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## II. PROJECT DESCRIPTION

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### A. PROJECT APPLICANT

The project Applicant is Westside Medical Park, LLC, located at 1801 Century Park East, 23<sup>rd</sup> Floor, Los Angeles, California 90067.

### B. PROJECT LOCATION

#### Project Site

The project site is located approximately one mile west of Interstate 405 (I-405) and approximately one-half mile north of Interstate 10 (I-10). Figure II-1, Regional and Project Vicinity Map, depicts the location of the project site. The project site is comprised of approximately 11.55 acres in the West Los Angeles area of the City of Los Angeles. The project site is bounded by existing light industrial development to the north, Bundy Drive as well as existing commercial development and multi-family residences to the northeast, existing commercial development to the southeast, Olympic Boulevard to the south, and existing public facilities buildings and parking to the northwest. Single-family residences are located north of Nebraska Avenue, which is one block north of the project site.

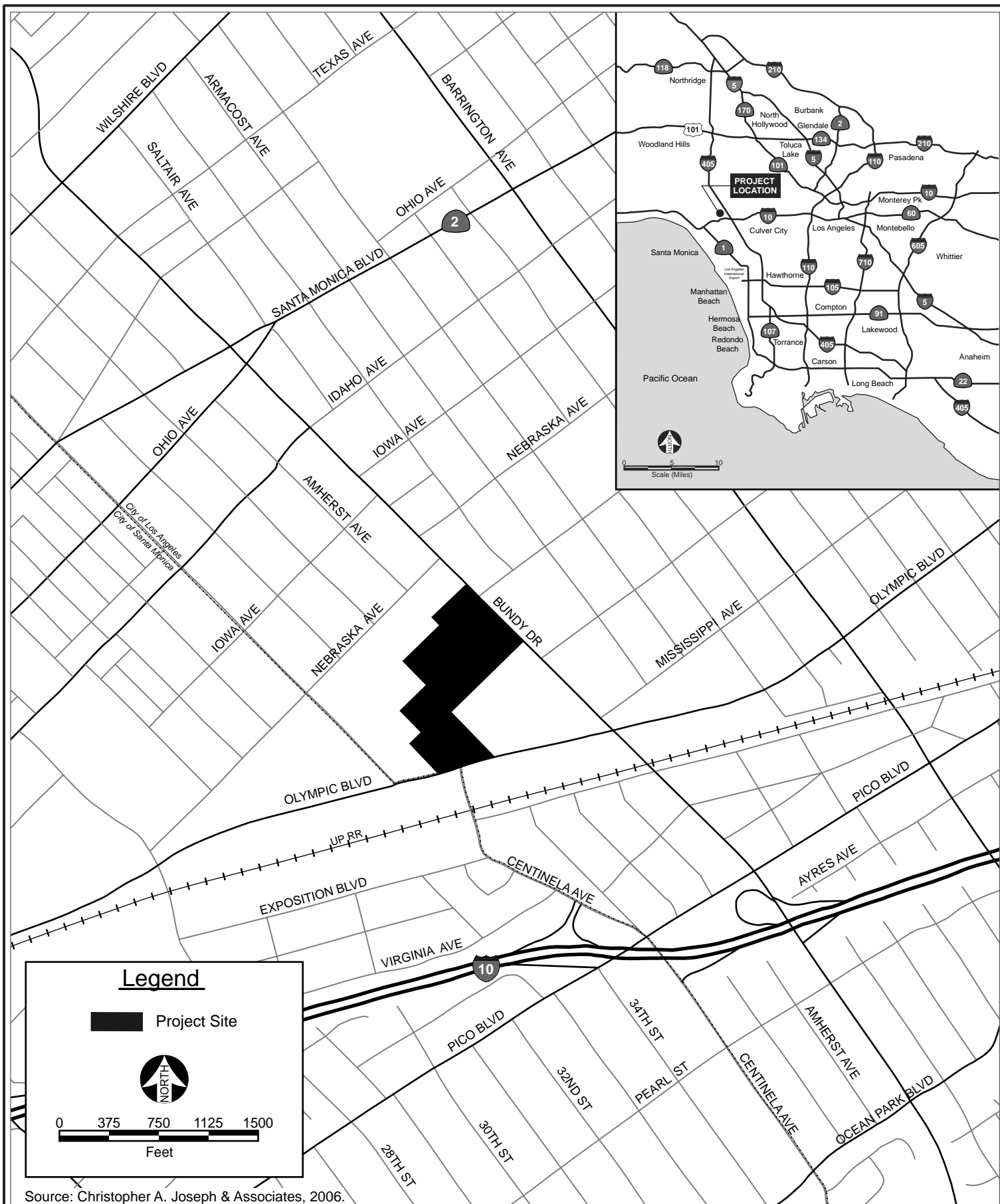
The project site is developed with four structures and a surface parking area. The existing structures include a 166,283-square-foot office, manufacturing and distribution facility and three single-story office buildings that occupy approximately 30,000, 20,000, and 34,000 square feet, respectively. The three single-story buildings are located along Bundy Drive between La Grange Avenue and Missouri Avenue. The existing office, manufacturing and distribution facility is located west of these buildings and is separated by a surface parking area. This facility extends south in an L-shape configuration to Olympic Boulevard.

#### Surrounding Land Uses

West of the project site, the City of Los Angeles Department of Water and Power (LADWP) occupies a large property that extends down Nebraska Avenue to Centinela Avenue where it occupies a large portion of the City block that includes the project site. North of the project site on Bundy Drive, there is a vacant building as well as recreational and commercial facilities. Northeast of the project site, there are multi-family residences, a health/fitness facility, and commercial facilities extending southeast along Bundy Drive. South of the project site, there is an office building and a car dealership. Additional parking is located to the west of the existing office, and manufacturing and distribution facility. Northwest of the project site, there are single-family residences.

Additional descriptions and photographs of the land uses surrounding the project site are provided in Section III, Environmental Setting.

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## Land Use Plans/Zoning

The project site is located within the West Los Angeles Community Plan Area and the West Los Angeles Transportation Improvement and Mitigation Specific Plan Area. The West Los Angeles Community Plan (the “Community Plan”), a part of the Land Use Element of the General Plan, designates the project site for Light Manufacturing land uses.

The project site is zoned for Light Industrial (M2-1) land uses in the Los Angeles Municipal Code (LAMC). The “1” associated with the zoning for the project site refers to Height District 1, which allows unlimited height and a maximum floor area ratio (FAR) of 1.5:1 within the Industrial zone.

