricted by the “D” limitation, which restricts the FAR to 6:1 without a transfer of floor area (per Ordinance 164,307). An FAR of 6:1 permits a total floor area of approximately 302,010 square feet.

### 5. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the Project is to develop an underutilized parcel with a high quality mixed-use development that provides new multi-family housing and neighborhood-serving

retail and restaurant uses that serve the community and promote walkability. As set forth in the CEQA Guidelines, the Project's specific objectives are as follows:

- To maximize new housing units on a currently underutilized site to help satisfy the demand for new housing in the region, the City of Los Angeles, and the Central City Community Plan area.
- To provide a contemporary architectural design that is compatible with existing high-rise development along Figueroa Street, as well as the adjacent streets, including 7th Street, 8th Street, and Flower Street.
- To create a pedestrian-oriented environment by promoting walkability and by creating a safe, inviting street-level identity for the Project Site through the introduction of a ground floor, street-fronting, neighborhood-serving, small, storefront retail and commercial uses.
- To construct a high-density, mixed-use development consistent with the principles of smart growth features, such as sustainable design, mixed use, infill, proximity to transit, walkability, and bicycle connections ("complete" streets).
- To reduce vehicular trips and promote regional and local mobility objectives by locating high-density residential and retail uses in downtown Los Angeles, a high-density employment base, and within one block of a regional-serving transit hub (Metro 7th Street/Metro Center Station) and commercial services.
- To maximize the creation of construction jobs and economic investment in the Central City Community Plan area through the provision of high-density residential uses with ground floor commercial uses.

## 6. Description of the Project

### a. Project Overview

The Project proposes to develop a mixed-use project on a 50,335-square-foot site (1.16 gross acres or 1.07 net acres) within the Central City Community Plan area of the City of Los Angeles.<sup>2</sup> As described in more detail below and shown in Table II-1 on page II-7, the Project would provide up to 438 residential units and up to 7,500 square feet of commercial retail and restaurant uses. It is anticipated that the residential unit count would be comprised of 98 studios, 240 1-bedroom units, and 100 2-bedroom units.

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<sup>2</sup> *The Project Site area of 50,335 square feet is based on the gross lot area. Note that the Initial Study prepared for the Project, which is included as Appendix A of this Draft EIR, identified the Project Site based on its net lot area of 46,546 square feet.*

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

<b>Land Use</b>	<b>Floor Area (sf)</b>
Residential	446,561 sf (438 du)
Commercial/Retail/Restaurant	up to 7,500 sf
Miscellaneous Floor Area <sup>a</sup>	27,692 sf
<b>Total</b>	<b>481,753 sf</b>
<hr/> <i>sf = square feet</i> <i>du = dwelling unit</i> <sup>a</sup> <i>Includes support areas, such as the mail room, storage rooms, and lobby, and recreational and residential amenities space.</i> <i>Source: Johnson Fain/Mitsui Fudosan, 2017.</i>	

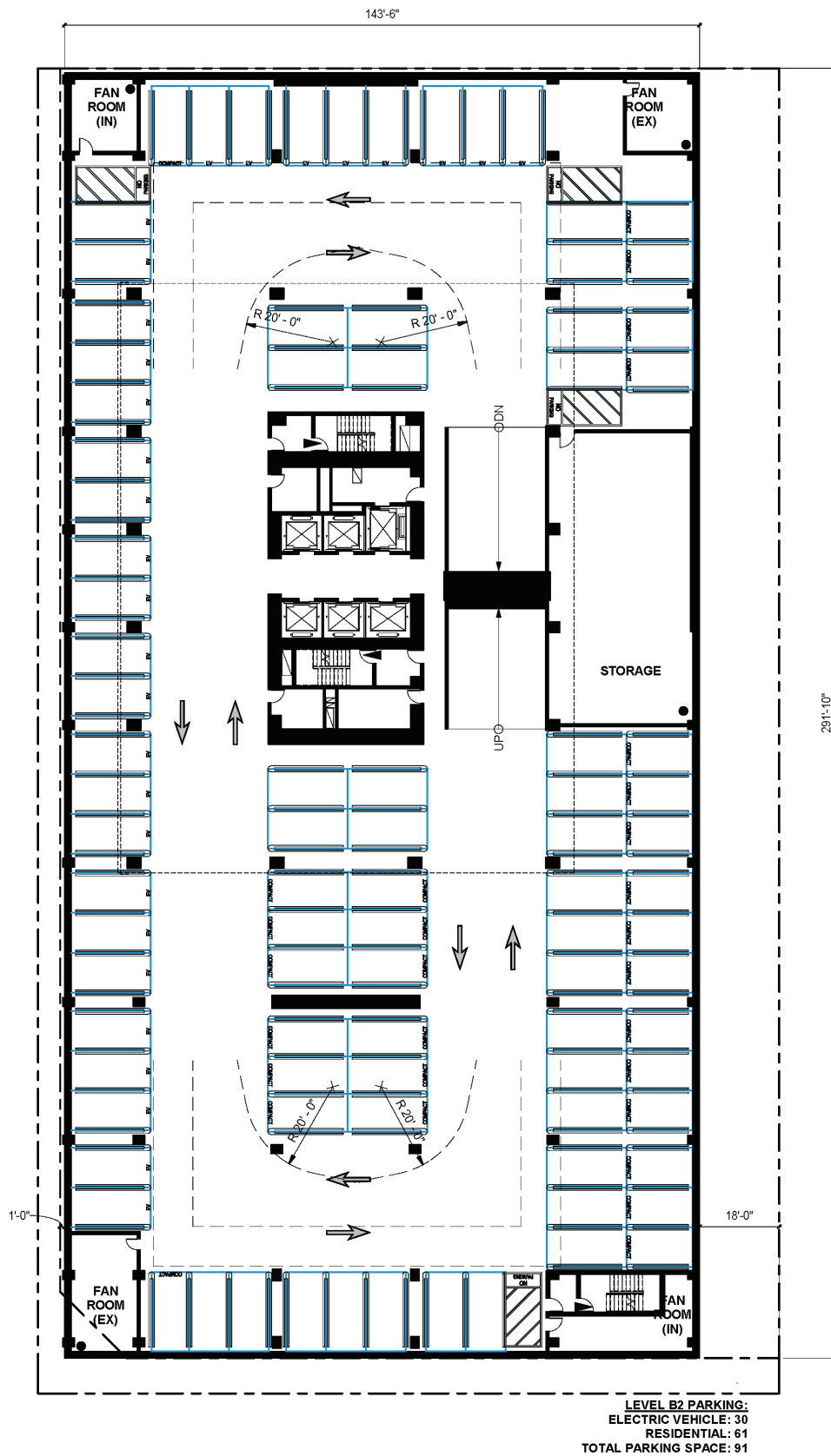
Additionally, the Project would provide 522 vehicle parking spaces within seven levels, including four subterranean levels with the three above grade parking levels and commercial uses forming a podium. In addition, 509 bicycle parking spaces (48 short-term and 461 long-term bicycle parking spaces) would be provided within portions of Levels 1 through 4. Overall, the new building would comprise up to 481,753 square feet of floor area. To accommodate the Project, the existing surface parking lot, which consists of 221 parking spaces, would be removed.

As shown in Figure II-3 through Figure II-14 on pages II-8 through II-19, the Project would involve the development of a high-rise, 41-story mixed-use building with four subterranean levels. The maximum depth of the subterranean levels would be 39 feet, and the maximum height of the building would be 501 feet, 3 inches above ground level when accounting for mechanical equipment.

More specifically, the ground floor (Level 1) of the building would include up to 7,500 square feet of commercial retail and restaurant uses, as well as the lobby, utility rooms, bicycle storage, a mail room, a trash room, and landscaped areas along both Figueroa Street and 8th Street. Levels 2 through 4 and the four subterranean levels (Levels B1 through B4) would be allocated to vehicular parking, storage space for the Project, and additional bicycle parking. Level 5 would consist of residential amenities, including a pool and landscaped areas, a fitness room, yoga studio, an amenity lounge, a library, and storage space. Levels 6 through 40 would include residential units and private cantilevered balconies. Level 41, the rooftop of the Project, would include landscaped roof decks with a lounge, as well as mechanical equipment.

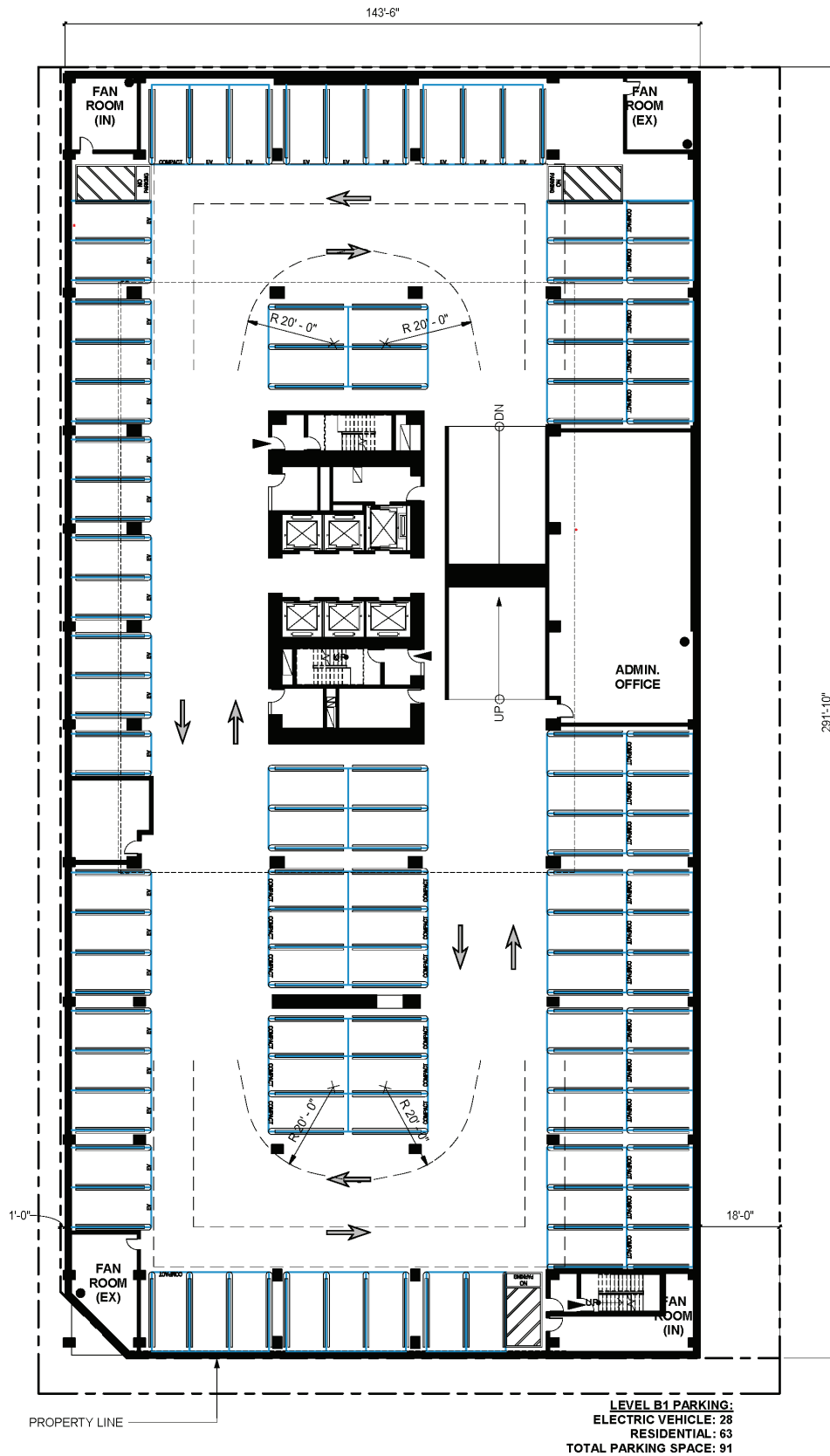


**Figure II-3**  
Site Plan – Levels B3 and B4

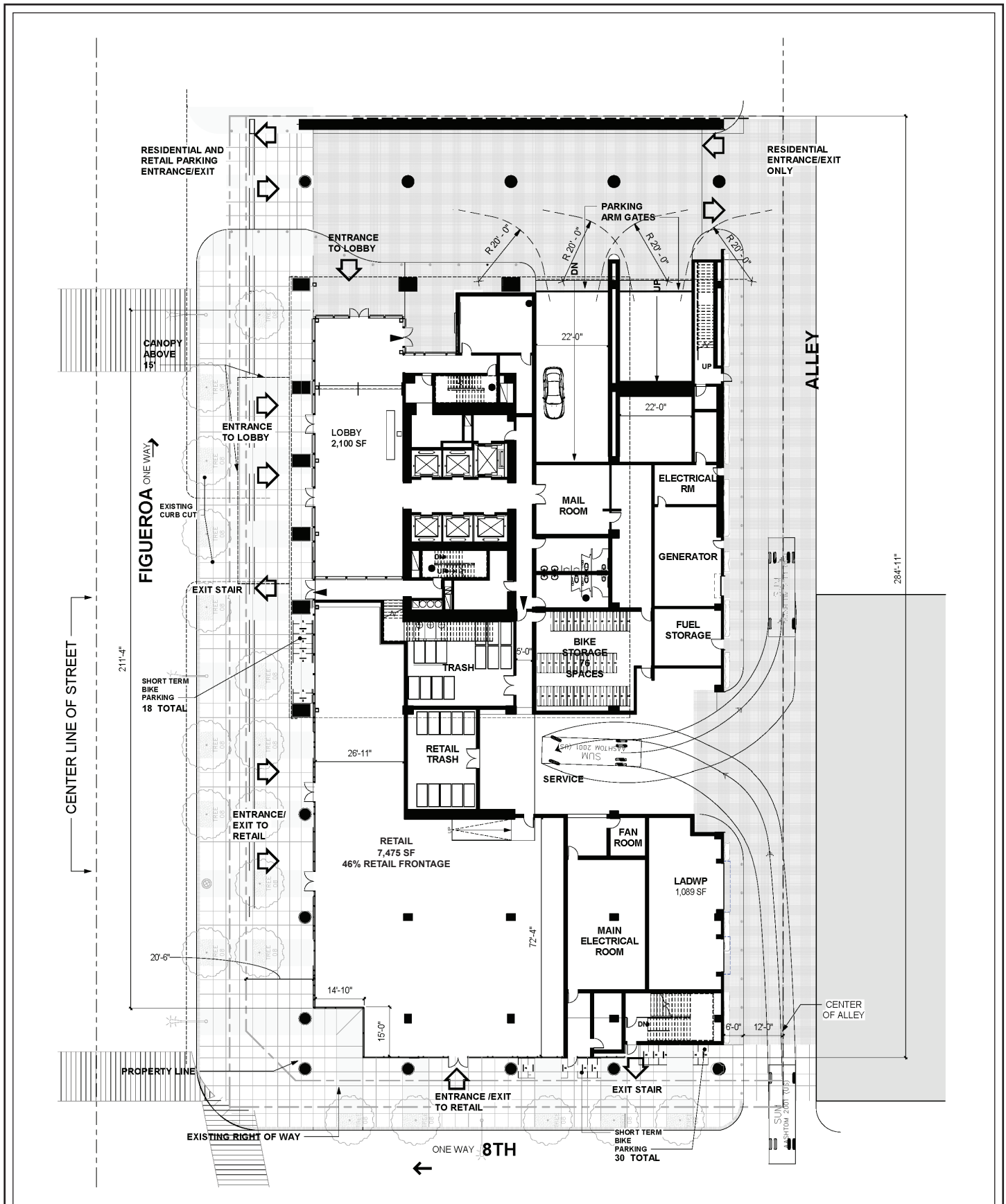


**Figure II-4**  
 Site Plan – Level B2



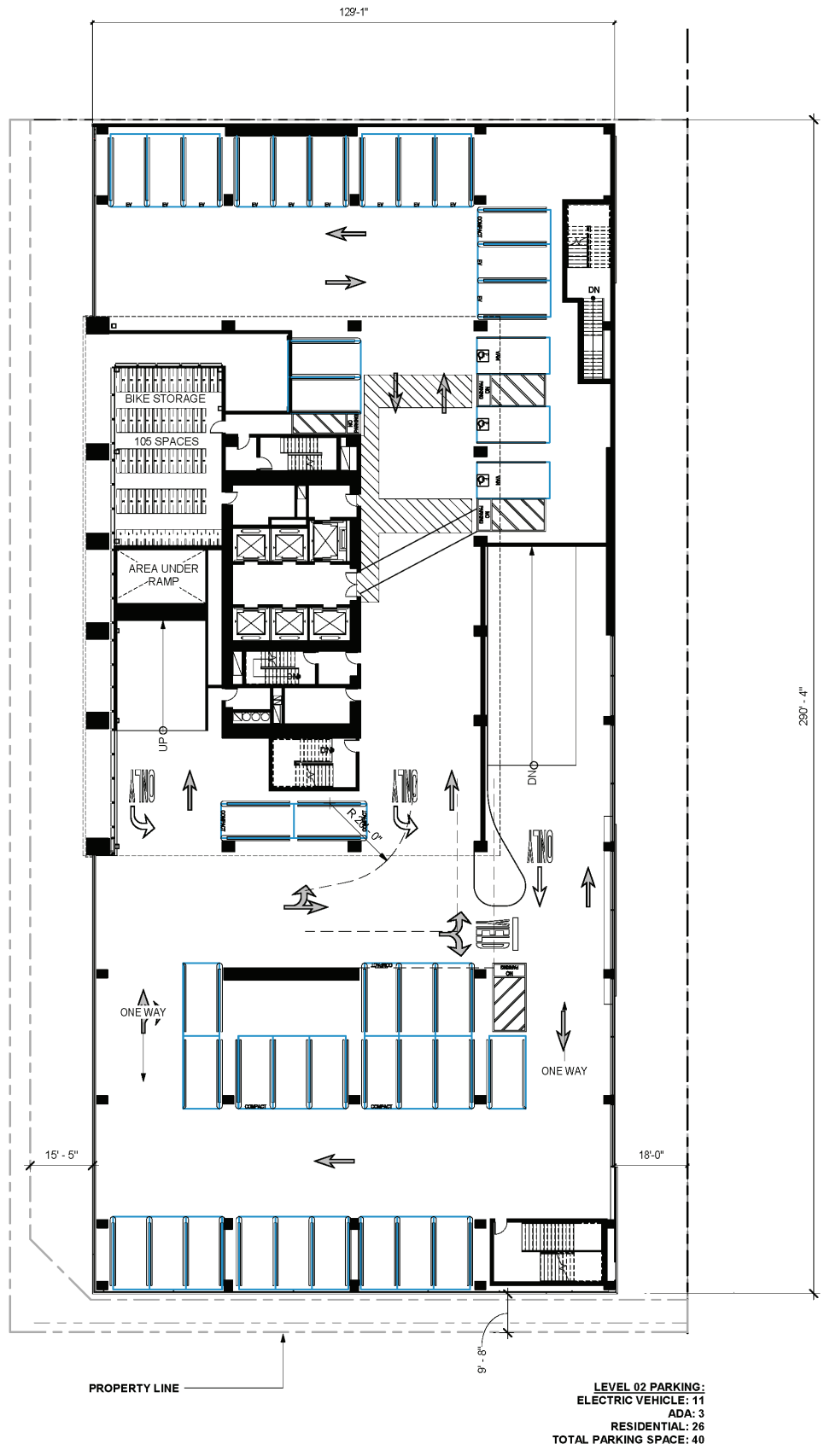


**Figure II-5**  
Site Plan – Level B1

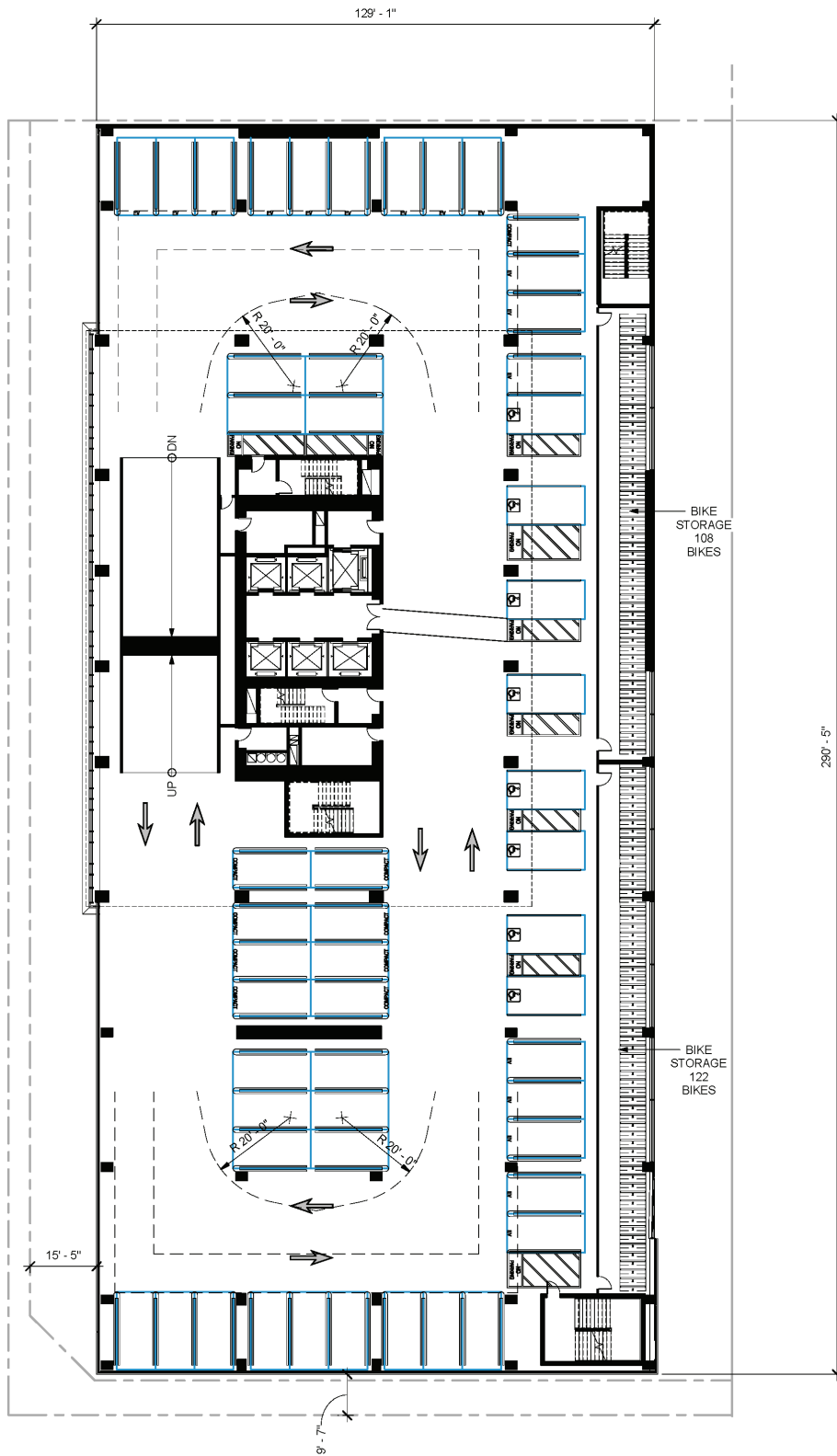


**Figure II-6**  
Site Plan – Level 1



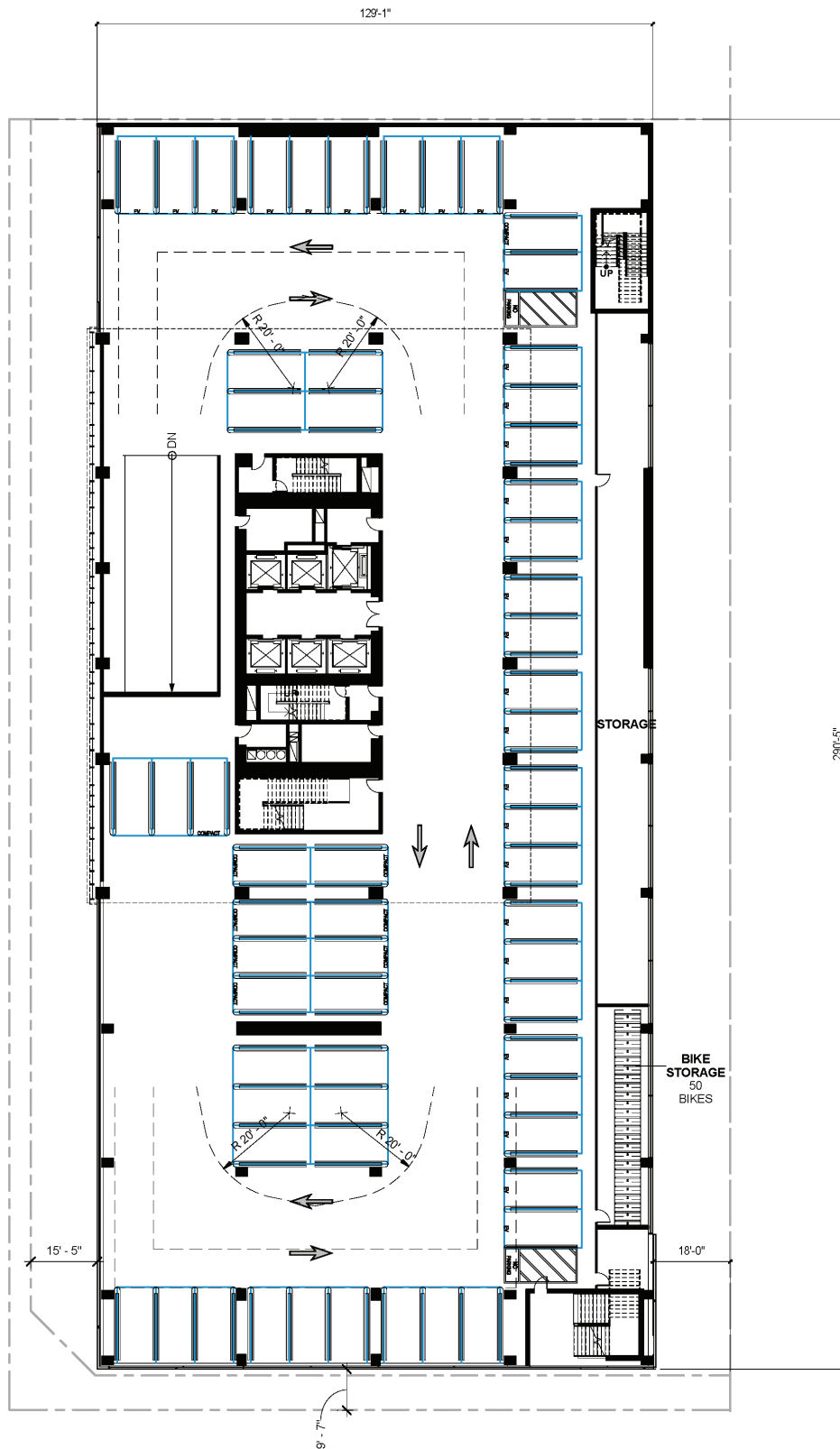


**Figure II-7**  
 Site Plan – Level 2



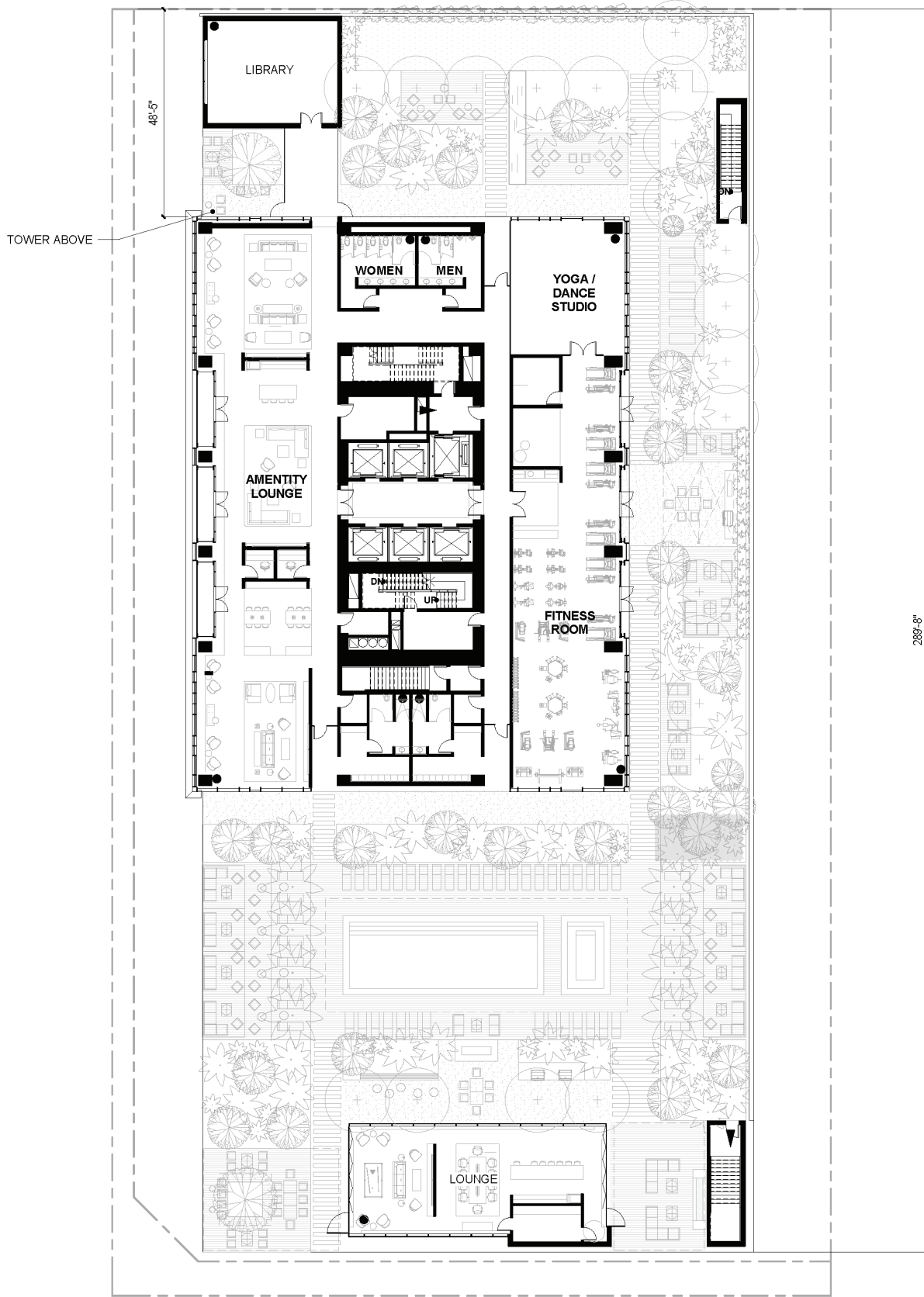
**LEVEL 03 PARKING:**  
 ELECTRICAL VEHICLE: 16  
 ELECTRICAL VEHICLE ADA: 1  
 ADA: 8  
 RESIDENTIAL: 28  
**TOTAL PARKING SPACE: 53**

**Figure II-8**  
 Site Plan – Level 3

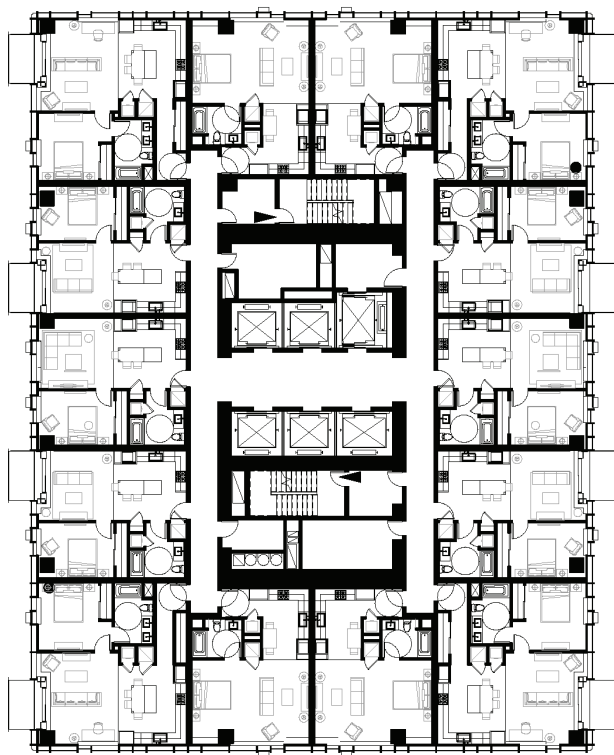


**LEVEL 04 PARKING:**  
 ELECTRICAL VEHICLE: 27  
 ELECTRICAL VEHICLE ADA: 3  
 RESIDENTIAL: 31  
**TOTAL PARKING SPACE: 61**

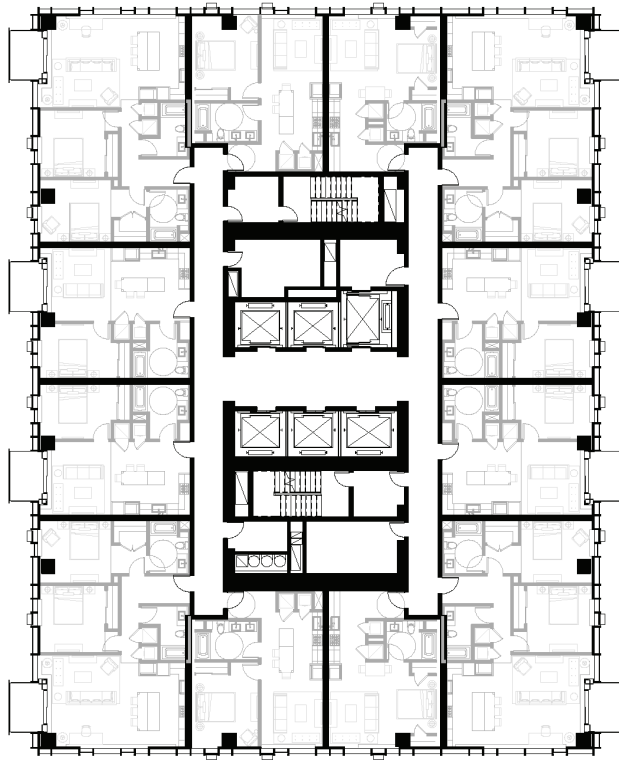