## C. PROJECT CHARACTERISTICS

### Layout and Configuration

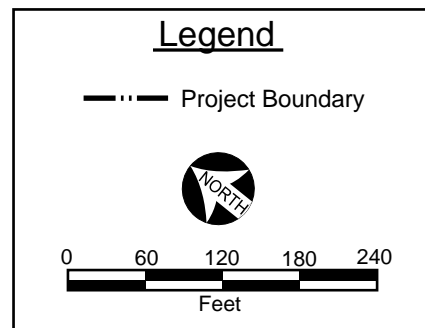
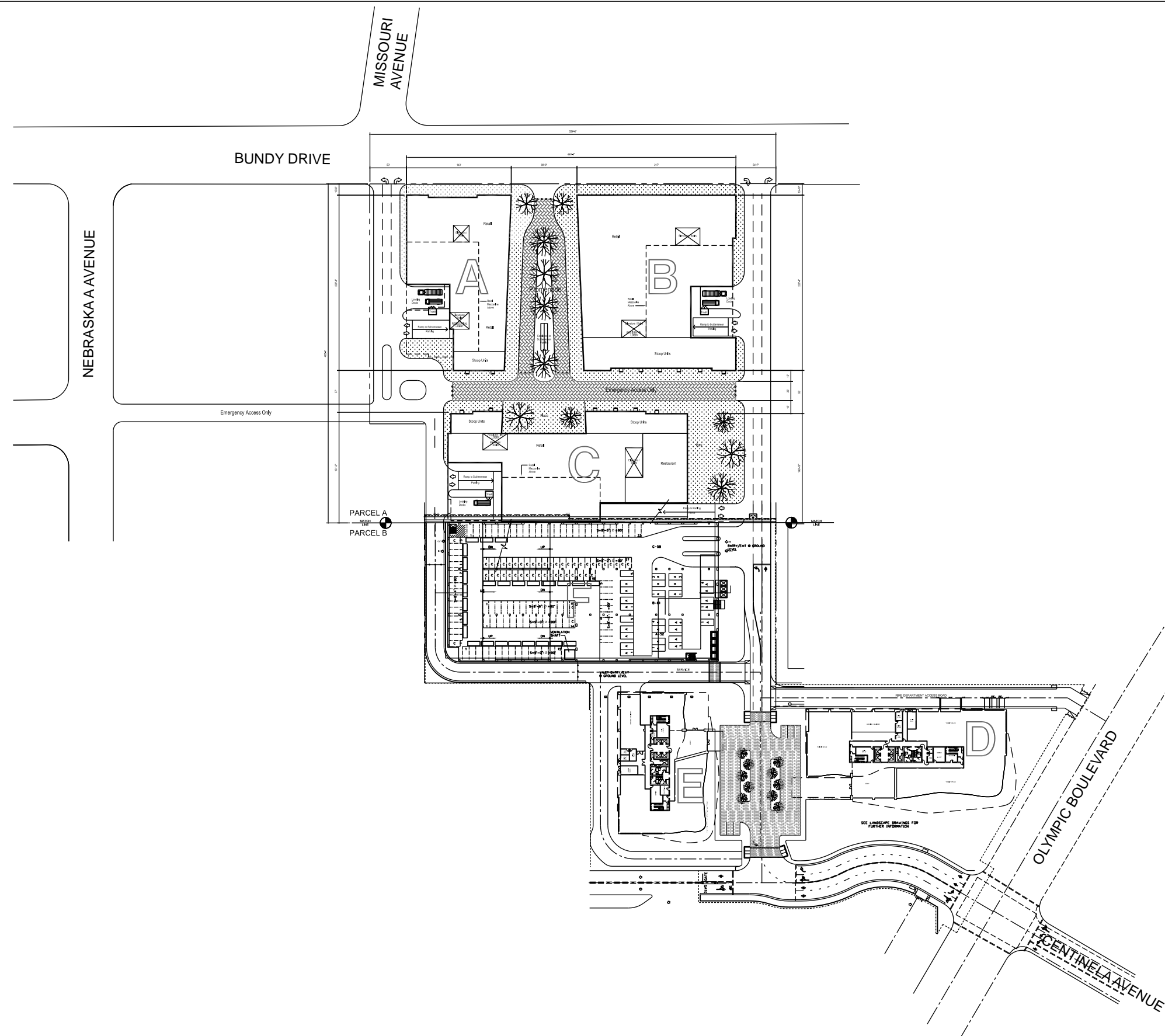
The proposed Bundy Village and Medical Park Project (the “proposed project”) has two components: mixed-use residential and retail development with associated parking on Parcel A, which fronts Bundy Drive; medical offices, and associated parking are on Parcel B, which fronts Olympic Boulevard. Above-ground and subterranean parking levels would be provided throughout the project site. Figure II-2, Conceptual Site Plan, depicts the proposed development layout and configuration of each parcel. As shown in Figure II-2, each of the six proposed buildings within the project site is assigned a letter designation (e.g., Building A, Building B, etc.). The proposed project’s land use statistics are summarized in Table II-1, Preliminary Development Summary. Proposed landscaping, open space, parking, circulation, and other ancillary land uses are discussed below under their respective subheadings.

### *Parcel A*

Parcel A would include the development of approximately 385 dwelling units (comprised of approximately 146 market-rate units for seniors, 62 affordable (moderate income) units for seniors, and 177 unrestricted market-rate units), and approximately 119,838 square feet of retail/commercial space (including approximately 9,500 square feet of restaurant space). Although the number of bedrooms per residential unit has not yet been finalized, it is assumed for purposes of the analyses in this EIR, that all of the residential units would have two bedrooms. Approximately 737 parking spaces would be provided for the proposed residences and approximately 682 parking spaces would be provided for the proposed retail/commercial component for a total of 1,419 spaces for Parcel A land uses. Two access points to Parcel A would be provided from Bundy Drive; one access point would be near the Missouri Avenue intersection and the second would be farther south on Bundy, towards La Grange Avenue. The ground-floor conceptual plan for Parcel A is shown in Figure II-3, Parcel A Ground Level Plan. The residential-conceptual plan for Parcel A is shown in Figure II-4, Parcel A Residential Level Plan.

As shown in Figures II-3 and II-4, Buildings A and B would be developed with ground-floor (plus mezzanine) retail uses and above-ground residences. Building C would be developed with ground-floor

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Source: AC Martin Partners, Inc, August 22, 2008.

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(plus mezzanine) retail uses, with three levels of parking and eight floors of residential uses above. The 208 proposed senior units (both market rate and moderate income affordable) are planned for Building C.

**Table II-1  
Preliminary Development Summary**

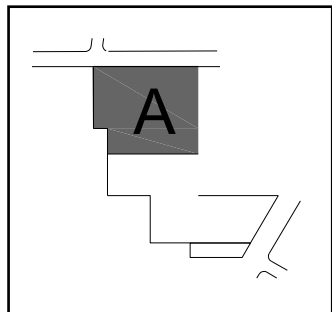
<b>Building</b>	<b>Land Use</b>	<b>Size</b>
<b>Parcel A <sup>a</sup></b>		
A	Residential (Market Rate) Retail	60 units 30,294 sf
B	Residential (Market Rate) Grocery Market	101 units 51,021 sf
C	Residential (Market Rate Senior) Residential (Affordable Senior) Residential (Market Rate) Retail/Commercial Restaurant Parking	146 units 62 units 16 units 29,023 sf 9,500sf 359 spaces
<b>Parcel B</b>		
D	Medical Office	187,282 sf
E	Medical Office	197,453sf
F	Parking	1,857 spaces
<p><i>Note: sf = square feet</i></p> <p><sup>a</sup> An additional 1,060 parking spaces would be provided in two subterranean levels in Parcel A.</p> <p>Source: AC Martin Partners, Inc., September 2008.</p>		

It should be noted that the City adopted Ordinance No. 179681 on February 28, 2008, which established procedures to implement SB 1818 and includes affordable housing incentive guidelines. The project proposes 385 multi-family dwelling units comprised of 146 market-rate units for seniors, 62 affordable (moderate income) units for seniors, and 177 unrestricted market-rate units. Without a density bonus request, approximately 308 dwelling units would be permitted “By Right” on the project site. Since the proposed project would dedicate 20 percent of the permitted dwelling units to affordable housing (62 is 20 percent of 308), the project is eligible for a 25 percent density bonus. This 25 percent density bonus equates to 77 dwelling units, which is the number of units over the amount permitted the project is requesting (308 “By Right” units + 77 density bonus units = 385 dwelling units).