**Figure II-9**  
 Site Plan – Level 4



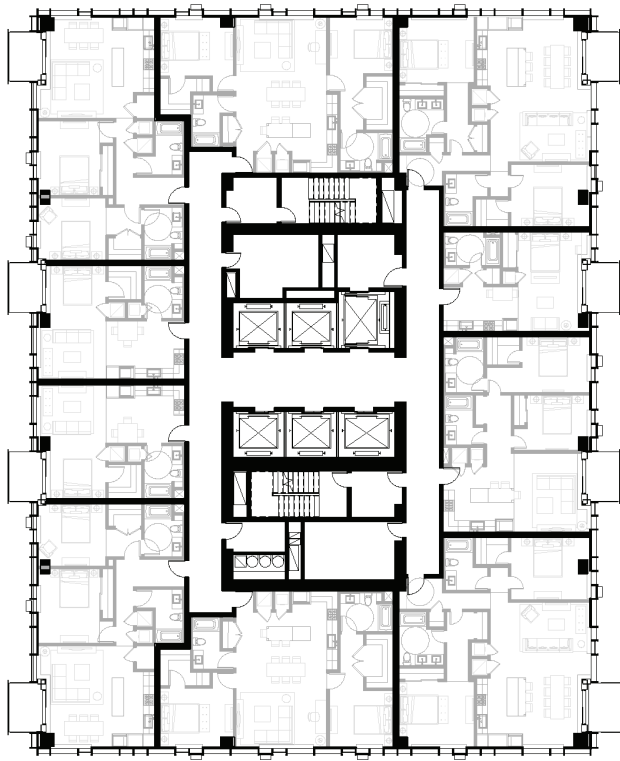
**Figure II-10**  
 Site Plan – Level 5  
 (Podium)



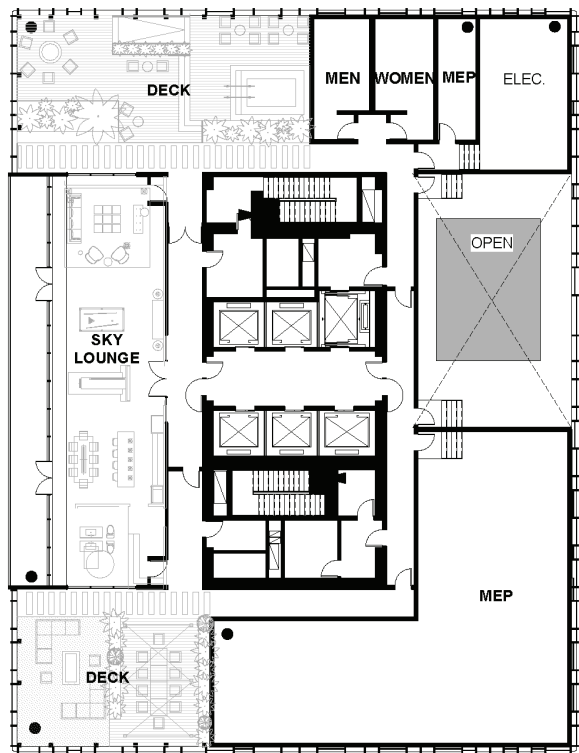
**Figure II-11**  
Site Plan – Levels 6-18  
(Tower Plan)



**Figure II-12**  
Site Plan—Levels 19-36  
(Middle Tower Plan)



**Figure II-13**  
Site Plan— Levels 37-40  
(Upper Tower Plan)



**Figure II-14**  
Site Plan—Level 41  
(Roof Deck)



## b. Building Design

The Project would be designed in a contemporary architectural style. Building materials that are proposed to be used include different types of glass, concrete, aluminum, and stone. These varied surface materials would provide horizontal and vertical articulation that break up the building planes and reduce the visual mass of the building. Glass used in building façades would be non-reflective or treated with a non-reflective coating to minimize glare; glazing used would have the minimum reflectivity needed to achieve energy efficiency standards. The design of the Project would be consistent with the City's *Downtown Design Guide: Urban Design Standards and Guidelines* (Downtown Design Guide). (Further discussion of the Downtown Design Guide is included in Appendix B of this Draft EIR for informational purposes.) Specifically, as shown in Figure II-15 on page II-21 and in the elevation plans presented in Figure II-16 through Figure II-19 on pages II-22 through II-25, the façade of the building would be articulated along all street frontages. In addition, the proposed ground-level neighborhood-serving commercial retail and restaurant uses would further activate the streets in the surrounding area. A building section is presented in Figure II-20 on page II-26.

## c. Open Space and Recreational Amenities

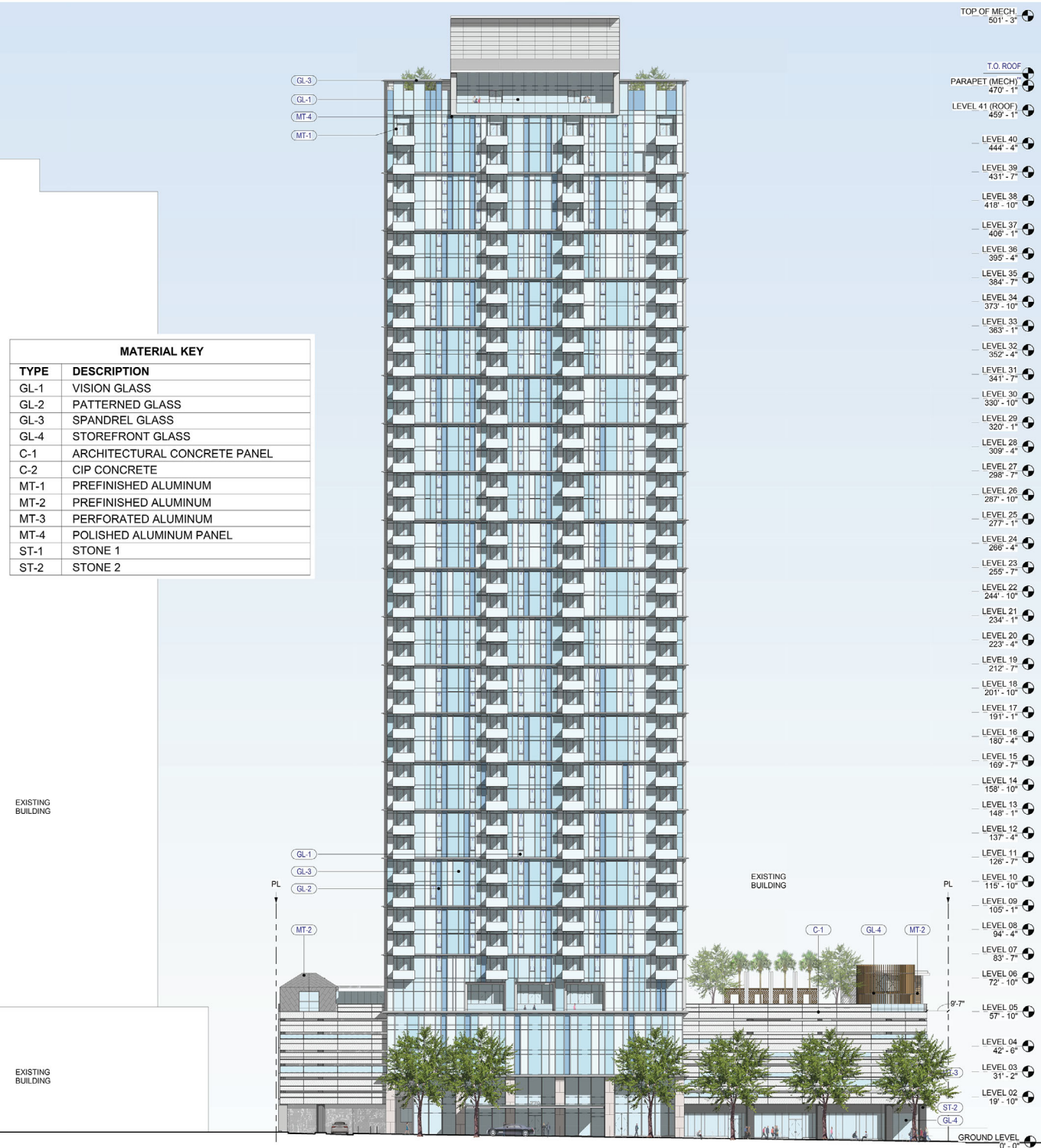
As shown in Figure II-21 on page II-27 and Table II-2 on page II-28, the Project would provide a total of approximately 51,746 square feet of open space and recreational amenities to serve the recreational needs of Project residents and guests, pursuant to LAMC requirements. Specifically, the Project would include 2,801 square feet of outdoor open space on Level 1 (ground floor). On the podium level, Level 5, 20,370 square feet of outdoor open space and recreational amenities would include a pool and spa, lounge seating and fire pits, a dog run, and dining area with a garden, and a variety of seating. Indoor amenities on Level 5 would also provide 10,766 square feet consisting of fitness and yoga rooms, a library, meeting rooms, lounge seating, and a kitchen area. On the roof deck of Level 41, 3,000 square feet of outdoor landscaped open space would include a small park with stepped seating, a fire place, a garden walk, and a spa. The indoor lounge area with bar seating and a club room would comprise 1,489 square feet. In addition, Levels 6 through 40 would provide 14,000 square feet of outdoor private open space.<sup>3</sup> As

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<sup>3</sup> Pursuant to Section 12.21-G of the LAMC, no more than 50 square feet of private open space per dwelling unit is counted toward the total required usable open space. Therefore, with 438 dwelling units, the Project's open space is able to account for the 14,000 square feet of proposed outdoor private space.



**Figure II-15**  
Conceptual Rendering



**Figure II-16**  
West Elevation



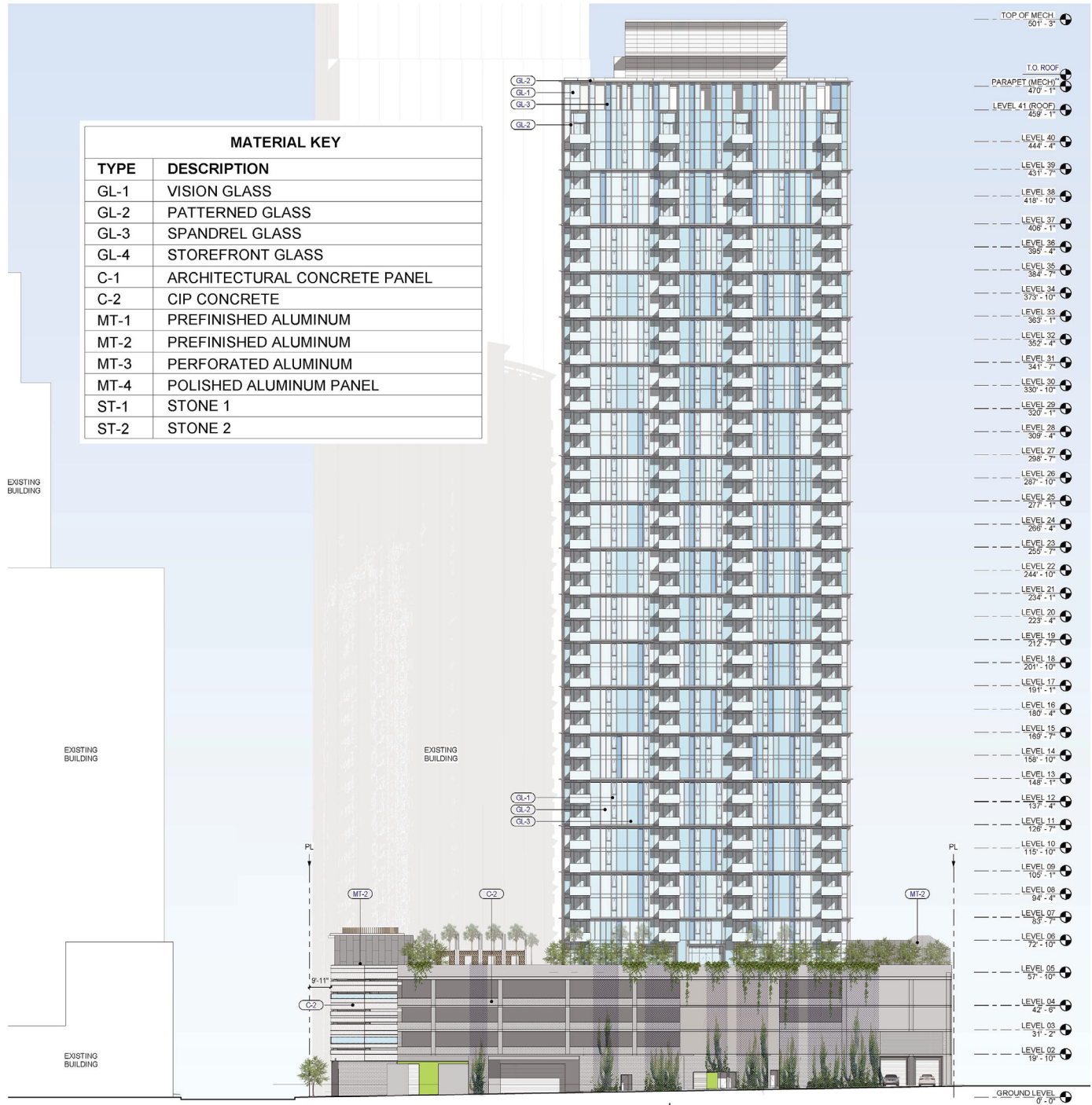
MATERIAL KEY	
TYPE	DESCRIPTION
GL-1	VISION GLASS
GL-2	PATTERNED GLASS
GL-3	SPANDREL GLASS
GL-4	STOREFRONT GLASS
C-1	ARCHITECTURAL CONCRETE PANEL
C-2	CIP CONCRETE
MT-1	PREFINISHED ALUMINUM
MT-2	PREFINISHED ALUMINUM
MT-3	PERFORATED ALUMINUM
MT-4	POLISHED ALUMINUM PANEL
ST-1	STONE 1
ST-2	STONE 2