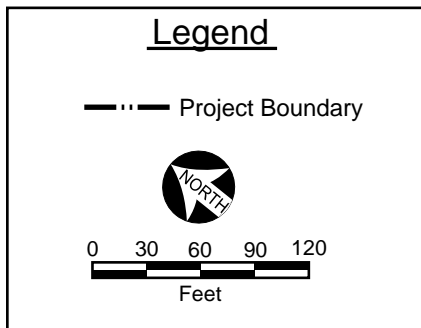
### ***Parcel B***

Parcel B would include approximately 384,735 square feet of medical offices (Building E) including approximately 1,857 parking spaces in a separate above-ground and below-ground parking structure (Building F). Access to Parcel B is primarily from Olympic Boulevard, near the Centinela Avenue

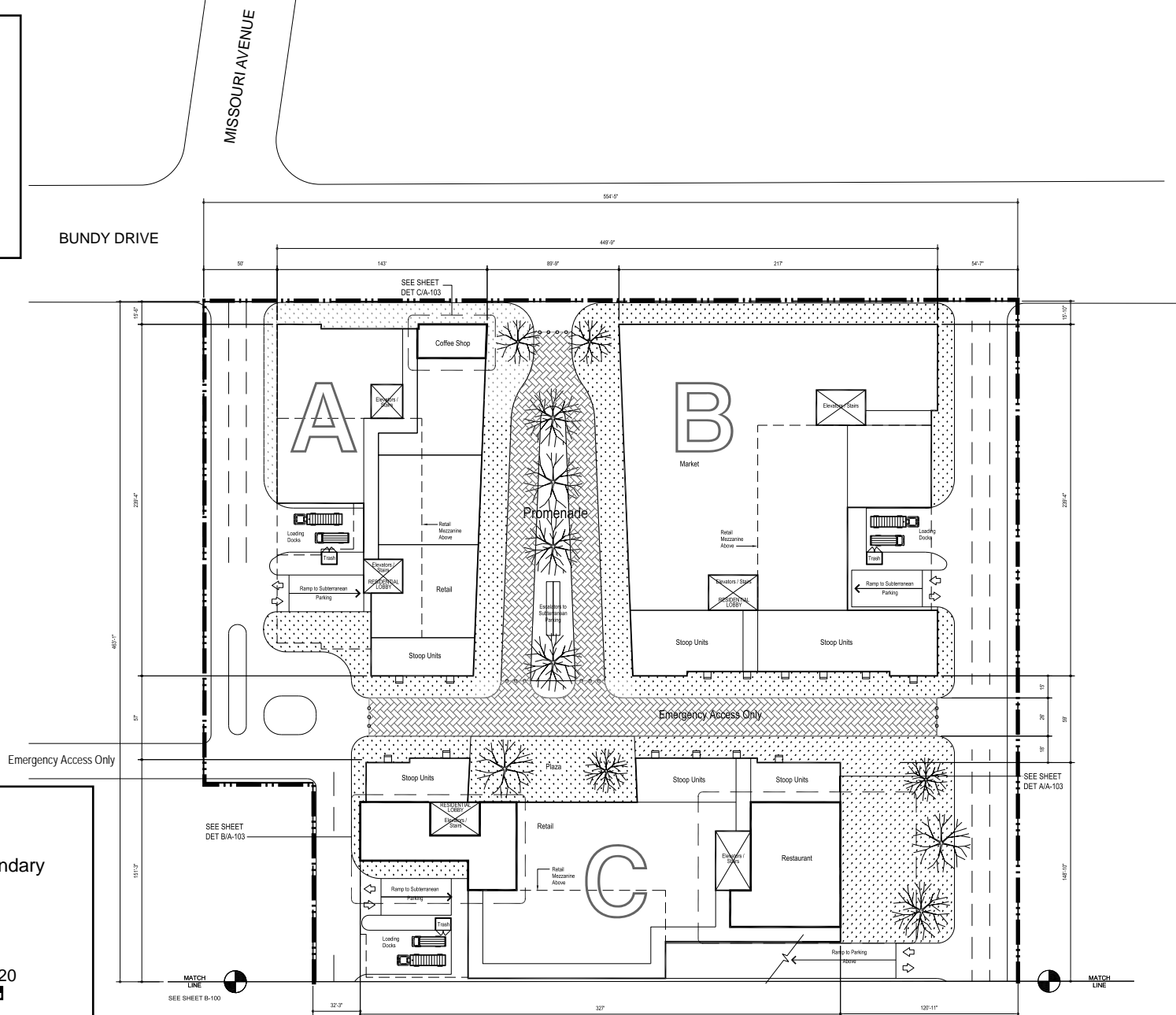
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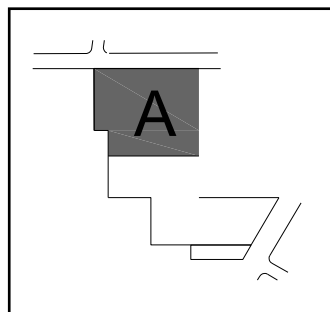
Location Map



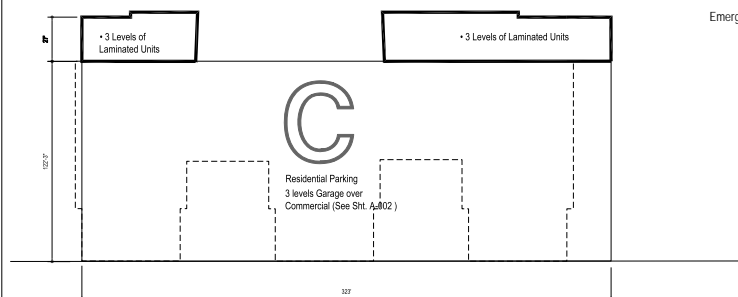
Source: AC Martin Partners, Inc, 7/24/2008.