- TOP OF MECH. 501'-3"
- T.O. ROOF
- PARAPET (MECH) 470'-1"
- LEVEL 41 (ROOF) 459'-1"
- LEVEL 40 444'-4"
- LEVEL 39 431'-7"
- LEVEL 38 418'-10"
- LEVEL 37 406'-1"
- LEVEL 36 395'-4"
- LEVEL 35 384'-7"
- LEVEL 34 373'-10"
- LEVEL 33 363'-1"
- LEVEL 32 352'-4"
- LEVEL 31 341'-7"
- LEVEL 30 330'-10"
- LEVEL 29 320'-1"
- LEVEL 28 309'-4"
- LEVEL 27 298'-7"
- LEVEL 26 287'-10"
- LEVEL 25 277'-1"
- LEVEL 24 266'-4"
- LEVEL 23 255'-7"
- LEVEL 22 244'-10"
- LEVEL 21 234'-1"
- LEVEL 20 223'-4"
- LEVEL 19 212'-7"
- LEVEL 18 201'-10"
- LEVEL 17 191'-1"
- LEVEL 16 180'-4"
- LEVEL 15 169'-7"
- LEVEL 14 158'-10"
- LEVEL 13 148'-1"
- LEVEL 12 137'-4"
- LEVEL 11 126'-7"
- LEVEL 10 115'-10"
- LEVEL 09 105'-1"
- LEVEL 08 94'-4"
- LEVEL 07 83'-7"
- LEVEL 06 72'-10"
- LEVEL 05 57'-10"
- LEVEL 04 42'-6"
- LEVEL 03 31'-2"
- LEVEL 02 19'-10"
- GROUND LEVEL 0'-0"

**Figure II-17**  
South Elevation

MATERIAL KEY	
TYPE	DESCRIPTION
GL-1	VISION GLASS
GL-2	PATTERNED GLASS
GL-3	SPANDREL GLASS
GL-4	STOREFRONT GLASS
C-1	ARCHITECTURAL CONCRETE PANEL
C-2	CIP CONCRETE
MT-1	PREFINISHED ALUMINUM
MT-2	PERFORATED ALUMINUM
MT-3	PERFORATED ALUMINUM
MT-4	POLISHED ALUMINUM PANEL
ST-1	STONE 1
ST-2	STONE 2



**Figure II-18**  
East Elevation



**Figure II-19**  
North Elevation

Source: Johnson Fain & Mitsui Fudosan, 2017.

Top of Mechanical  
501'-3"

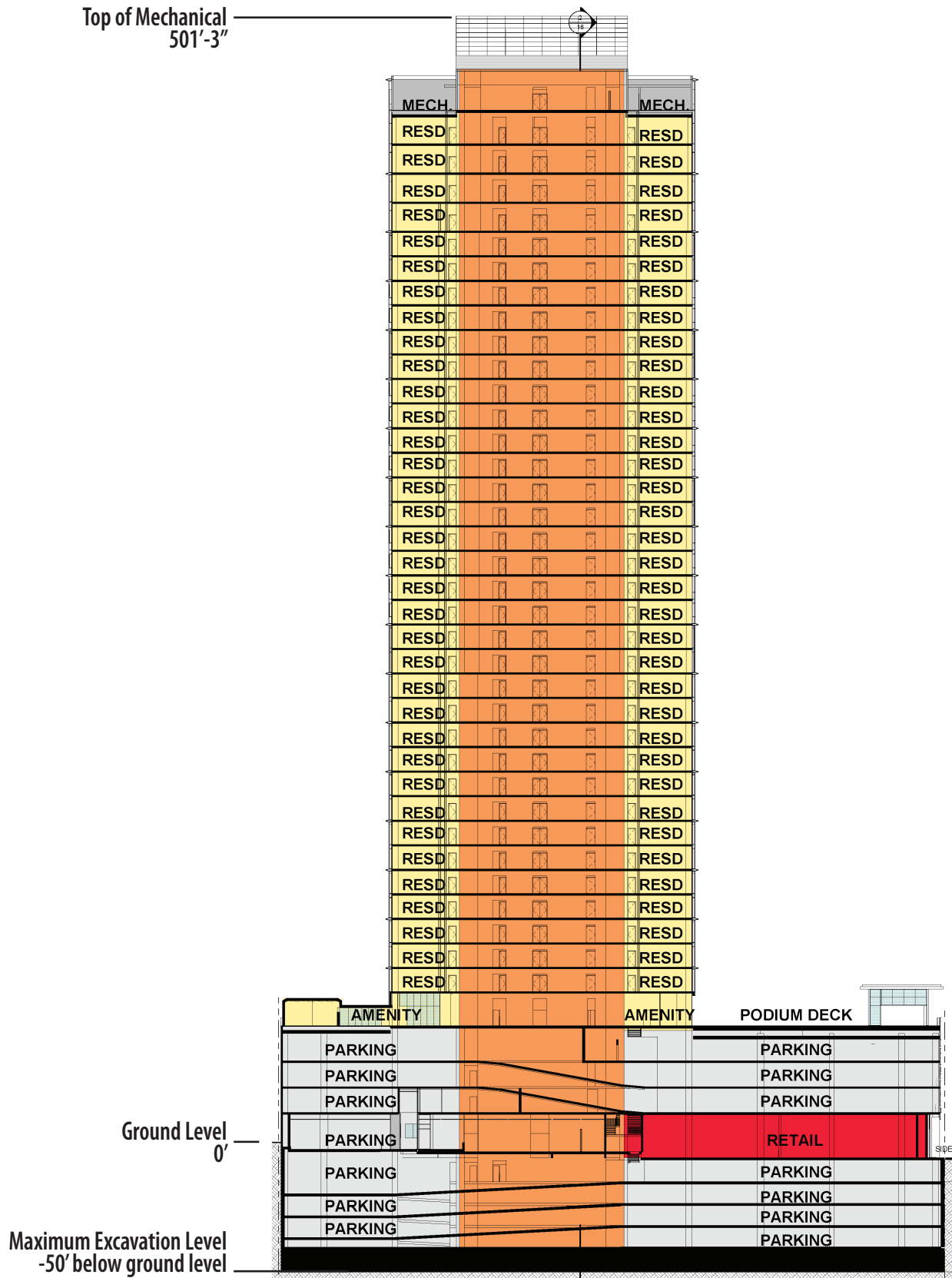
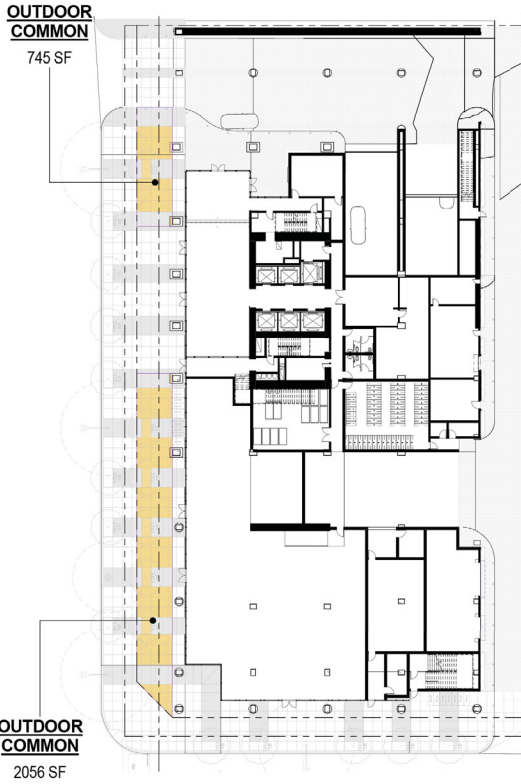
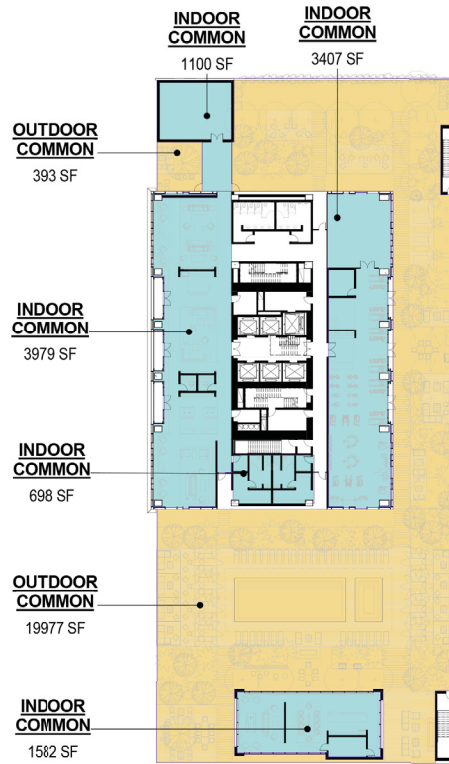


Figure II-20  
Building Section



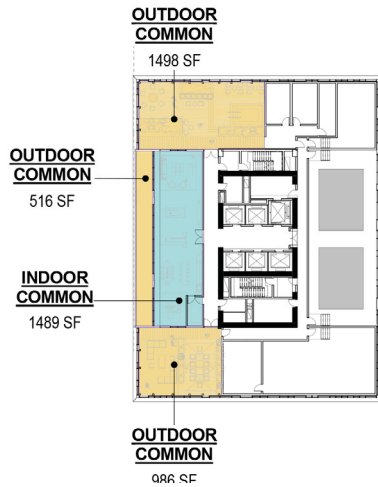
**GROUND LEVEL**

COMMON OPEN SPACE:  
INDOOR AMENITIES SPACE



**LEVEL 5 (PODIUM)**

COMMON OPEN SPACE:  
INDOOR AMENITIES SPACE



**LEVEL 41 (ROOF DECK)**

COMMON OPEN SPACE:  
INDOOR AMENITIES SPACE

**Figure II-21**  
Open Space and  
Recreational Amenities



**Table II-2  
Open Space Required and Provided by the Project**

<b>Open Space Requirement</b>	<b>Quantity</b>	<b>Required Open Space</b>	<b>Total Open Space Required</b>
<b>Residential Housing</b>			
Units with less than 3 habitable rooms	338 du	100 sf per unit	33,800 sf
Units with 3 habitable rooms	100 du	125 sf per unit	12,500 sf
<b>Total Open Space Required</b>			<b>46,300 sf</b>
<b>Minimum Common Open Space Required (50% of Total Open Space)</b>			<b>23,150 sf</b>
<b>Open Space Proposed</b>			<b>Total Open Space Provided</b>
<b>Level 1</b>			
Outdoor Common Open Space			2,801 sf
<b>Level 5</b>			
Outdoor Landscaped Roof Deck (pool, spa, lounge seating and fire pits, dog run, dining area and garden, and seating)			20,370 sf
Indoor Amenities (fitness and yoga rooms, library, meeting rooms, lounge seating, and kitchen area)			10,766 sf
<b>Levels 6–40</b>			
Outdoor Private Open Space (private balconies)			14,000 sf
<b>Level 41</b>			
Outdoor Landscaped Roof Deck (park with stepped seating, fire place, garden walk, and spa)			3,000 sf
Indoor Common Open Space (bar seating and club room)			1,489 sf
<i>Total Indoor Common Open Space<sup>a</sup></i>			<i>11,575 sf</i>
<i>Total Outdoor Common Open Space</i>			<i>40,171 sf</i>
<b>Total Proposed Open Space</b>			<b>51,746 sf</b>
<p><i>du = dwelling units</i>  <i>sf = square feet</i>  <sup>a</sup> Pursuant to Section 12.21-G of the LAMC, recreation rooms at least 600 square feet in an area for a development of 16 or more dwelling units may qualify as common open space, but shall not qualify for more than 25 percent of the total required usable open space. For the Project, 25 percent of the total required usable open space equates to approximately 11,575 square feet. Therefore, although the Project is providing more than 11,575 square feet of indoor open space on Levels 5 and 41, the Project is adhering to the LAMC by only qualifying 11,575 square feet of indoor open space towards the total required usable open space.  Source: Johnson Fain &amp; Mitsui Fudosan, 2017.</p>			

such, the open space and recreational amenities for the Project would exceed the open space requirements of 46,300 square feet as set forth by LAMC Section 12.21-G.<sup>4</sup>

As shown in Figure II-22 on page II-30, a total of approximately 110 new trees would be provided by the Project. Species would include but would not be limited to, palm, strawberry, fern, palo verde, and olive trees planted on Levels 5 and 41. Two rows of sycamore trees would also be planted along Figueroa Street, and a row of jacaranda trees would be planted along 8th Street.

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

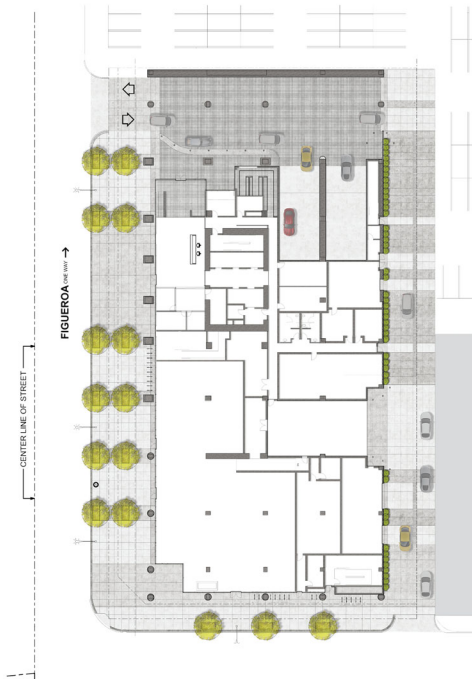
Proposed signage would include mounted Project identity signage, building and commercial tenant signage, general ground-level and wayfinding pedestrian signage, and security markings in compliance with code requirements. Project identity signage would be located at the podium level to be visible from vehicular and pedestrian traffic and serve as an identifier for the Project by using approved logo and brand standards. Commercial, retail, and restaurant signage would be designed to complement the building architecture. Wayfinding signs would be located at parking garage entrances, elevator lobby, vestibules, and residential corridors. No off-premises billboard advertising is proposed as part of the Project. All proposed signage would be designed in conformance to applicable LAMC requirements, sign ordinance, and the Downtown Design Guide. (Refer to Appendix B of this Draft EIR for further discussion of the Downtown Design Guide.)



Exterior lighting along the public areas would include pedestrian-scale fixtures and elements. Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. Outdoor lighting would be shielded such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from the above. However, construction lighting would not be so limited as to compromise the safety of construction workers. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. New on-site utilities that may be required to serve the Project would also be installed underground. Project lighting would be designed to minimize light trespass from the Project Site. Project lighting would follow the streetscape lighting

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<sup>4</sup> Pursuant to Section 12.21-G of the LAMC, recreation rooms at least 600 square feet in an area for a development of 16 or more dwelling units may qualify as common open space, but shall not qualify for more than 25 percent of the total required usable open space. For the Project, 25 percent of the total required usable open space equates to approximately 11,575 square feet. Therefore, although the Project is providing more than 11,575 square feet of indoor open space on Levels 5 and 41, the Project is adhering to the LAMC by only qualifying 11,575 square feet of indoor open space towards the total required usable open space.





## GROUND LEVEL



GRAPHIC	BOTANICAL NAME	TREE TYPE
	JACARANDA MIMOSIFOLIA	JACARANDA TREE
	PLATANUS MEXICANA	MEXICAN SYCAMORE


## PODIUM LEVEL



GRAPHIC	BOTANICAL NAME	TREE TYPE
	WASHINGTONIA FILLIFERA	CALIFORNIA FAN PALM
	ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE
	PODOCARPUS GRACILIOR	FERN PODOCARPUS
	PARKINSONIA X 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE

## ROOF LEVEL



GRAPHIC	BOTANICAL NAME	TREE TYPE
	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE

**Figure II-22**  
Landscaping Plan

standards as established by the Downtown Design Guide. (Refer to Appendix B of this Draft EIR for further discussion of the Downtown Design Guide.)

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

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

Vehicular access to the Project's parking garage is provided near the northwestern corner of the Project Site along Figueroa Street for both the commercial retail and residential uses and along the eastern boundary of the Project Site in an alley off of 8th Street for the residential uses only. Service vehicle access would also be provided from the alley.

The driveway on Figueroa Street would be a full movement driveway (right-in and right-out because Figueroa Street is one way northbound). A signalized control would be installed on the outbound Project driveway. A mid-block pedestrian-activated signalized crosswalk would be installed across Figueroa Street south of the Project driveway, which would allow for pedestrians to cross mid block between the FIGat7th retail center and the Project Site, as well as provide an additional pedestrian crossing of Figueroa Street in a long north-south block for all pedestrians. The Project driveway signal and the crosswalk signal would be coordinated with the Figueroa & 8th intersection signal, to minimize impacts to operation of the future LA Streetcar on Figueroa Street. Outbound traffic from the Project driveway would be stopped when the streetcar passes the Project site so it cannot interfere with streetcar operations. Outbound traffic could proceed when the signal at Figueroa & 8th shows red for northbound; at those times, all northbound Figueroa traffic including the streetcar and bicyclists would be stopped at the intersection. This configuration was selected in agreement with City staff, to minimize any impacts on streetcar operations adjacent to the Project Site. The Applicant will coordinate with LADOT on the design and implementation of the crosswalk, which will be subject to LADOT approval. Pedestrian access to the ground-floor commercial retail uses would be provided from both Figueroa Street and 8th Street. Project residents would access their units from a residential lobby located on Figueroa Street. The residential uses would also be accessed from all levels of the parking garage (Levels B1 through B4 and Levels 2 through 4).

The Project would also include street improvements to comply with the requirements of Mobility Plan 2035. Figueroa Street has a street designation of Avenue I, which requires a minimum roadway right-of-way width of 70 feet and sidewalk width of 15 feet. Accordingly, the Project would include a 5-foot dedication of Figueroa Street to establish the required widths and provide a 15-foot sidewalk on the east side of the street. In

addition, 8th Street has a street designation of Modified Avenue II, which requires a minimum sidewalk width of 15 feet. The Project would include a 3-foot dedication on the north side of 8th Street to establish this required sidewalk width. Furthermore, the Project would include a 2-foot dedication to complete a 12-foot half-alley.