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Location Map

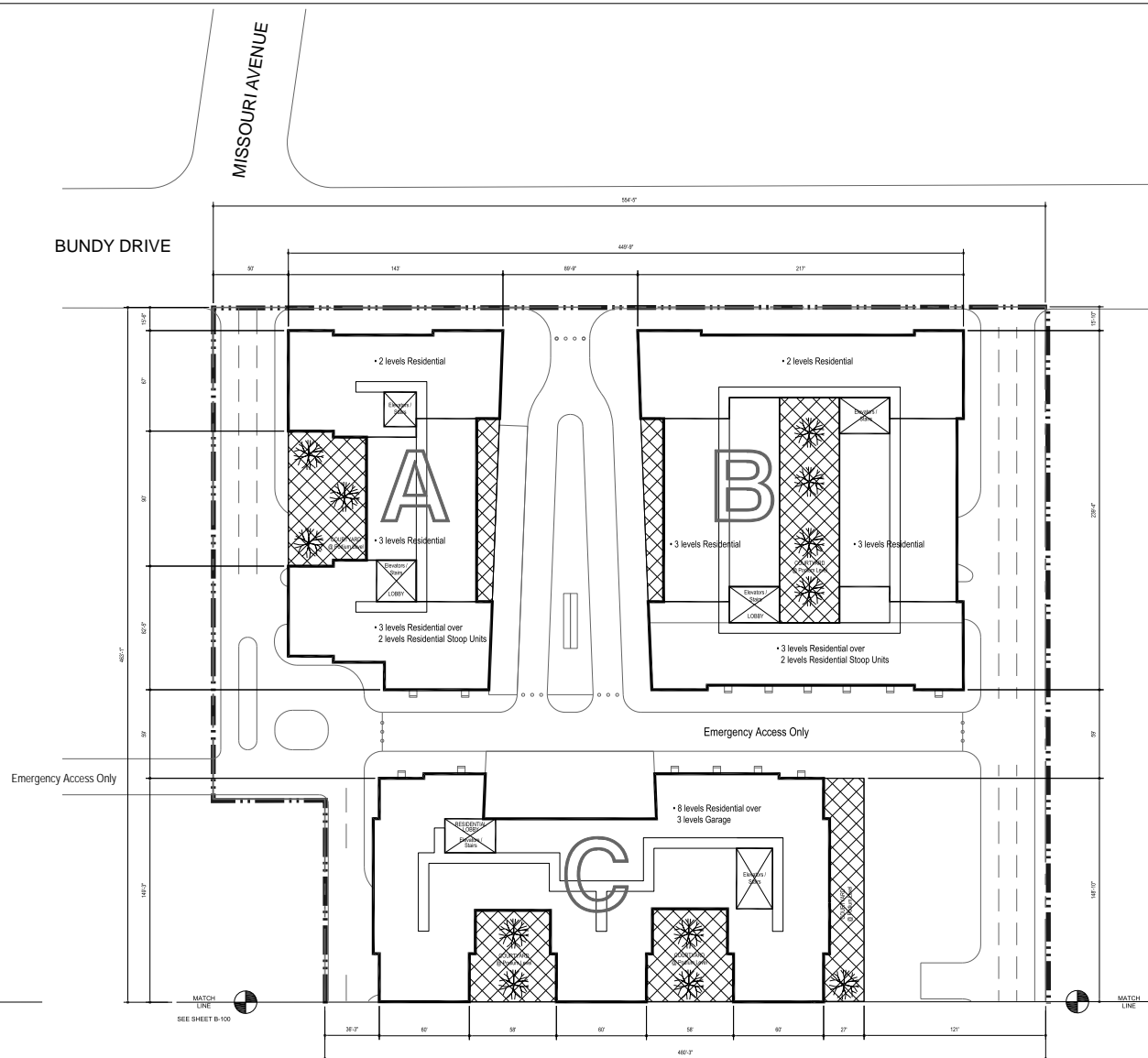


A. LAMINATED STOOP UNITS LEVEL 2-4

### Legend

--- Project Boundary

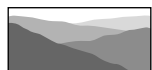
Source: AC Martin Partners, Inc, 7/24/2008.



B. RESIDENTIAL LEVELS



0 30 60 90 120  
Feet



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Figure II-4  
Parcel A Residential Level

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intersection. The ground-floor conceptual plan for Parcel B is shown in Figure II-5, Parcel B Ground Level Plan.

### **Design Concept**

The design of the proposed project is illustrated in Figure II-6, Artistic Rendering, and Figure II-7, Photographic Simulation.

The Parcel A portion of the proposed project fronts Bundy Drive, which is within close proximity to existing multi-family residences. The two proposed residential buildings along Bundy Drive, separated by a dedicated pedestrian plaza, are similar in scale to adjacent existing structures. The proposed senior residential building (Building C) is taller than the other two structures in Parcel A, and is appropriately set back from Bundy Drive above three levels of structured parking. This building affords ocean views and screens the medical office building parking structure, located further to the west. All three buildings within this mixed-use development would have one level of subterranean parking. In addition, a second level of subterranean parking would be located beneath Building C, and would partly extend beneath Buildings A and B. The ground floor (plus mezzanine) is intended for neighborhood-serving retail uses, such as markets, shops, and restaurants. Encouraging the village concept, pedestrians can access the entire project via promenades and landscaped open spaces fostering a safe and enjoyable walking experience.

Architecturally, the exterior designs on Parcel A are respectful of a traditional neighborhood context, but provide modern design alternatives (e.g. exaggerated horizontal cornice) and other eclectic updates to traditional urban mixed-use buildings. The use of brick, with variations in color and orientation, provide a rich texture to the building, further enhancing a modern approach.

The Parcel B portion of the proposed project fronts Olympic Boulevard and retains the prevailing character of nearby office and commercial uses. The two medical office buildings are placed in a park-like setting with parking provided in a separate parking structure consisting of one subterranean level and five above-ground levels (plus rooftop parking).

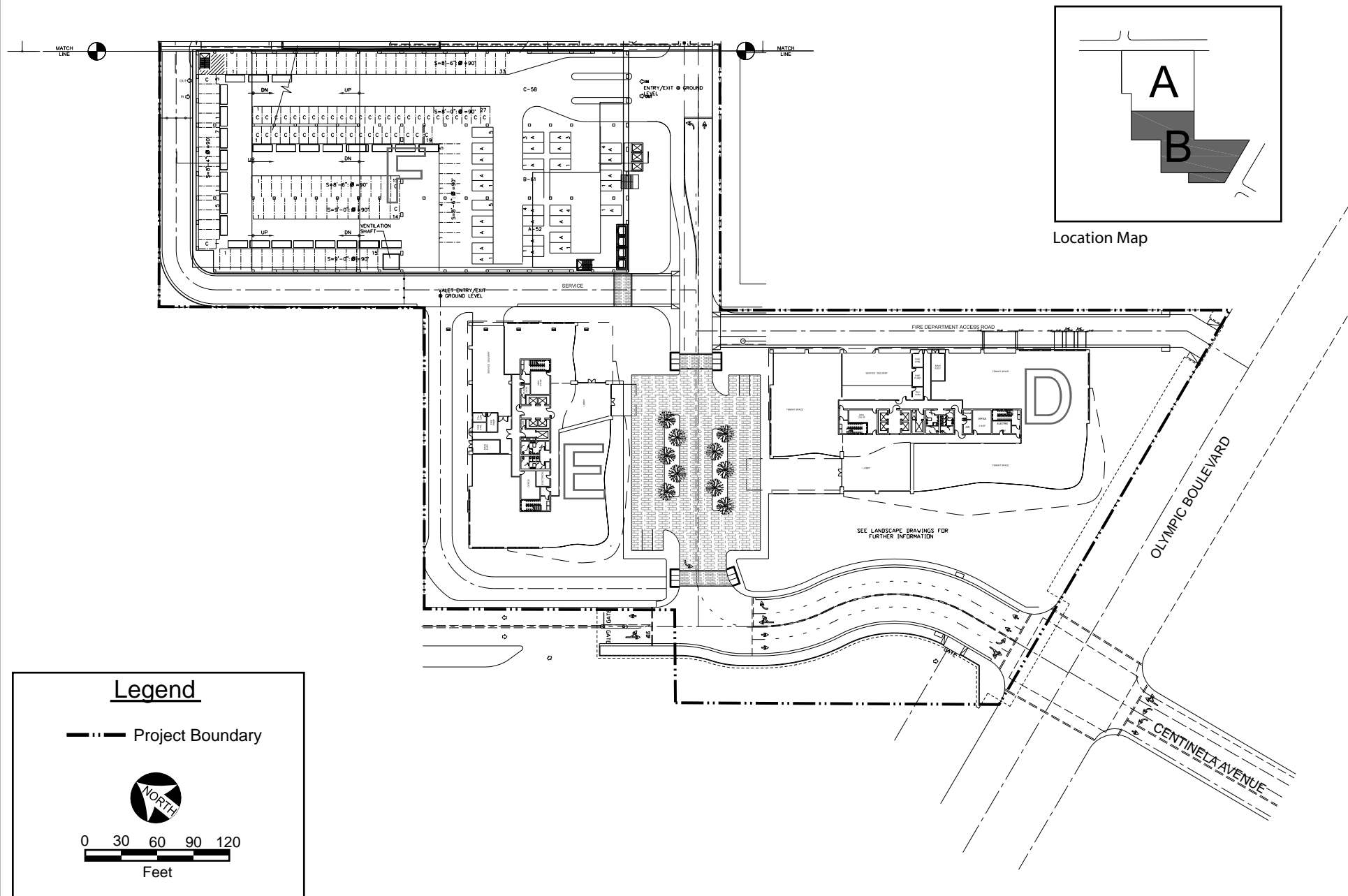
### **Building Heights**

#### ***Buildings A and B***

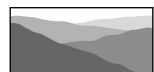
Buildings A and B would be mixed-use, with residential and retail/commercial uses. Buildings A and B would have between three and five tiered floors (tiered, plus mezzanine) and would extend up to 57 feet along Bundy Drive. The tiered roofs would extend up to 78 feet at the rear the buildings, in the interior of the project site.

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Source: AC Martin Partners, Inc, 7/24/2008.



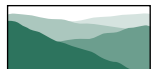
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Figure II-5  
Parcel B Ground Level Plan

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Source: AC Martin Partners, Inc, 2006.



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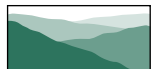
Figure II-6  
Artistic Rendering

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Source: AC Martin Partners, Inc, 2006.



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Figure II-7  
Photographic Simulation



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***Building C***

Building C would be a 12-floor (plus mezzanine) mixed-use building, including residences, retail space, and parking, and would extend up to approximately 140 feet high. The northern and southern portions of the front of Building C, facing the pedestrian promenade, would extend an additional eight feet to a maximum of approximately 148 feet. This would create a tiered façade, resulting in the center portion of the building façade appearing slightly lower than the sides when viewed from the promenade (see Figure II-7). Furthermore, the southernmost side of Building C would primarily contain retail space and parking, and would extend up to approximately 67 feet high.

***Buildings D, E, and F***

Building D would be a six-floor medical office building and would extend up to approximately 89 feet high. Building E would be an eight-floor medical office building with a basement level, and would extend up to approximately 116 feet high.

Building F would be a six-floor (plus rooftop parking and two levels of below grade) parking structure, and would extend up to approximately 55 feet high. However, the elevator penthouse (near Building D) would extend up to approximately 67 feet high.

***Landscaping and Open Space***

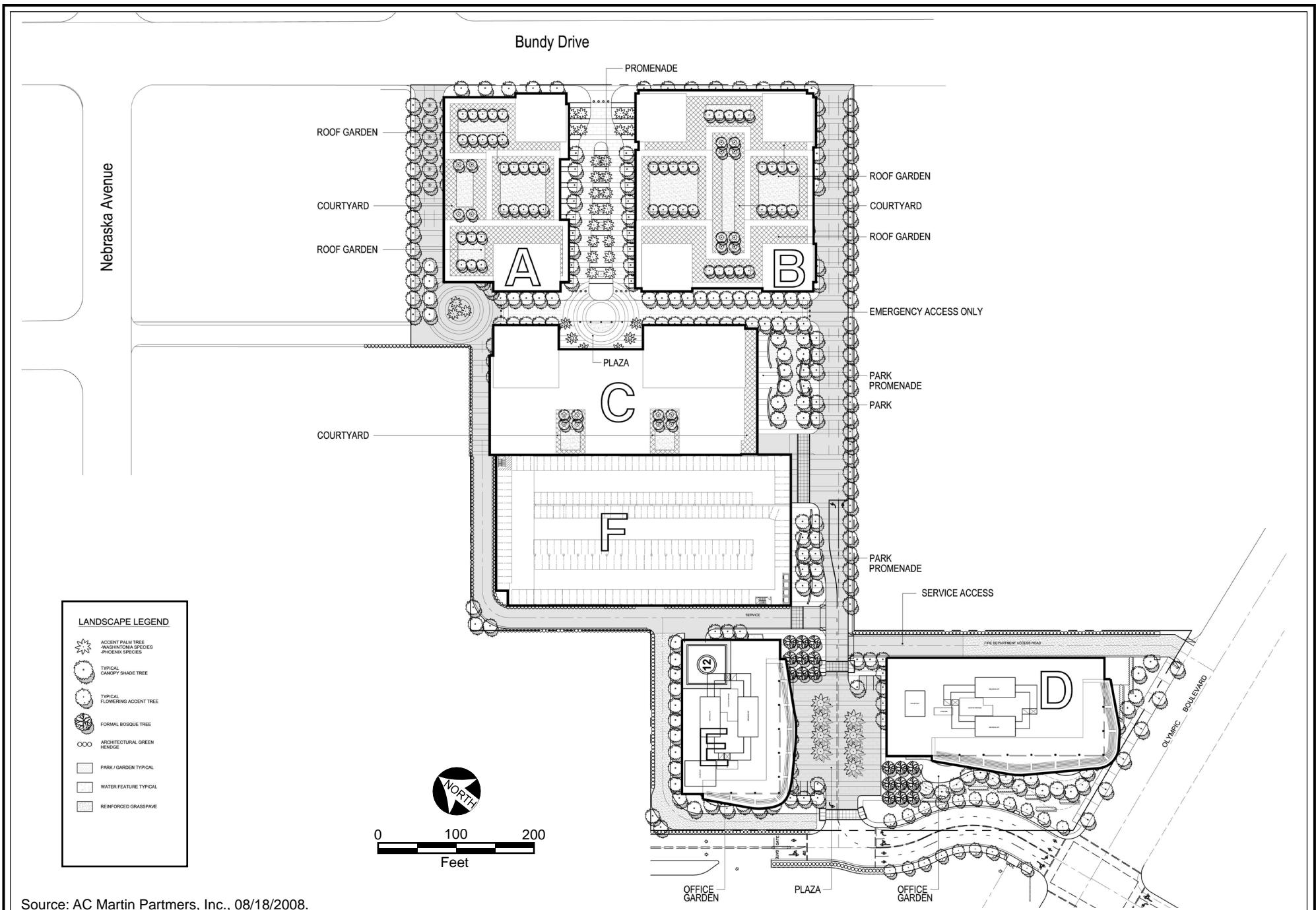
The proposed landscape plan is illustrated in Figure II-8, Landscape Plan. Overall, approximately 40 percent of the project site would be dedicated to open space and landscaped space. Landscaping and open space would be located throughout the project site, including areas between the proposed buildings and along the internal roadways and walkways, on the rooftops of Buildings A, B, and C, and external roadway frontages. Parcel A would feature a landscaped promenade between Buildings A and B; Building C would have a landscaped plaza fronting the promenade as well as a landscaped outdoor courtyard area adjacent to the proposed restaurant, at the southern side of the building. Landscaping in Parcel B would feature expanses of grass and vegetation interspersed with walking and sitting areas.

***Access and Circulation***

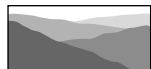
The proposed access and circulation plan is illustrated in Figure II-9, Traffic Circulation Plan. Primary access to the proposed project is planned via three driveways, with an internal drive layout that would allow access to all of the on-site parking facilities. Access to Parcel B is proposed via a single driveway on Olympic Boulevard across from Centinela Avenue and uses a portion of the adjacent LADWP property. Access to Parcel A would primarily be provided via two driveways on Bundy Drive between Missouri Avenue and La Grange Avenue. Access to the northernmost driveway in Parcel A would be located across from Missouri Avenue. The southernmost driveway in Parcel A would be located just north of La Grange Avenue.

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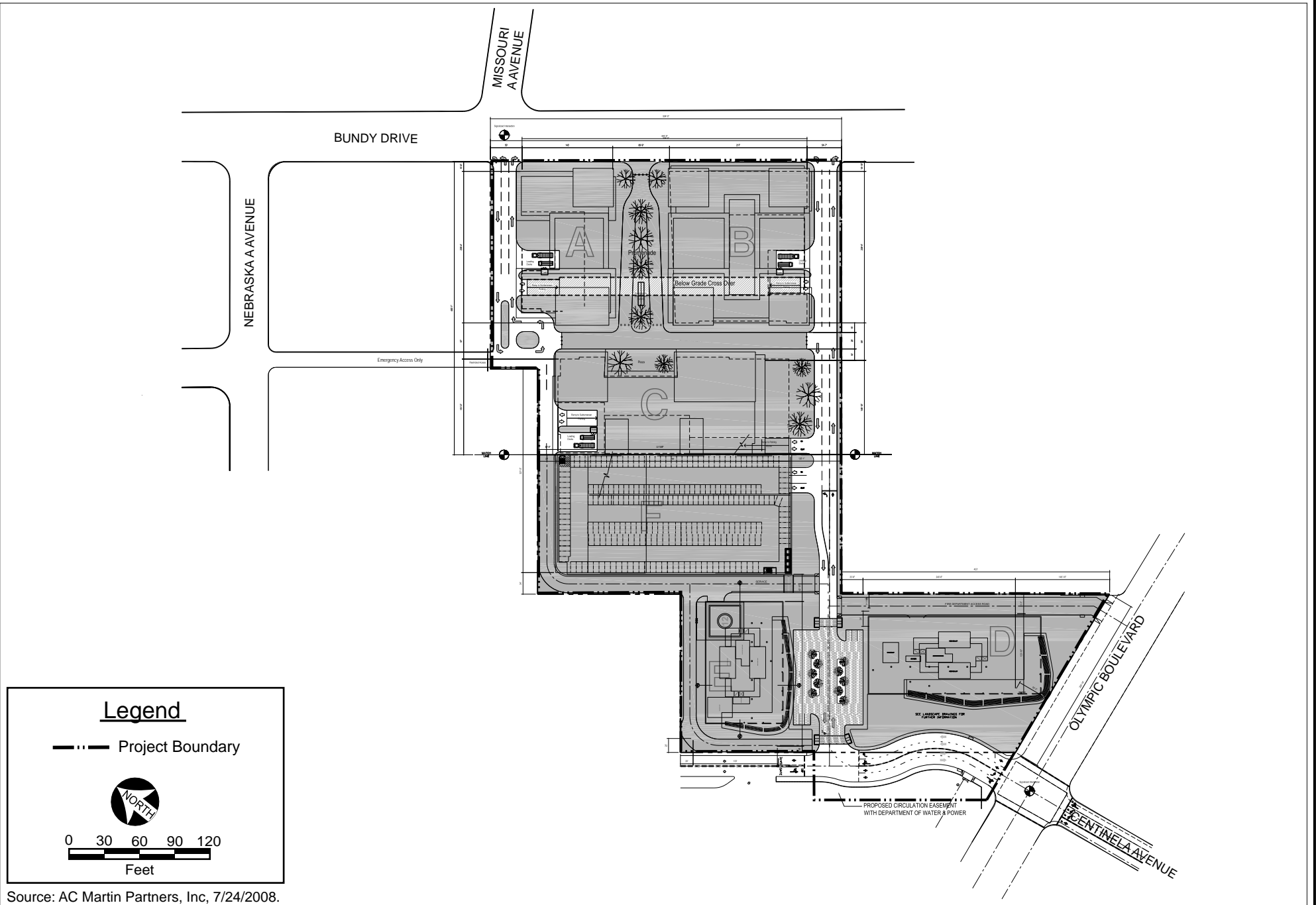
Source: AC Martin Partners, Inc., 08/18/2008.



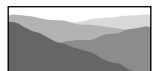
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Figure II-8  
Landscape Plan

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Source: AC Martin Partners, Inc, 7/24/2008.



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Figure II-9  
Traffic Circulation Plan

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In addition, an access point is proposed via an existing north-south easement and existing driveway on Nebraska Avenue to the north of Parcel A. However, access via this driveway would be limited (i.e., emergency vehicles) as it is not intended to be used by the project residents and visitors.

### **Parking**

The proposed parking plan is illustrated in Figure II-10, Parcel A Parking Level Plans, and Figure II-11, Parcel B Parking Level Plans. Parking for the proposed project would be provided by a combination of above-grade and subterranean parking structures throughout the project site. Overall, approximately 3,276 parking spaces would be provided throughout the project site.

Parking for the residential and retail/commercial uses in Parcel A would be provided within two subterranean and three above-grade parking levels in Building C. Buildings A, B, and C would include one level of subterranean parking. In addition, a second level of subterranean parking would be located beneath Building C, and would partly extend beneath Buildings A and B. Parking in Parcel A would consist of approximately 1,419 parking spaces, including approximately 737 residential spaces and 682 commercial/retail spaces.

Parking for the medical office uses would be provided in a seven-level above-grade and two level below-grade parking structure in Building F. This parking structure would contain approximately 1,857 parking spaces. The project also proposes valet parking in this structure, which would increase the capacity to 1,976 spaces.

### **Construction**

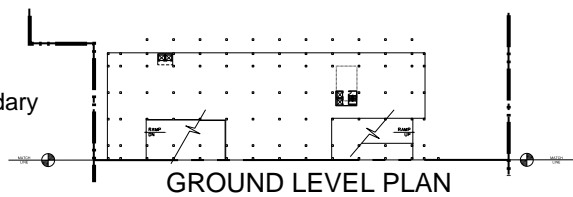
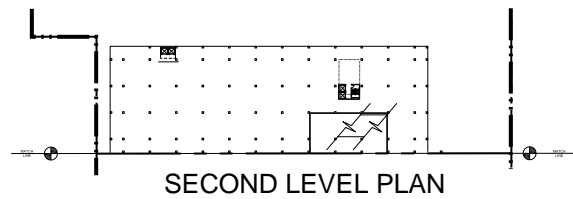
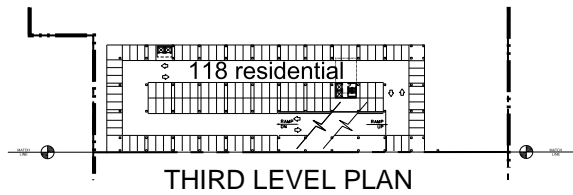
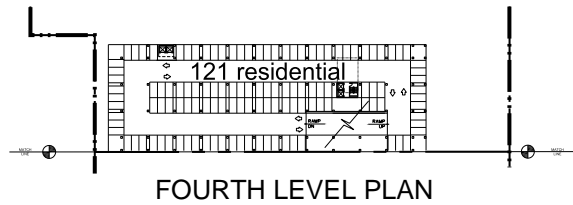
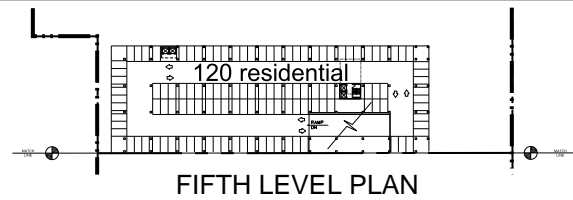
Construction activities are expected to begin mid-2009. Construction of the proposed project would occur over three phases, including demolition, grading/excavation, and construction of the proposed structures. The demolition phase would occur over approximately four months, and would include the removal of all existing onsite structures, concrete, and asphalt. The grading/excavation phase would occur over approximately three months and would include approximately 221,400 cubic yards of excavation to allow for the subterranean parking levels and building foundations. The grading/excavation phase would require approximately 16,600 cubic yards of material to be reused onsite, and approximately 203,200 cubic yards of material to be exported. The construction phase would occur over an approximately 20-month period. Demolition, grading, and construction would occur over the course of approximately 2.5 years, with full project buildout in late 2011.

## **D. PROJECT OBJECTIVES**

The objectives for the proposed Bundy Village and Medical Park project are:

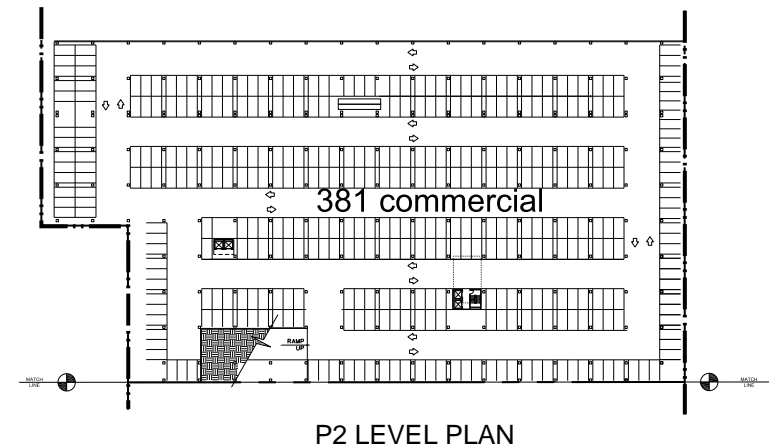
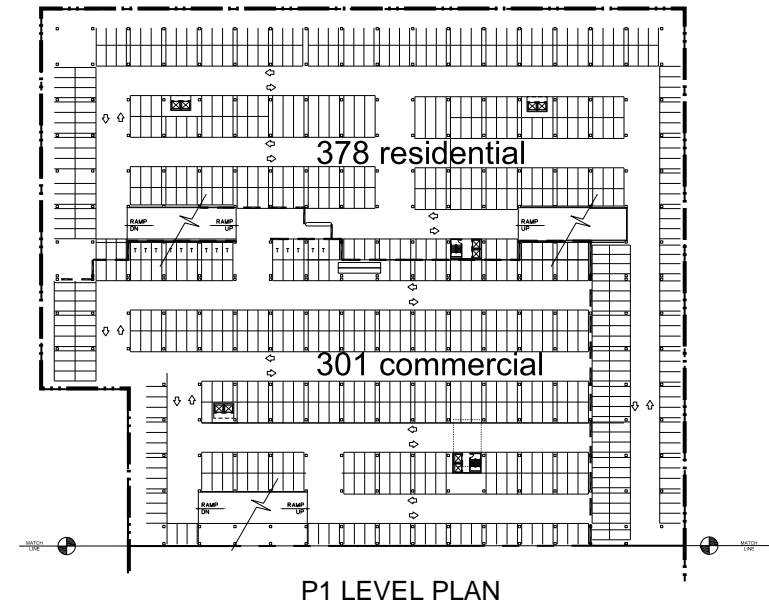
- Provide state-of-the-art medical office facilities in close proximity to seniors and other residents in West Los Angeles;

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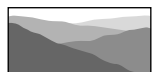


### Legend

--- Project Boundary



Source: AC Martin Partners, Inc, 7/24/2008.

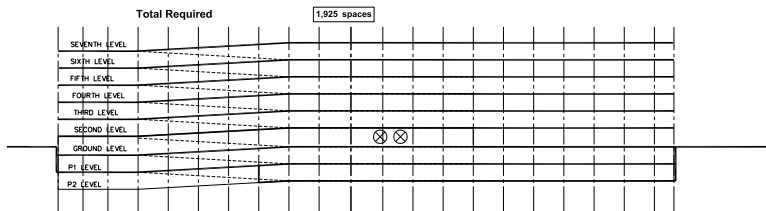


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Figure II-10  
Parcel A Parking Level Plans

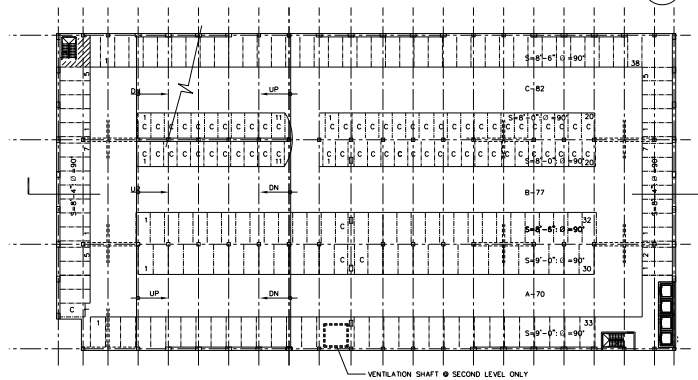
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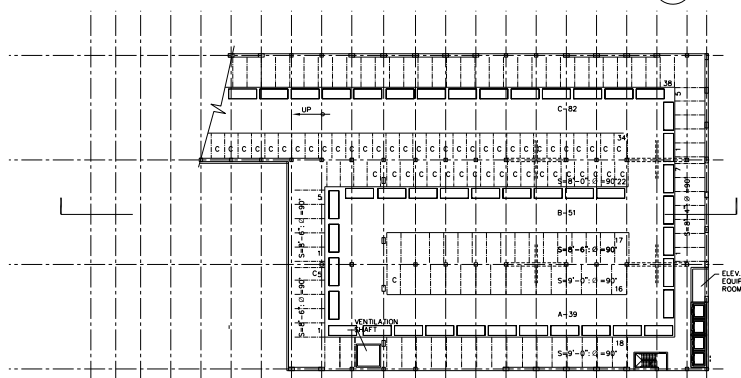
### SECTION

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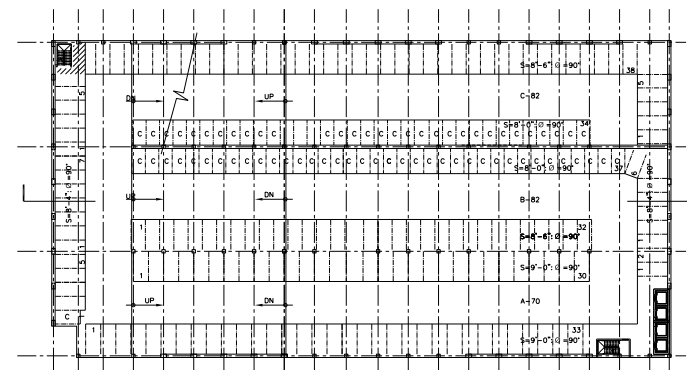
### TYPICAL LEVEL

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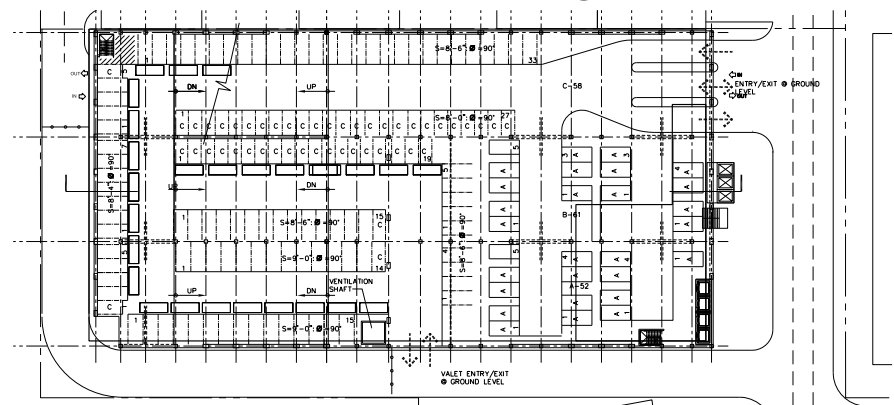
### P2

SCALE: 1"=30'-0"



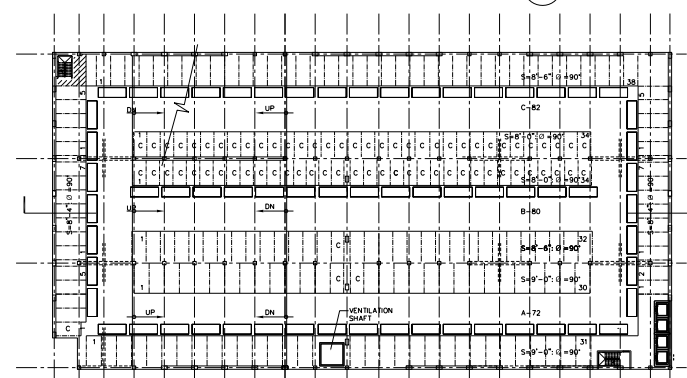
### TOP LEVEL

SCALE: 1"=30'-0"



### GROUND LEVEL

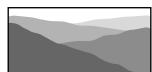
SCALE: 1"=30'-0"



### P1

SCALE: 1"=30'-0"

Source: AC Martin Partners, Inc, 7/24/2008.



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Figure II-11  
Parcel B Parking Level Plans

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- Provide a mix of housing in fulfillment of City market-rate and affordable housing needs, particularly moderate income and senior housing;
- Develop a transitional use area compatible with adjacent industrial and commercial uses to the east, and residential neighborhoods to the north and northeast;
- Improve the aesthetic quality of the site by removing older structures and developing new efficient buildings that are sensitive to adjacent uses, particularly the residential neighborhoods to the north and northeast of the site;
- Support pedestrian access by providing neighborhood-serving retail uses in close proximity to existing neighborhood uses, new on-site residents, employees, and visitors;
- Provide a balance of high-quality modern technical jobs and housing in a campus-like landscaped environment;
- Provide an opportunity for seniors and other residents to live, work, shop, and receive medical care without needing to drive;
- Provide voluntary sustainability project enhancements – such as Leadership in Energy and Environmental Design (LEED) rated buildings – in furtherance of a City-wide emphasis on promoting unique smart growth and conservation projects; and
- Provide much needed housing along a major public transportation corridor in furtherance of City's goals and policies.

## **E. DISCRETIONARY ACTIONS**

Implementation of the proposed project will or may require the following discretionary actions from the City of Los Angeles and/or other Agencies.

- Zone Change on Parcel A from M2-1 to RAS3-1 (Residential/Accessory) to authorize residential use;
- General Plan Amendment for Parcel A to change the land use designation from Light Industrial to General Commercial ;
- Conditional Use Permit for Parcel B to authorize medical office development in excess of 100,000 square feet in an M2-1 zone;
- Vesting Tentative Tract Map for subdivision and condominium purposes;
- Site Plan Review findings;

- Haul Route approval; and
- Any additional actions as may be determined necessary.

#### **F. INTENDED USE OF THE EIR**

This EIR serves as the environmental document for the City's discretionary action and ministerial permits or approvals associated with development of the proposed project. This EIR is also intended to cover all federal, State, regional and/or local government discretionary or ministerial permits or approvals that may be required to develop the proposed project, whether or not they are explicitly listed above. Federal, State, and regional agencies that may have jurisdiction over the proposed project include, but are not limited to:

- Los Angeles Regional Water Quality Control Board; and
- South Coast Air Quality Management District.