There are multiple public transportation lines that serve the immediate vicinity of the Project Site. In particular, the Metro 7th Street/Metro Center Station is located approximately 350 feet north of the Project Site at the northeastern corner of Figueroa Street and 7th Street. This station is served by Metro's Red, Purple, Blue, and Expo rail lines, along with the Silver Line limited-stop bus route. Additionally, Metro, LADOT, and other transit agencies, including the Santa Monica Big Blue Bus, Foothill Transit, Orange County Transportation Authority Bus, Santa Clarita Transit, Torrance Transit, and Antelope Valley Transit Authority, operate numerous bus lines with stops located in proximity to the Project Site.

## **f. Parking**

Parking for the proposed uses would be provided in accordance with LAMC requirements. The Project would include 522 vehicle parking spaces in total. Residential parking would be provided in Levels B1 through B4 and Levels 2 through 4, as shown in Figure II-3 through Figure II-5 on pages II-8 through II-10 and Figure II-7 through Figure II-9 on pages II-12 through II-14.

The Project would provide a total of 509 bicycle parking spaces, including 124 spaces on the ground floor, 105 spaces on Level 2, 230 spaces on Level 3, and 50 spaces on Level 4. Of the 509 bicycle parking spaces, approximately 457 long-term and 44 short-term spaces would be provided for the residential uses, and approximately 4 long-term and 4 short-term spaces would be provided for the commercial retail and restaurant uses. The 48 short-term bicycle parking spaces would be located on Level 1 along Figueroa Street and 8th Street, as shown in Figure II-6 on page II-11.

## **g. FAR and Setbacks**

While Height District No. 4 permits a FAR of 13 times the buildable area of the lot (13:1 FAR), the maximum permitted floor area of the Project site is restricted by the "D" development limitation, which limits the FAR to 6 times the buildable area of the lot (6:1) without a transfer of floor area (per Ordinance 164,307). With a lot area of 50,335 square

feet, an FAR of 6:1 permits a total floor area of approximately 302,010 square feet.<sup>5</sup> However, pursuant to the Central City Community Plan, a FAR of up to 13:1 is allowed with the transfer of surplus floor area obtained from a Donor Site.

Pursuant to Ordinance No. 181,574 and LAMC Section 14.5.6.B., a Transfer of Floor Area Rights (TFAR) allows the transfer of unused allowable floor area of a lot from a Donor Site to a Receiver Site for projects involving transfers of 50,000 square feet or greater. The Applicant is requesting approval of a TFAR of 179,743 square feet to the Project Site (Receiver Site) from a Donor Site, which, in this case, is the Los Angeles Convention Center at 1201 South Figueroa Street. Approval of the TFAR would increase the total floor area of the Project to 481,753 square feet, which exceeds the base FAR otherwise permitted under the “D” limitation, from a FAR of 6:1 to 9.57:1 (less than the 13:1 FAR as permitted in Height District No. 4). In addition, LAMC Section 14.5.9 requires that an approved Transfer Plan shall provide a Public Benefit Payment to serve a public purpose.

Per the Greater Downtown Housing Incentive Area Ordinance, LAMC Section 12.22-C,3(a), no yard requirements apply to the Project Site, except as required by the Downtown Design Guide. However, the Los Angeles Sports and Entertainment District (LASED) Streetscape Plan requires an 8-foot private setback for the Project. As the Project has incorporated a 9-foot private setback in its design, the Project would exceed the requirement called for in the LASED Streetscape Plan. The Downtown Design Guide encourages variations in setbacks along street frontages and dictates that at least 80 percent of the Project frontage be lined with building street wall at the back of the setback and that 90 percent of that building street wall on Figueroa and 8th Streets reaches a height of 75 feet. The Project would comply with all applicable requirements set forth in the LAMC, Downtown Design Guide, and Downtown Street Standards. (Refer to Appendix B of this Draft EIR for further discussion of the Downtown Design Guide.)

## **h. Sustainability Features**

The Project is being designed and would be constructed to incorporate environmentally sustainable design features. The sustainability features include energy-efficiency measures, a pedestrian- and bicycle-friendly site design, recycling infrastructure, enhanced indoor air quality, and water conservation measures. By integrating sustainability features into the design and construction of the Project, the proposed mixed-use development would reduce energy and water usage and waste generation, and thereby reduce associated greenhouse gas emissions and help minimize the impact on

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<sup>5</sup> *The Project Site area of 50,335 square feet is based on the gross lot area. Note that the Initial Study prepared for the Project, which is included as Appendix A of this Draft EIR, identified the Project Site based on its net lot area of 46,546 square feet.*

natural resources and infrastructure. The Project would provide such features in compliance with code requirements, including the Los Angeles Plumbing Code and Los Angeles Green Building Code.

The following sustainability features would be incorporated into the Project:

### (1) Water Conservation

- High-efficiency toilets (with flush volume of 1.06 gallons of water per flush or less) throughout, including ultra-low flow urinals in all non-residential restrooms as appropriate.
- Residential lavatory faucets with a maximum flow rate of 1.2 gallon per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute.
- High-efficiency clothes washers either within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less). Equipment is required to be Energy Star-certified.
- High-efficiency dishwasher within individual units using 3.5 gallons per cycle or less. Equipment is required to be Energy Star-certified.
- No-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential lavatory faucets with a maximum flow rate of 0.4 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms, when appropriate.
- Water-Saving Pool Filter.
- Pool/Spa recirculating filtration equipment.
- Pool splash troughs around the perimeter that drain back into the pool.
- Leak Detection System for swimming pools and Jacuzzi.
- Minimum irrigation system distribution uniformity of 75 percent.

- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape contouring to minimize precipitation runoff.

## (2) Energy Conservation and Efficiency

- High-efficiency heating, ventilation, and air conditioning (HVAC) equipment consisting of either water source heat pumps or two (2) pipe fan coil units.
- Installation of Energy Star–labeled products and appliances where appropriate.
- Meeting or exceeding Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2016 Energy Efficiency Standards requirements. Examples of design methods and technologies that could be implemented may include, but not be limited to, high performance glazing on windows, appropriately-oriented shading devices, high efficiency boilers (if single metered), instantaneous water heaters (if individual meters), and enhanced insulation to minimize thermal gain.
- Application of energy-saving lighting technologies and components to reduce the project's electrical usage-profile. Examples of these components include occupancy-sensing controls (where applicable), use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, and exterior lighting controlled by photo sensor and/or timeclocks to ensure safety and visibility while preventing unnecessary energy usage.
- Incorporation of passive energy efficiency strategies, such as roof overhangs, porches, and inner courtyards.
- Commissioning of building energy systems to verify that the Project's building energy systems are installed, calibrated, and performing to the Owner's Project requirements.

## (3) Transportation

- Provision of on-site bicycle storage for residents, visitors, and employees.
- Accessibility to multiple public transportation lines adjacent to the Project Site.
- Allocation of designated parking for alternative-fuel, low-emitting, fuel-efficient, and ride-sharing vehicles.
- Provision of at least 20 percent of the total code-required parking spaces to be capable of supporting future electric vehicle supply equipment (EVSE).



- Provision of least 5 percent of the total code-required parking spaces to be equipped with EV charging stations.

#### (4) Air Quality

- Prohibit the use of natural gas-fueled fireplaces in the proposed residential units.
- Provide filtered outside air supply sufficient to meet American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) 62.1 standards.
- Participation in fundamental refrigerant management to preclude the use of chlorofluorocarbons (CFCs) in HVAC systems.
- Use of adhesives, sealants, paints, finishes, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

#### (5) Solid Waste

- At least 50 percent of construction and demolition debris from Project construction would be diverted from landfills.
- Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.
- Use of locally sourced building materials and building materials with recycled content where applicable.

#### (6) Water Quality

- Installation of a Low Impact Development (LID) compliant on-site stormwater treatment system, capable of treating the volume of stormwater runoff from a local 85th percentile storm event.
- Installation of pre-treatment stormwater infrastructure for the stormwater runoff tributary to the on-site stormwater treatment system.
- Reduce stormwater runoff through the introduction of new landscaped areas throughout the Project Site and/or on the structure.
- During construction of the Project, best management practices (BMPs) would be implemented to control stormwater runoff and minimize pollutant loading and erosion effects.

- During operation, BMPs would be implemented to minimize pollutant loading in stormwater runoff.

### (7) Construction and Design Elements

- Contractors would reference Partnership for Advancing Technology in Housing (PATH) and other current references for state-of-the-art construction methods, materials, and mechanical equipment and utilize same methods where applicable.
- Recycling and reuse of building and construction materials to the maximum extent feasible, including the on-site recycling and reuse of concrete removed during demolition and salvaging of existing appliances and fixtures.
- Waste diversion accounting will be utilized.

## 7. Project Construction and Scheduling

Construction of the Project would commence in early 2019 with site clearance and removal of the existing surface parking lot, followed by grading and excavation for the subterranean parking garage. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to be completed in late 2021, with occupancy anticipated in early 2022. The estimated depth of excavation for the subterranean parking and building foundations would be approximately 50 feet below grade. It is estimated that approximately 105,000 cubic yards of soil would be exported and hauled from the Project Site during the excavation phase. As part of the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan and Truck Haul Route Program would be subject to LADOT review and approval.

## 8. Necessary Approvals

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

- Transfer of Floor Area Rights (TFAR), pursuant to LAMC Sections 14.5.6 and 14.5.8 through 14.5.12, for the transfer of greater than 50,000 square feet of floor area from the City of Los Angeles-owned Los Angeles Convention Center to the Project Site;

- Vesting Tentative Tract Map, pursuant to LAMC Section 17.15, to create one ground lot for condominium purposes comprising the entire site;
- Site Plan Review, pursuant to LAMC Section 16.05;
- Haul route permit, as may be required;
- Construction permits, including building, grading, excavation, foundation, temporary street closures, and associated permits; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary.