

## 2.0 PROJECT DESCRIPTION

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### 2.1 PROJECT LOCATION

The Project site is located within the Central City Community Plan area of downtown Los Angeles, as shown in **Figure 2.0-1: Regional Location Map**. The Project site encompasses an area of approximately 160,140 sq. ft. (3.68 acres) and is bound by Figueroa Street to the northwest, Third Street to the northeast, Fourth Street to the southwest, and Flower Street to the southeast, as shown in **Figure 2.0-2: Project Location Map**. The Project site comprises Assessor's Parcel Numbers (APN) 5151-011-020, -021, -022, -023, -024, -025, -026, -027, -028, -029, -030, -031, -032, -033, -034 and -035. Current addresses associated with the Project site are 350 and 356 South Figueroa Street, 830 West 3rd Street, 825 West 4th Street, and 333, 335, and 361 South Flower Street, Los Angeles, CA 90071.

### 2.2 EXISTING SITE CONDITIONS

The Project site is currently developed with the World Trade Center building, which contains 330,000 square feet of floor area, and was constructed in 1974.<sup>9</sup> The building consists of a 5-story above-grade commercial and parking structure podium with a commercial office building rising an additional 8 stories at its southeastern corner. The site is currently improved for office, retail, educational, and parking uses. Landscaping on the Project site is characterized by ornamental landscaping on the podium rooftop and street trees in the public rights-of-way bordering the site. There are three levels of subterranean parking and three levels of above grade parking. The site currently contains approximately 1,622 parking spaces. There are driveways providing parking access along Figueroa, Flower and Third Streets. In addition, the building includes pedestrian access via above ground pedway bridges connecting to adjacent properties and a usable rooftop podium with six tennis courts.

### 2.3 REGULATORY SETTING

The Project site is located within the boundaries of the following jurisdictional areas and subject to the respective requirements thereof:<sup>10</sup>

- Central City Community Plan area;
- Bunker Hill Specific Plan area;
- Greater Downtown Housing Incentive Area as defined in the Los Angeles Municipal Code (LAMC Section 12.22 A,29 and C,3);
- Downtown Center Business Improvement District;

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9 City of Los Angeles, ZIMAS, "Parcel Profile Report," accessed September 2019, [zimas.lacity.org](http://zimas.lacity.org).

10 City of Los Angeles, ZIMAS, "Parcel Profile Report," accessed September 2019, [zimas.lacity.org](http://zimas.lacity.org).

- Los Angeles State Enterprise Zone as designated by City Council resolution for areas provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services;
- Transit Priority Area pursuant to Senate Bill (SB) 743;
- High Quality Transit Area as designated by the Southern California Association of Governments (SCAG) for areas within a half-mile of a major rail transit or bus stop (as defined by Section 21064.3 of the Public Resources Code) where lines have peak headways of less than 15 minutes;
- Freeway Adjacent Advisory Notice area;
- Los Angeles County Metropolitan Transportation Authority (Metro) right-of-way (ROW) Project area;
- Los Angeles City Council District 14;
- Downtown Los Angeles Neighborhood Council; and
- Downtown Design Guide area.

The Project site is not located within a CRA/LA Project Area.

## Los Angeles Municipal Code

The Project site is zoned C4-4D (Regional Center Commercial), as shown in **Figure 2.0-3: Zoning Map**. The C4 zone permits a range of commercial and residential uses by right, including commercial retail establishments, medical clinics, food markets, restaurants, theaters, hotels, broadcasting studios, parking structures, retail with limited manufacturing, retail contractor business, churches, schools, and residential uses (single-, double, group and multifamily residential dwellings). The Project site is located within Height District 4, as indicated by the “-4D” attached to the zoning designation, which ordinarily limits the FAR to 13:1 without restriction to building height. However, the “D” limitation (enacted by Ordinance No. 164,307) limits FAR at the Project site to 6:1.

## Central City Community Plan

The Central City Community Plan area is located south of Sunset Boulevard/Cesar Chavez Avenue, north of the Santa Monica Freeway (Interstate 10), east of the Harbor Freeway (110 Freeway) and west of Alameda Street, as shown in **Figure 2.0-4: Central City Community Plan Map**. It is bordered by the communities of Central City North, Silver Lake-Echo Park, Westlake, Southeast and South Los Angeles. The Plan area is composed of nine districts: Civic Center, Bunker Hill, Financial Core, Convention Center/Arena, South Park Center City/Historic Core, Little Tokyo, Central City East, and South Markets. The Community Plan was developed in the context of promoting a vision of the Central City area as a community that:<sup>11</sup>

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11 City of Los Angeles, *Central City Community Plan II-2*, January 8, 2003, <https://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>, accessed June 6, 2019.

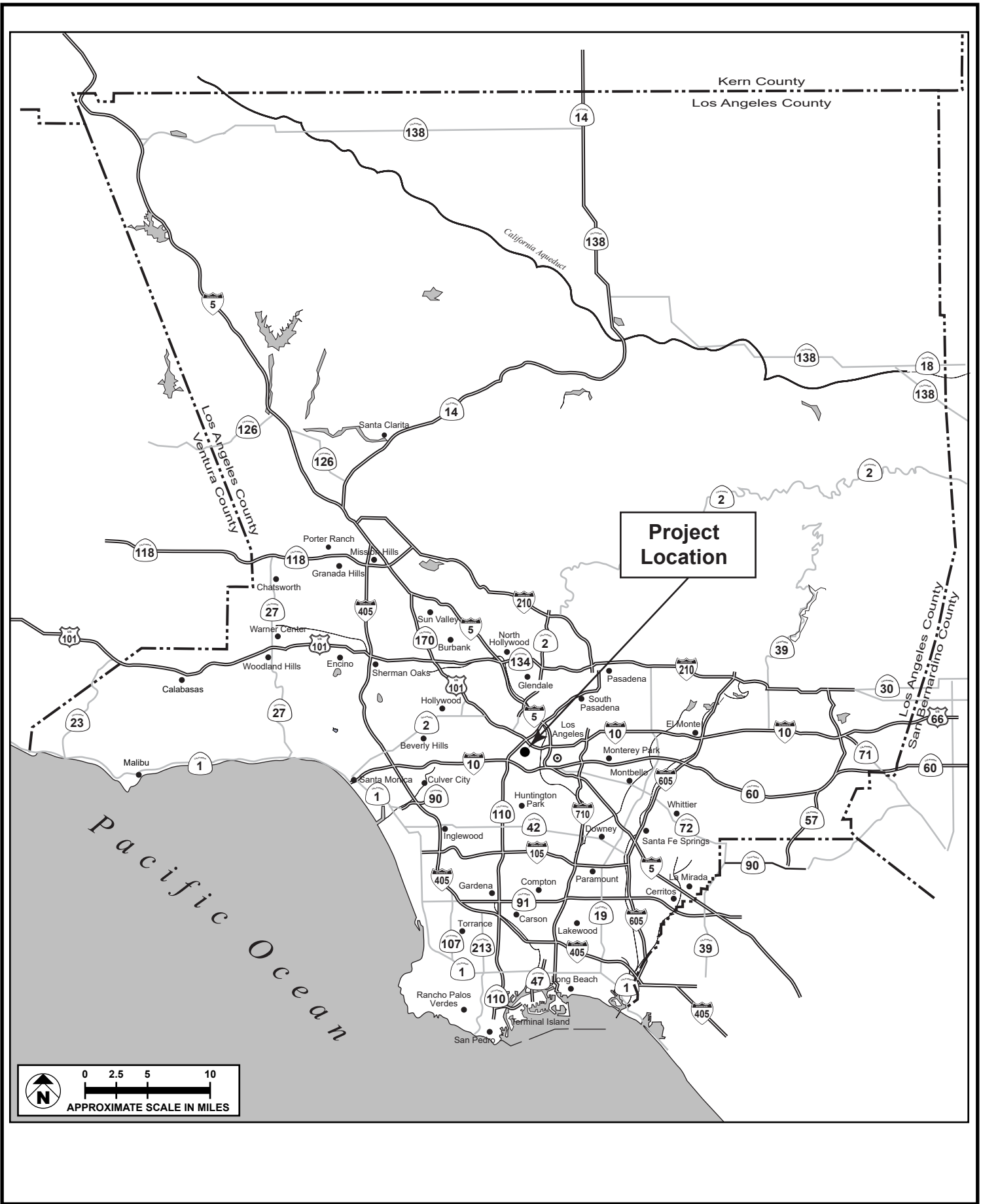
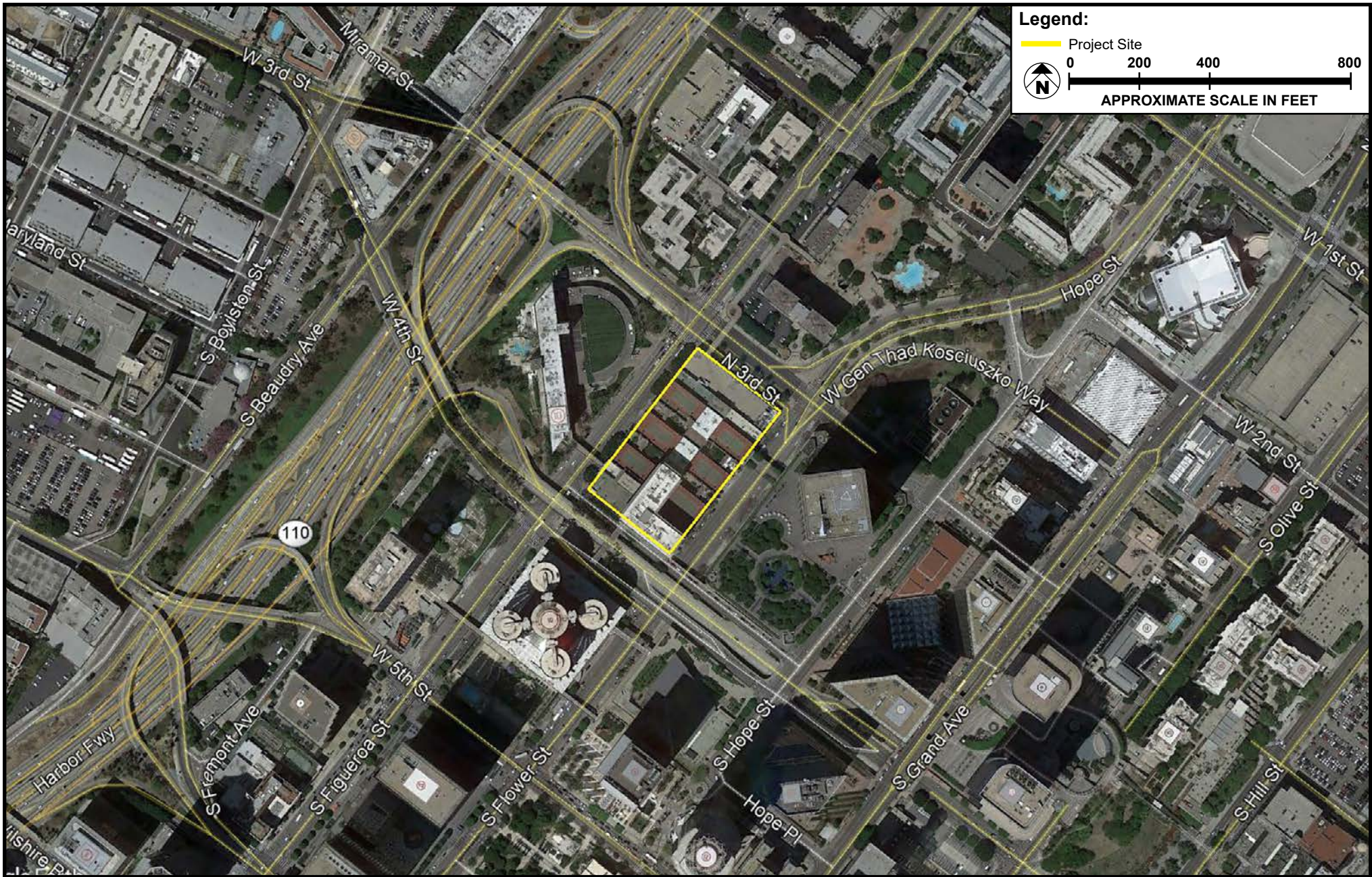
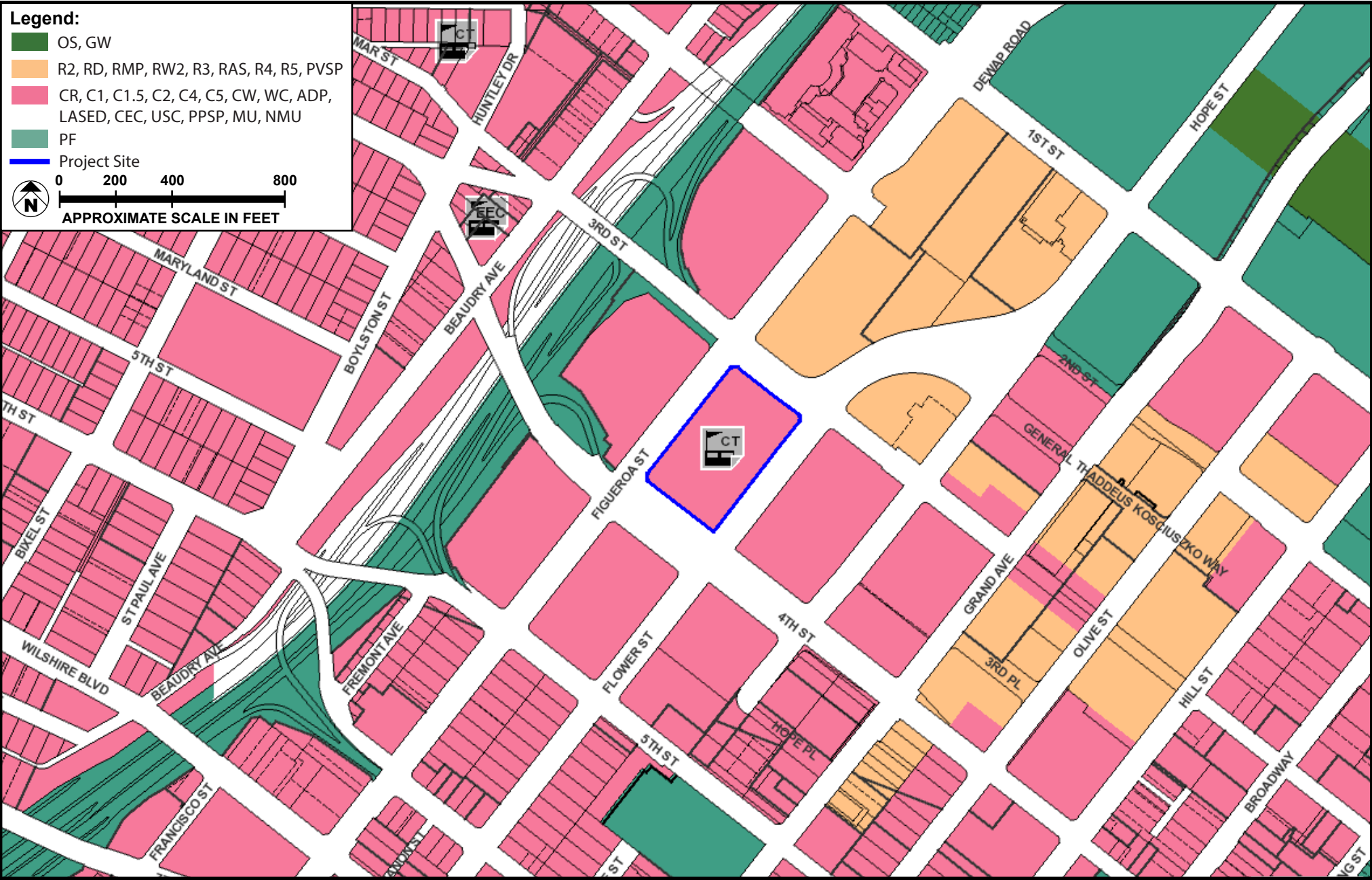


FIGURE 2.0-1



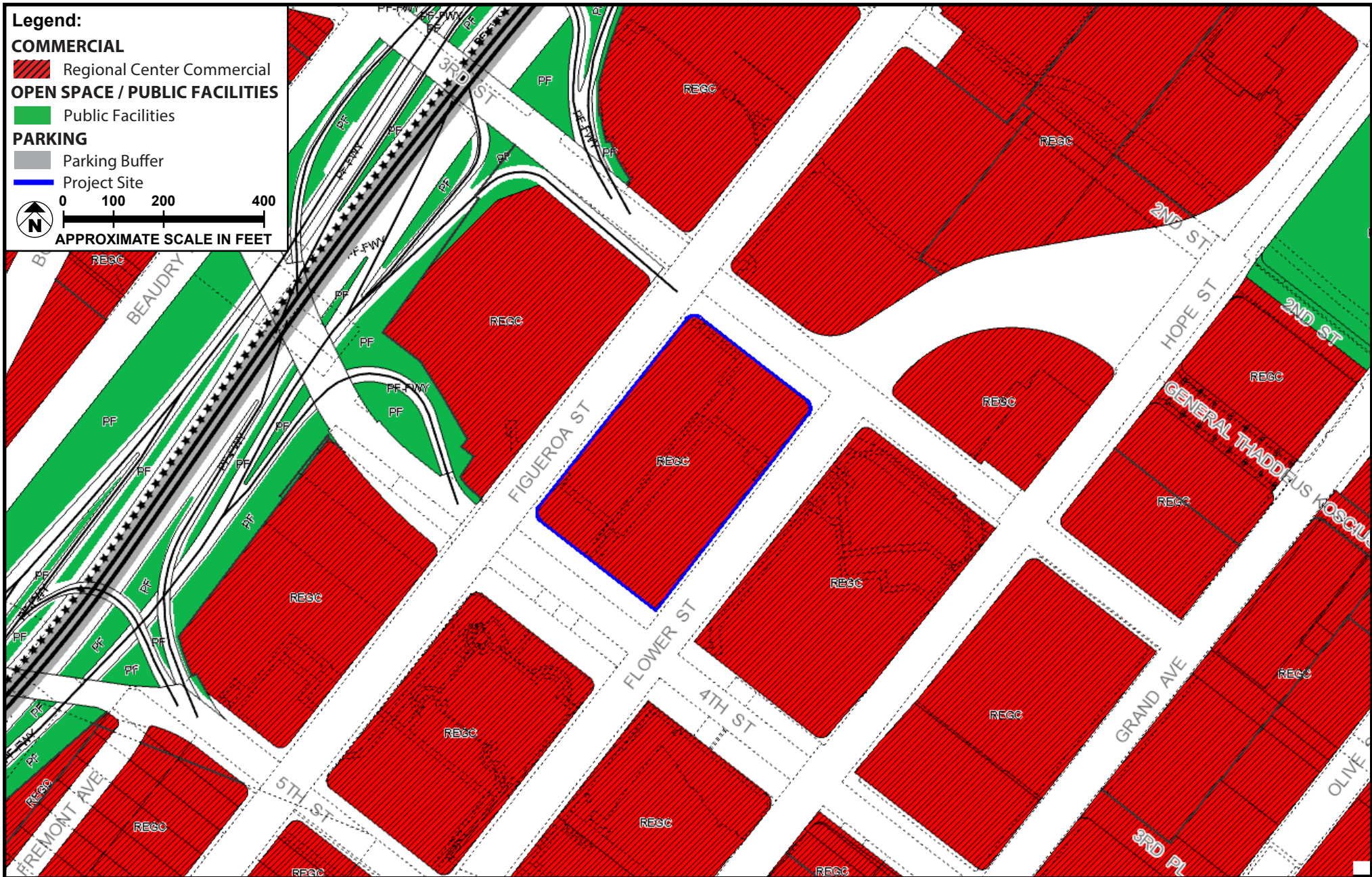
SOURCE: Google Earth - 2020

FIGURE 2.0-2



SOURCE: ZIMAS - 2020

FIGURE 2.0-3



SOURCE: ZIMAS - 2020

FIGURE 2.0-4

- Creates residential neighborhoods while providing a variety of housing opportunities with compatible new housing;
- Improves the function, design, and economic vitality of the commercial districts;
- Preserves and enhances the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance;
- Maximizes the development opportunities of the future rail transit system while minimizing adverse impacts; and
- Plans the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the Central City Community.

### **Bunker Hill Specific Plan**

The Bunker Hill Specific Plan was adopted in 2013, and includes an area generally bound by the Harbor Freeway (110 Freeway) to the west, First Street to the north, Hill Street to the east, and portions of Fourth and Fifth Streets to the south. The Specific Plan is intended to:

- Implement the Central City Community Plan;
- Create a mixed-use district with expanded housing opportunities and commercial retail to create a 24-hour downtown environment;
- Retain and expand the area as the primary office center for the region;
- Reinforce and enhance the district's identity as the cultural center of the region;
- Expand the economic base of the City by providing additional employment opportunities and additional revenues to the region;
- Implement design regulations that maintain a high-quality built form and encourage compatible infill development that enlivens the streets and public spaces;
- Expand, integrate, and activate a linked network of public open spaces and pedestrian pathways;
- Support the expansion of the regional transit network through an urban form and mix of land uses that support high levels of transit use;
- Create a transit-friendly environment by requiring conformance to pedestrian-oriented design guidelines that promote consistent street walls and active ground floor uses;
- Ensure that private development implements special street standards developed for the area;
- Support the improvement of the business environment by providing an attractive public realm; and
- Promote increased flexibility in the regulation of the height and bulk of buildings as well as the design of sites and public streets in order to ensure a well-planned mix of commercial and residential uses with adequate public space.<sup>12</sup>

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12 City of Los Angeles, *Bunker Hill Community Plan*, pg. 3, 2013, <https://planning.lacity.org/complan/specplan/pdf/BunkerHill.pdf>, accessed June 11, 2019

## 2.4 SURROUNDING LAND USES

The Project site is located in the Bunker Hill area of Downtown Los Angeles, an area dominated by high-rise commercial office buildings and skyscrapers developed with park-like plazas,<sup>13</sup> as well as residential high-rise buildings. Surrounding land uses are as follows:

**North:** Properties to the north and northwest are designated for Regional Center Commercial land uses and contain mid- and high-rise office and residential buildings. Multiple Dwelling Residential (R5-4D) uses are located northeast of the Project site across 3rd Street, including the Bunker Hill Towers residential high-rise buildings. Additionally, properties adjacent to 3rd Street west of South Figueroa Street and associated with the 110 Freeway are designated for Public Facilities uses and zoned PF-1.

**East:** Commercial office high-rise buildings are located east of the Project site, including the 55-story Bank of America Financial Center and plaza across South Flower Street. Additionally, located northeast of the South Flower Street and 3rd Street intersection is the under-construction Grand Avenue Arts/Bunker Hill station, a future subterranean light rail subway station on Metro's Gold and Expo Lines.

**South and West:** Properties located to the south and west of the Project site are designated for Regional Center Commercial (C4-4D) uses and contain primarily high-rise hotel buildings, including the L.A. Grand Hotel Downtown mid-rise building and the 35-story Westin Bonaventure Hotel & Suites. Further west is the 40-story Union Bank Plaza at the western corner of the South Figueroa Street and 4th Street intersection. Additionally, properties adjacent to 4th Street west of South Figueroa Street and associated with the 110 Freeway are designated for Public Facilities (PF-1) uses. 4th Street is elevated adjacent to the Project site with ramps connecting South Figueroa Street and Flower Street to Hope Street.

Pedestrian bridges across South Figueroa Street, Flower Street, 3rd Street and 4th Street connect the existing building on the site with the buildings located across these streets from the Project site.

## 2.5 ACCESS

### Regional Vehicular Access

Primary regional access to the Project site via automobile is provided by the 110 Freeway, which runs in a northeast–southwest direction approximately 400 feet west of the Project site. Additional regional access to the Project site is provided by the U.S Route 101 (US 101), which generally runs in an east–west direction approximately 0.6 miles north of the Project site.

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<sup>13</sup> City of Los Angeles, *Central City Community Plan*, I-3, January 8, 2003, <https://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>, accessed September, 2019.



## Local Street Access

Local street access is provided by the following streets:

**Figueroa Street:** Figueroa Street is a one-way northbound street located immediately west of the Project site. It is classified as a Boulevard II north of Wilshire Boulevard, a Modified Avenue I between Wilshire Boulevard and 7th Street and an Avenue I between 7th Street and 9th Street. In the vicinity of the Project site, Figueroa Street generally provides northbound travel lanes. There is a bike lane on Figueroa Street throughout the study area. On-street metered parking is provided during off-peak hours at certain locations with some restrictions. North of 3rd Street, Figueroa Street is a two-way street with two northbound and two southbound lanes and a northbound bike lane.

The City completed the Figueroa Corridor Streetscape Project between 7th Street south to Martin Luther King Blvd in August 2018. This project included improvements to create a complete, multimodal street to accommodate pedestrians, bicyclists, transit riders, automobiles, and transit. The primary improvements north of 8th Street included additional bicycle facilities.

**Flower Street:** Flower Street is located immediately east of the Project site. Flower Street is a two-way street north of 4th Street with three travel lanes southbound and one travel lane northbound adjacent to the Project site. South of 4th Street, Flower Street is a one-way street and has four travel lanes southbound. In the City's Mobility Plan 2035, Flower Street is classified as an Avenue II between 3rd Street and 1st Street, Avenue I between 6th Street and 3rd Street and a Modified Avenue II between 6th Street and 11th Street. On-street metered parking is provided on both sides of the street with some restrictions.

**Hope Street:** Hope Street is a two-way street located east of the Project site. It is classified as a Modified Avenue I north of 4th Street, a Modified Avenue III between 5th Street and 6th Street, and an Avenue II south of 6th Street. Hope Street provides two-travel lanes in each direction north of 6th Street. On-street metered parking is provided on both sides of the street with some restrictions.

**Grand Avenue:** Grand Avenue is located east of the Project site and is a two-way street north of 5th Street and a one-way southbound street south of 5th Street. In the vicinity of the Project site, Grand Avenue generally provides two travel lanes in each direction. In the City's Mobility Plan 2035, it is classified as a Modified Boulevard II north of 4th Street and a Modified Avenue II south of 4th Street. On-street metered parking is provided with some restrictions.

**Olive Street:** Olive Street is located east of the Project site and is a two-way street north of 5th Street and a one-way northbound street south of 5th Street. In the vicinity of the Project site, Olive Street generally

provides two travel lanes in each direction. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. On-street metered parking is provided with some restrictions.

**Hill Street:** Hill Street is a two-way street located east of the Project site, generally providing two southbound travel lanes and two northbound travel lane in the vicinity of the Project. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. On-street metered parking is provided with some restrictions.

**3rd Street:** 3rd Street is predominantly a one-way westbound street located immediately north of the Project site, providing six westbound lanes between South Flower Street and South Figueroa Street. Adjacent to the Project site, it also has one travel lane in the eastbound direction, between Figueroa Street and Flower Street. The eastbound direction is forced to turn right at Flower Street to head southbound toward 4th Street. Between Hill Street and Flower Street, 3rd Street runs in tunnel below the ground and therefore does not have intersections with Olive Street, Grand Avenue or Hope Street. In addition to the tunnel, there is a section of 3rd Street between Hope Street and Grand Avenue at grade which provides a turn lane in each direction. In the City's Mobility Plan 2035, it is classified as an Avenue II west of Figueroa Street, a Modified Boulevard II between Figueroa Street and Flower Street, a Modified Avenue II between Flower Street and Hope Street, and a Modified Avenue III east of Hope Street. On-street parking is provided in some areas with some restrictions.

**4th Street:** 4th Street is predominantly a one-way eastbound street running across Bunker Hill on a grade-separated viaduct between Beaudry Avenue and Olive Street. This viaduct does not intersect with Figueroa Street, Flower Street, Hope Street or Grand Avenue, although there are slip-ramps to these streets (It also intersects with lower Grand Avenue). In the immediate vicinity of the Project site, slip-ramps connect from Figueroa Street and Flower Street to Hope Street.

**1st Street:** 1st Street is a two-way street providing two travel lanes and a bike lane in each direction north of the Project site. In the City's Mobility Plan 2035, it is classified as a Boulevard II. On-street metered parking is provided with some restrictions.

**2nd Street:** 2nd Street is a two-way street providing one travel lane in each direction north of the Project site. 2nd Street runs in a tunnel between Figueroa Street and Hill Street. In the City's Mobility Plan 2035, it is classified as an Avenue II west of Figueroa Street and a Modified Avenue III east of Figueroa Street. On-street parking is generally restricted.

**5th Street:** 5th Street is a one-way westbound street located south of the Project site. In the vicinity of the Project site, 5th Street provides five to six travel lanes. In the City's Mobility Plan 2035, it is classified as an

Avenue I west of Flower Street and a Modified Avenue II east of Flower Street. One-street parking is generally restricted.

**6th Street:** 6th Street is a one-way eastbound street located south of the Project site. In the vicinity of the Project site, 6th Street provides four to five travel lanes. In the City’s Mobility Plan 2035, it is classified as a Modified Avenue I west of Flower Street and a Modified Avenue III east of Flower Street. One-street parking is generally restricted.

## Public Transit

The Project site is located in downtown Los Angeles, the hub of the regional transit system in the Los Angeles area, thus is well served by transit. The “Project Area,” defined as the area within approximately one quarter mile of the Project site, is currently served by a total of seven local and inter-city transit operators. The Los Angeles County Metropolitan Transportation Authority (Metro) operates the Silver Line, three Rapid bus lines, four Express lines and eighteen local lines in the Project Area. Additional transit lines include eight Los Angeles Department of Transportation (LADOT) Commuter Express lines, three City of Montebello bus lines, three LADOT DASH bus lines, two Orange County Transportation Authority bus lines, eight Foothill Transit bus lines, one Santa Monica Big Blue Bus line, and one Torrance Transit bus line operating in the Project Area. The Silver Line operates daily with average headways of 5 minutes or less during the weekday AM and PM peak hours. The three Metro Rapid bus lines operate daily with average headways of 15 minutes or less during weekday AM and PM peak hours.<sup>14</sup>

The Metro Red/Purple Lines also provide proximate service to the Project site; the nearest stations are the 7th Street Metro Center station, approximately 0.35 miles to the southwest; the Pershing Square station, approximately 0.35 miles to the southeast; and the Civic Center/Grand Park station, approximately 0.4 miles east. Additionally, the Metro Grand Avenue Arts/Bunker Hill station is an under-construction at the intersection of South Flower Street and 2nd Street, approximately 0.1 miles northeast of the Project site. This station is being constructed as part of the Regional Connector Transit Project which, when completed, will connect the Little Tokyo/Arts District Station with the 7th Street/Metro Center Station in downtown Los Angeles following a route underneath 2nd Street and Flower Street.

## 2.6 PROJECT CHARACTERISTICS

The subject of this Sustainable Communities Environmental Assessment (SCEA) is the redevelopment of the southwest corner (“Development Site”) of the Project site as shown in **Figure 2.0-5: Proposed Site Plan**. The Project includes the demolition of a portion of the existing structure at the Development Site and construction of a new, 41-story residential building integrated into the existing structure on the Project

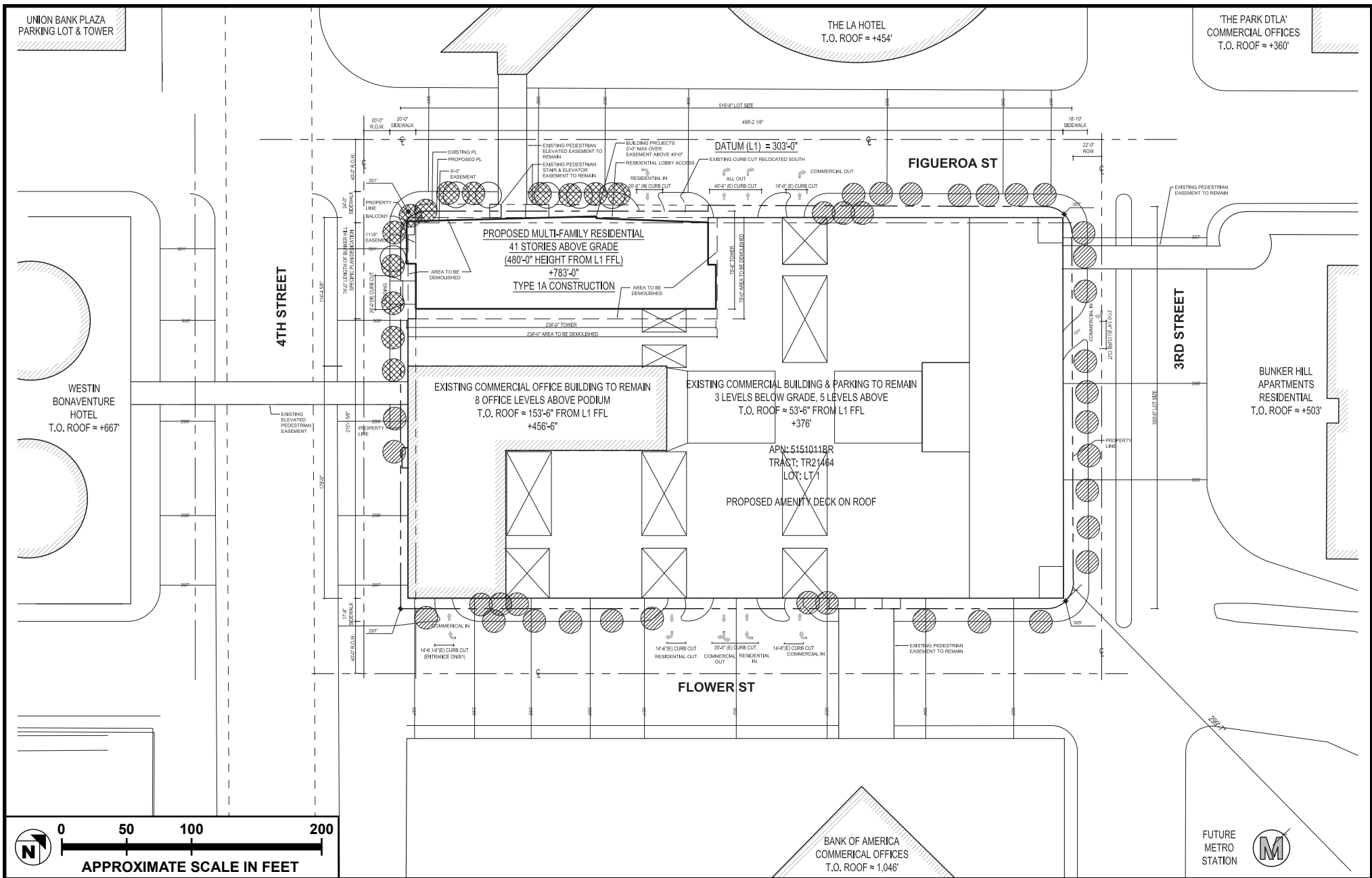
<sup>14</sup> See **Appendix F** of this Initial Study.

site. The overall Project site is approximately 160,000 square feet in area and includes approximately 330,000 square feet of existing floor area. The Project would demolish 29,500 square feet of the existing structure containing office space at levels 4 and 5 and add approximately 624,500 square feet of new residential floor area for a net combined 925,000 square feet of floor area. Approximately 390 existing parking spaces would be demolished, and 155 new spaces provided for a total of 1,387 spots. The residential building would be a maximum of 480 feet in height and contain 570 units, as shown in **Figure 2.0-6: Project Rendering**.

As summarized in **Table 2.6-1: Summary of Project Program**, the Project would utilize the three existing subterranean levels and three above ground levels for parking, storage, and building operations. The ground floor would include a residential lobby, lounge, and building operations spaces, in addition to improved pedestrian amenities and an activated street frontage, as shown in **Figure 2.0-7: Floor Plan—Level 1**. Levels 2 and 3 would include parking and storage space, in addition to residential units on Level 3, as shown in **Figure 2.0-8: Floor Plan—Level 2** and **Figure 2.0-9: Floor Plan—Level 3**. Level 4 would include residential units, an entertainment room, and a connection to the existing pedestrian footbridge across South Figueroa Street, as shown in **Figure 2.0-10: Floor Plan—Level 4**. Level 5 would include residential units and community spaces, including a business meeting center and storage area, as shown in **Figure 2.0-11: Floor Plan—Level 5**. Level 6 would include an amenity and pool deck with gym, lawn area, seating and dining areas, and sports facilities integrated with three tennis courts on the existing podium roof, among other amenities, as shown in **Figure 2.0-12: Floor Plan—Level 6**. Levels 7 through 40 would include a mix of 1-, 2-, and 3-bedroom residential units, as shown in **Figure 2.0-13: Floor Plan—Level 7-38** and **Figure 2.0-14: Floor Plan—Level 39-40**. Level 41 would include a rooftop amenity deck with seating areas, lawn space, and private garden, indoor amenity and meeting spaces, and residential units, as show in **Figure 2.0-15: Floor Plan—Level 41**.

The Project would provide open space for the Project site as required by LAMC Section 12.21.G.2. Based on the number of units and the mix of unit types, approximately 61,300 square feet of open space would be provided. Approximately 59,400 square feet of common indoor and outdoor open space is proposed, which includes space for landscaping and 1,900 square feet dedicated for private balconies. The Project would comply with the City of Los Angeles Landscape Ordinance by including 143 trees within the Project site and adjacent rights-of-way. The Project also includes green space, landscaping, and recreational amenities on three levels of the proposed building: the ground floor, Level 6 podium roof, and Level 41 rooftop deck.

The Project is designed in conformance with the scale, massing, and character of surrounding development. The Floor Area Ratio (FAR) of the Project would be 5.8:1. The Project building would be designed in a modern architectural style.



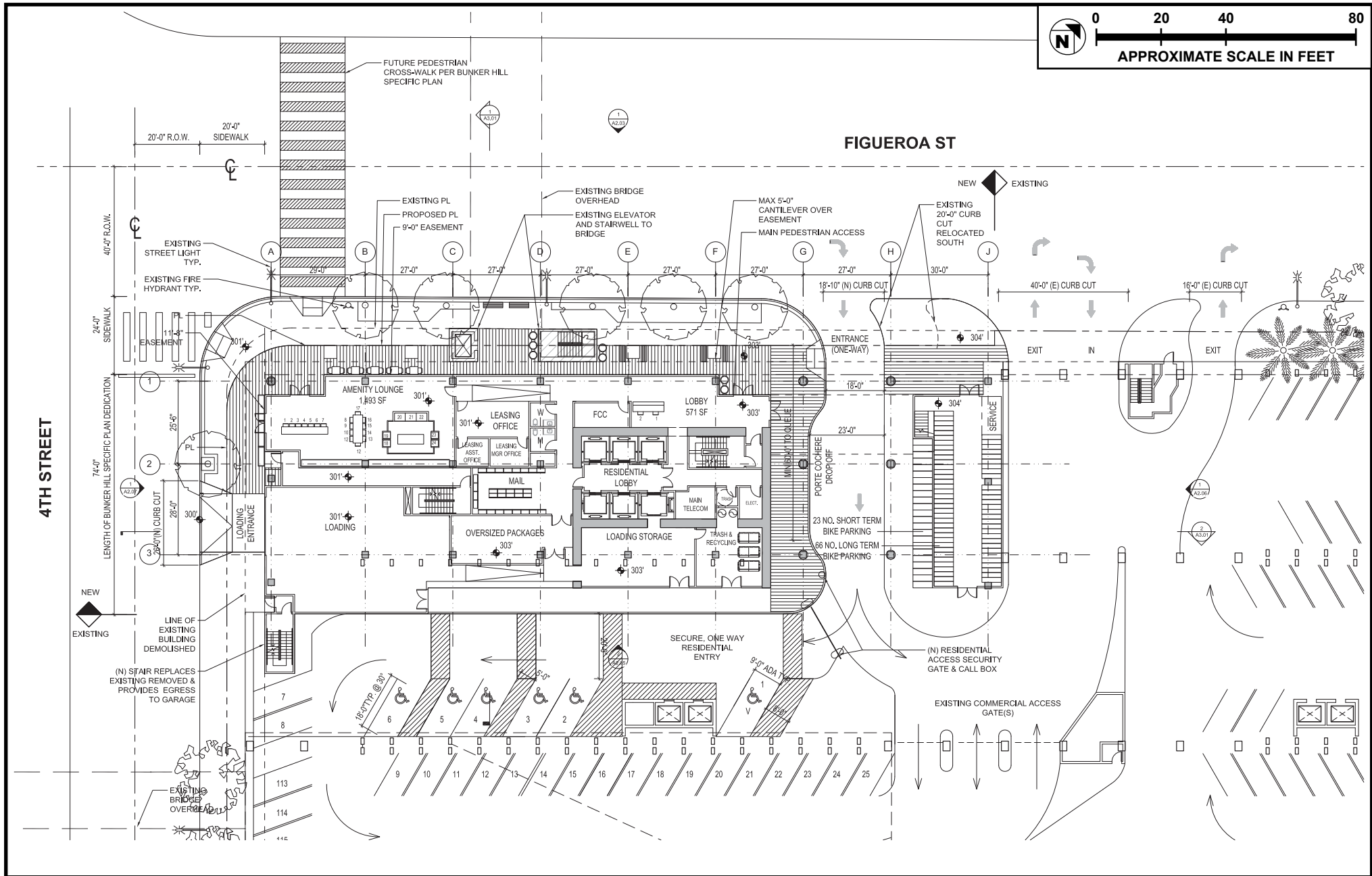
SOURCE: CALLISON RTKL, INC. - 2018

FIGURE 2.0-5



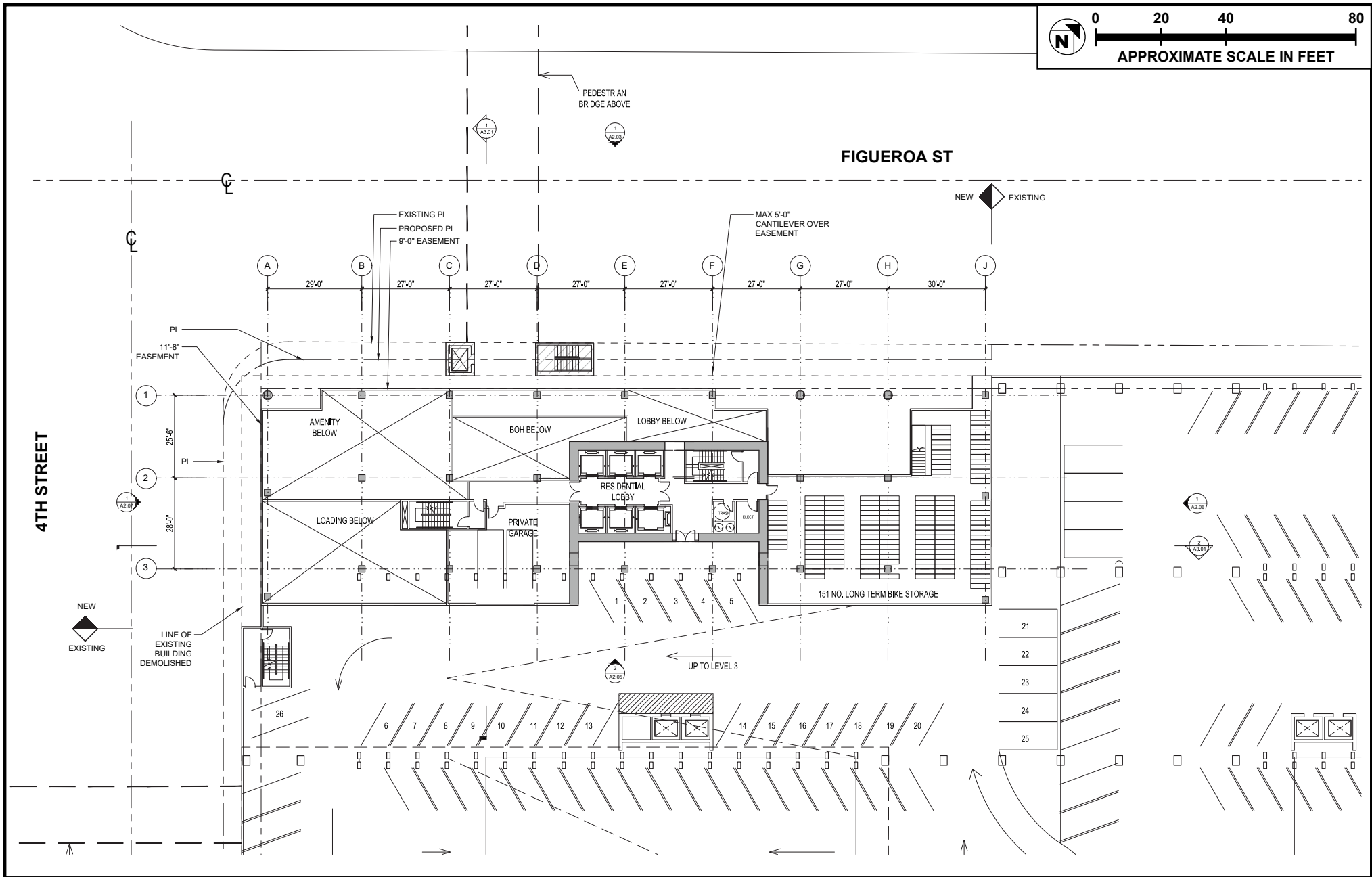
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FIGURE 2.0-6



SOURCE: CALLISON RTKL, INC. - 2018

FIGURE 2.0-7



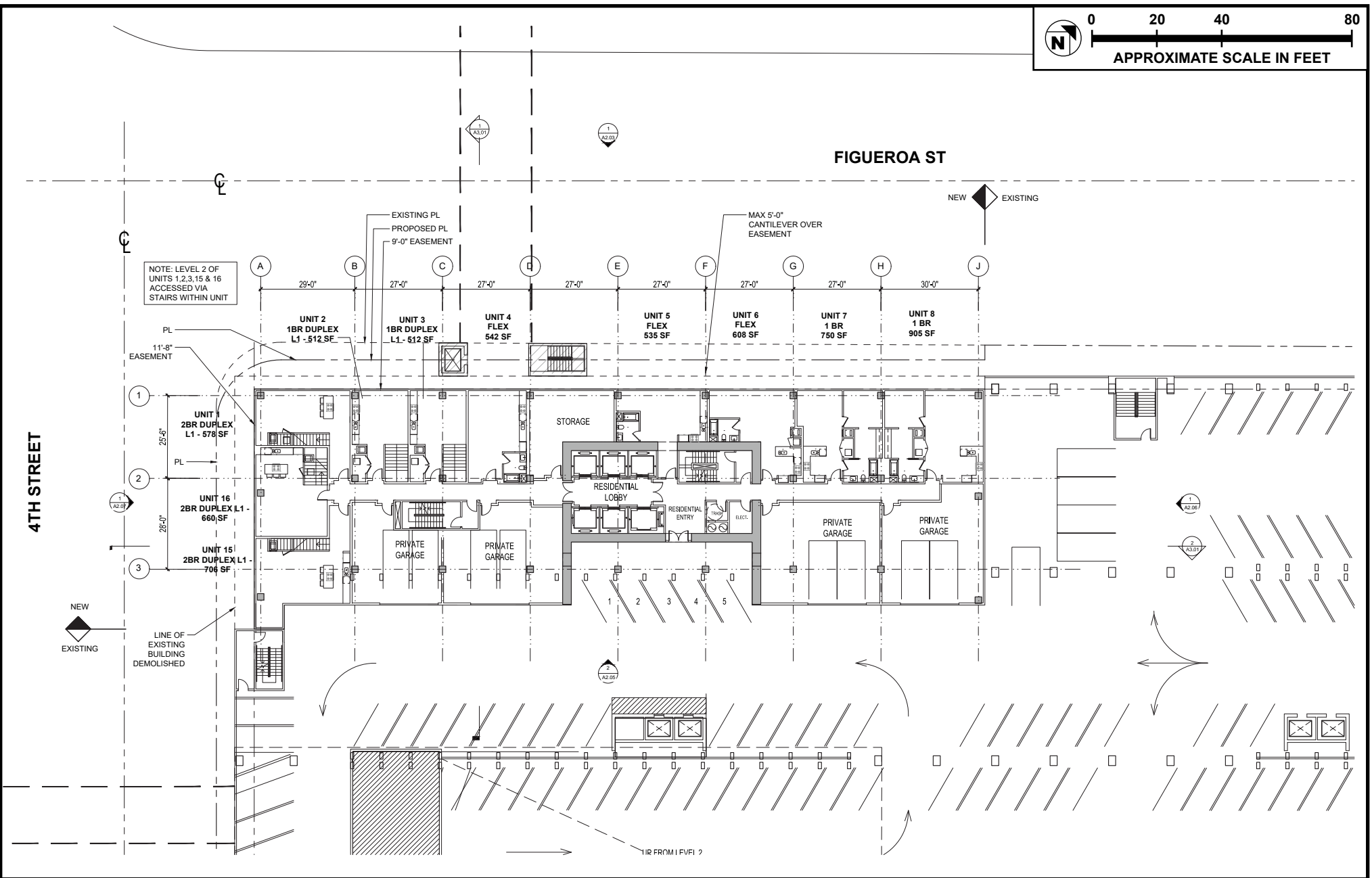
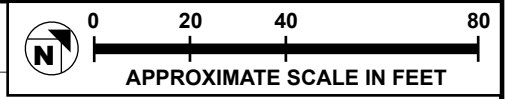
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FIGURE 2.0-8



Floor Plan—Level 2

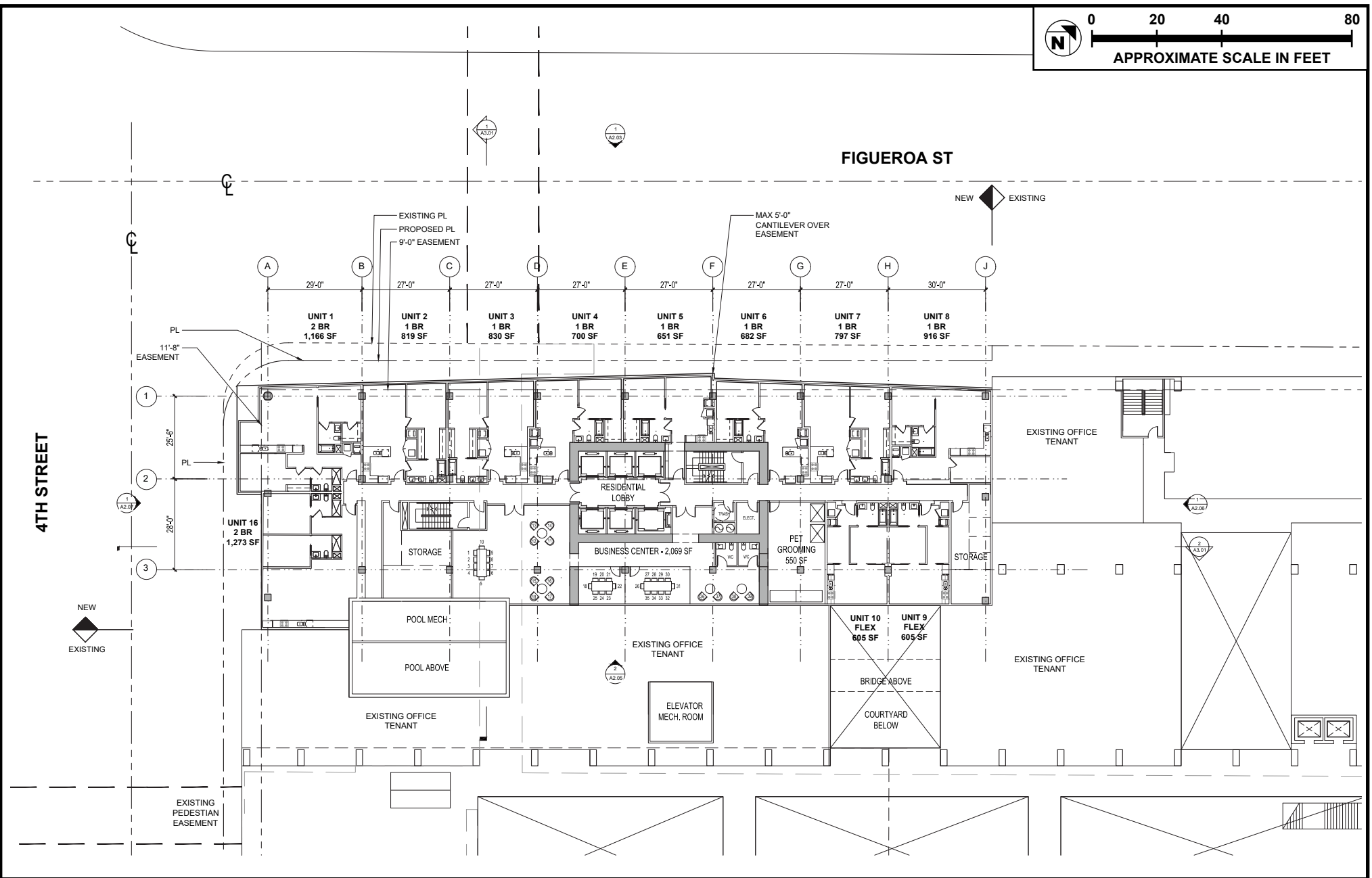
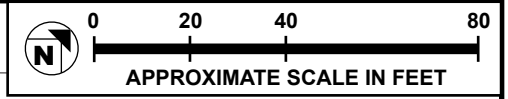




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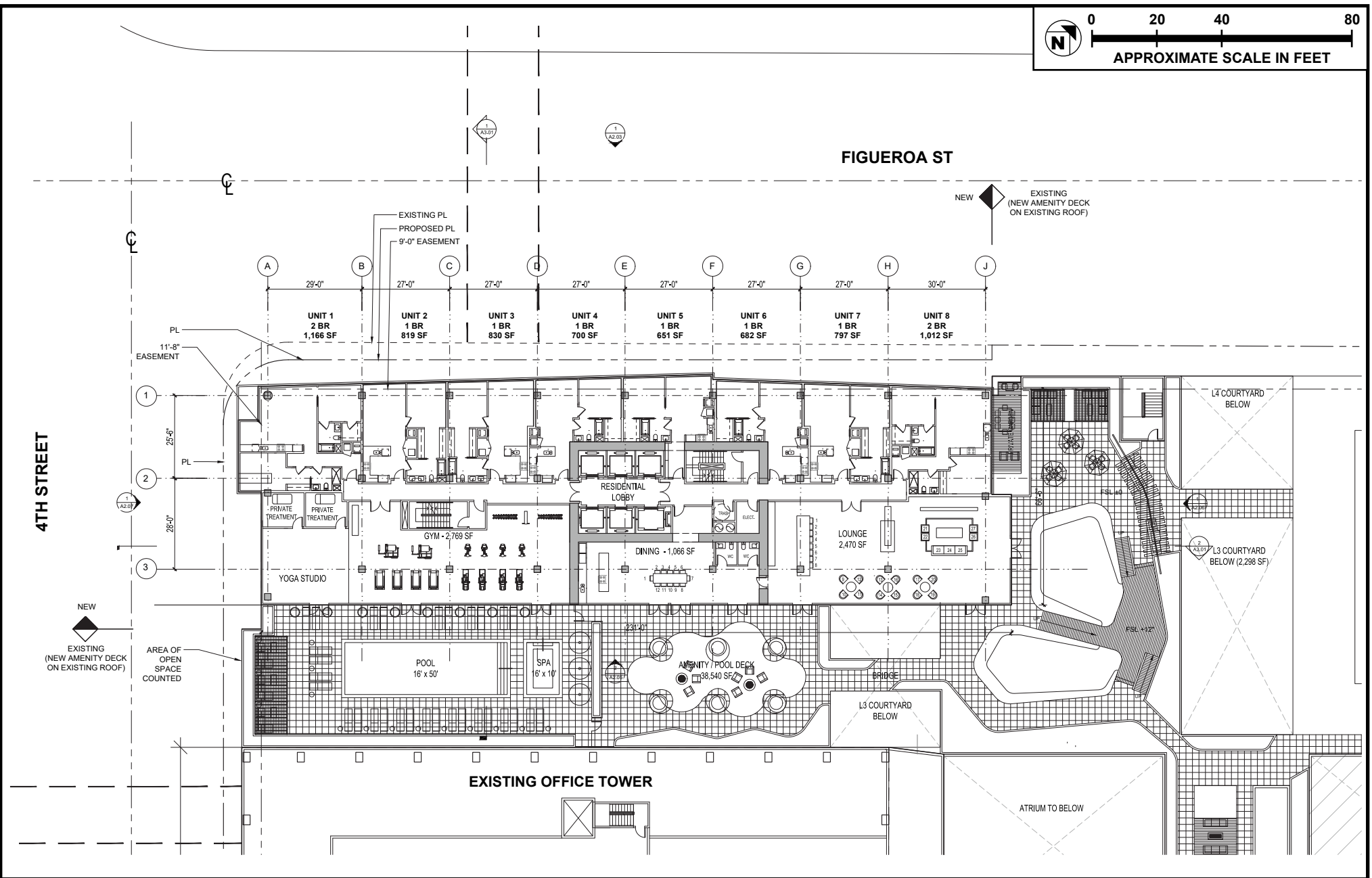
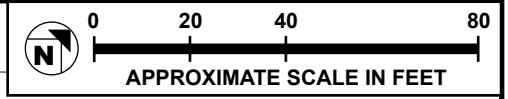
FIGURE 2.0-9





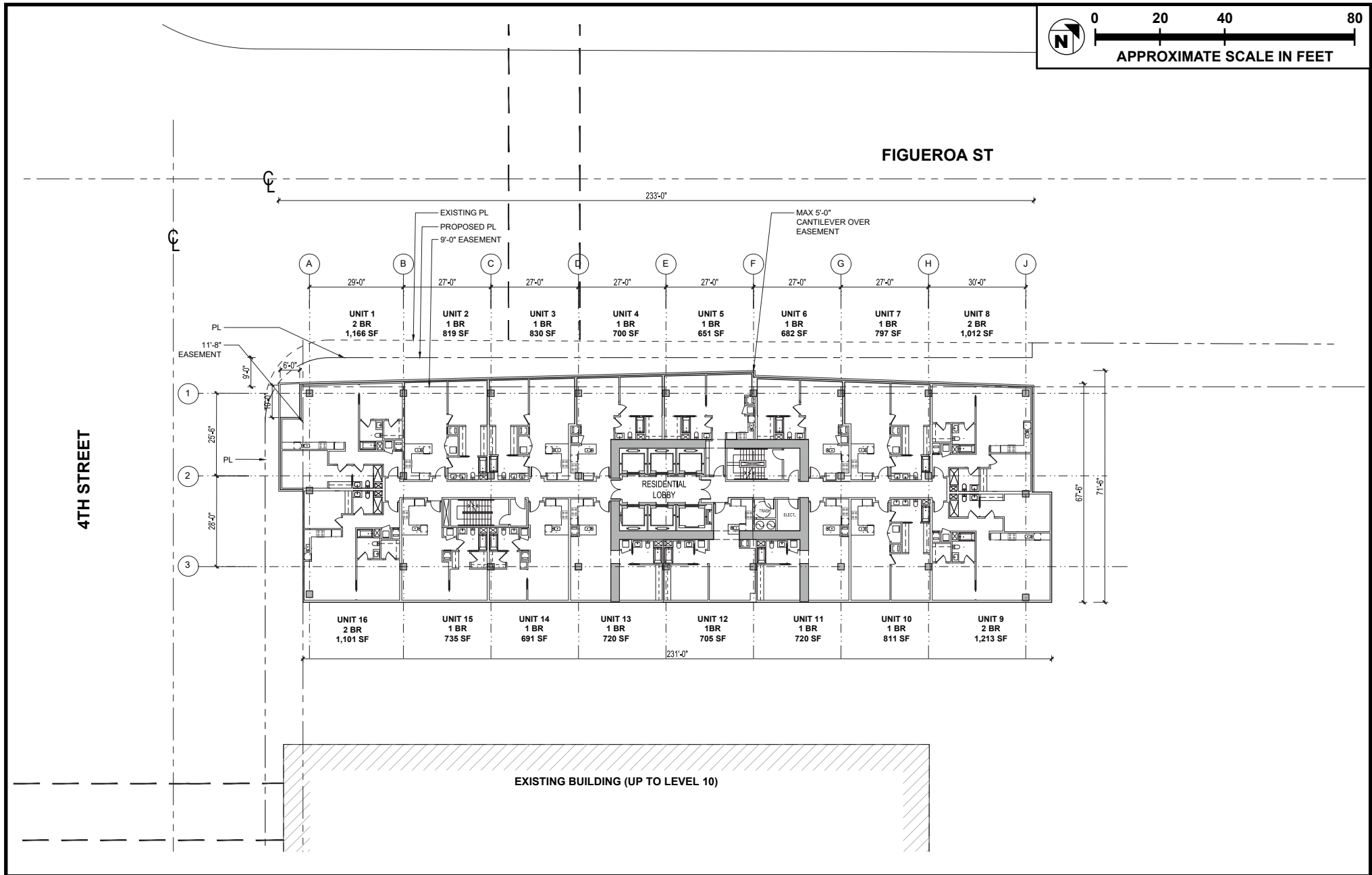
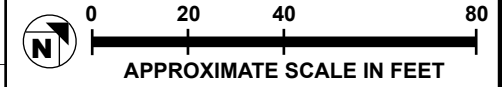
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FIGURE 2.0-11



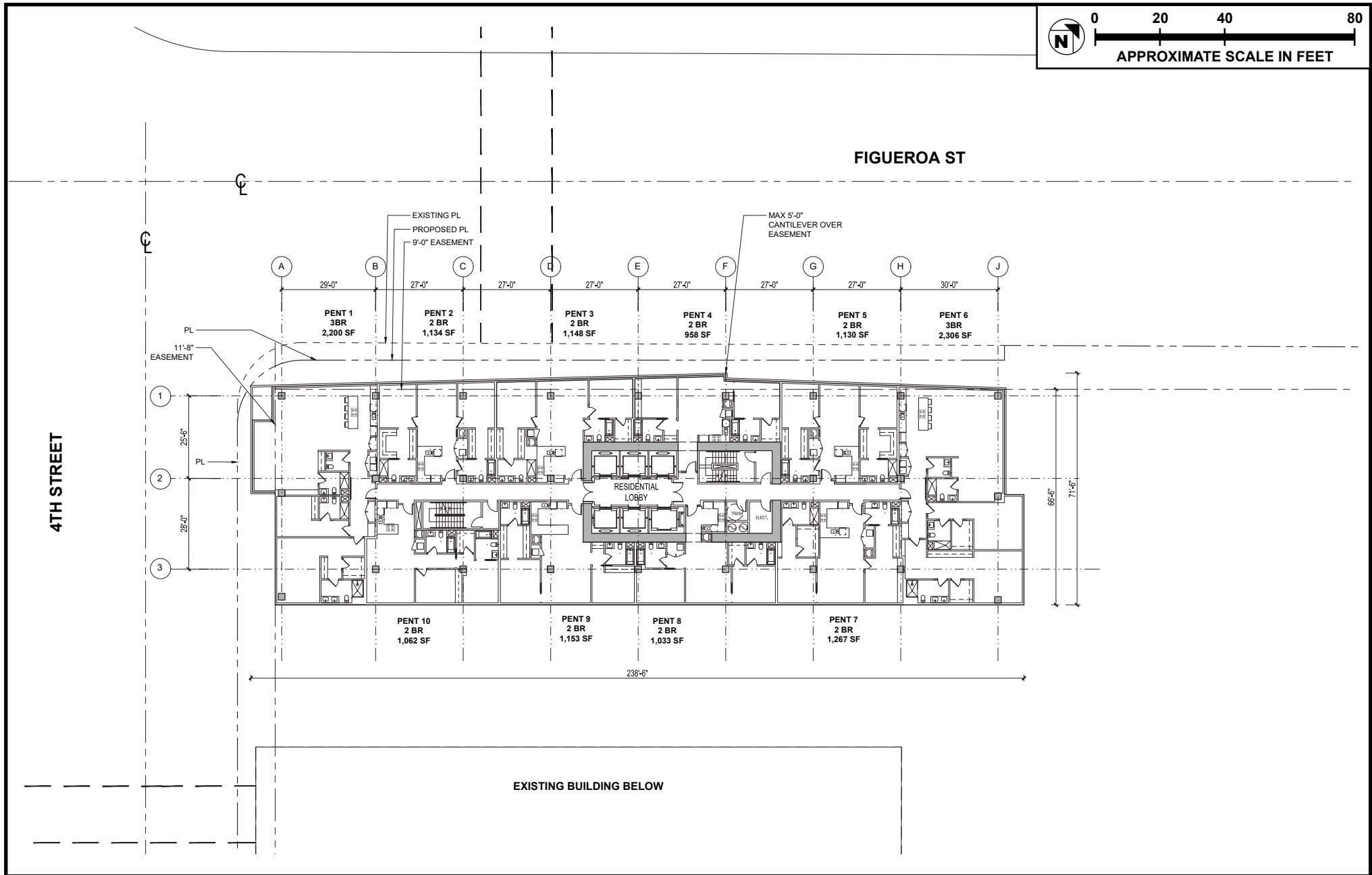
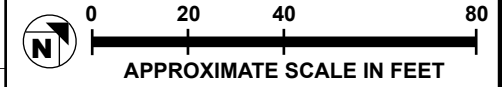
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FIGURE 2.0-12



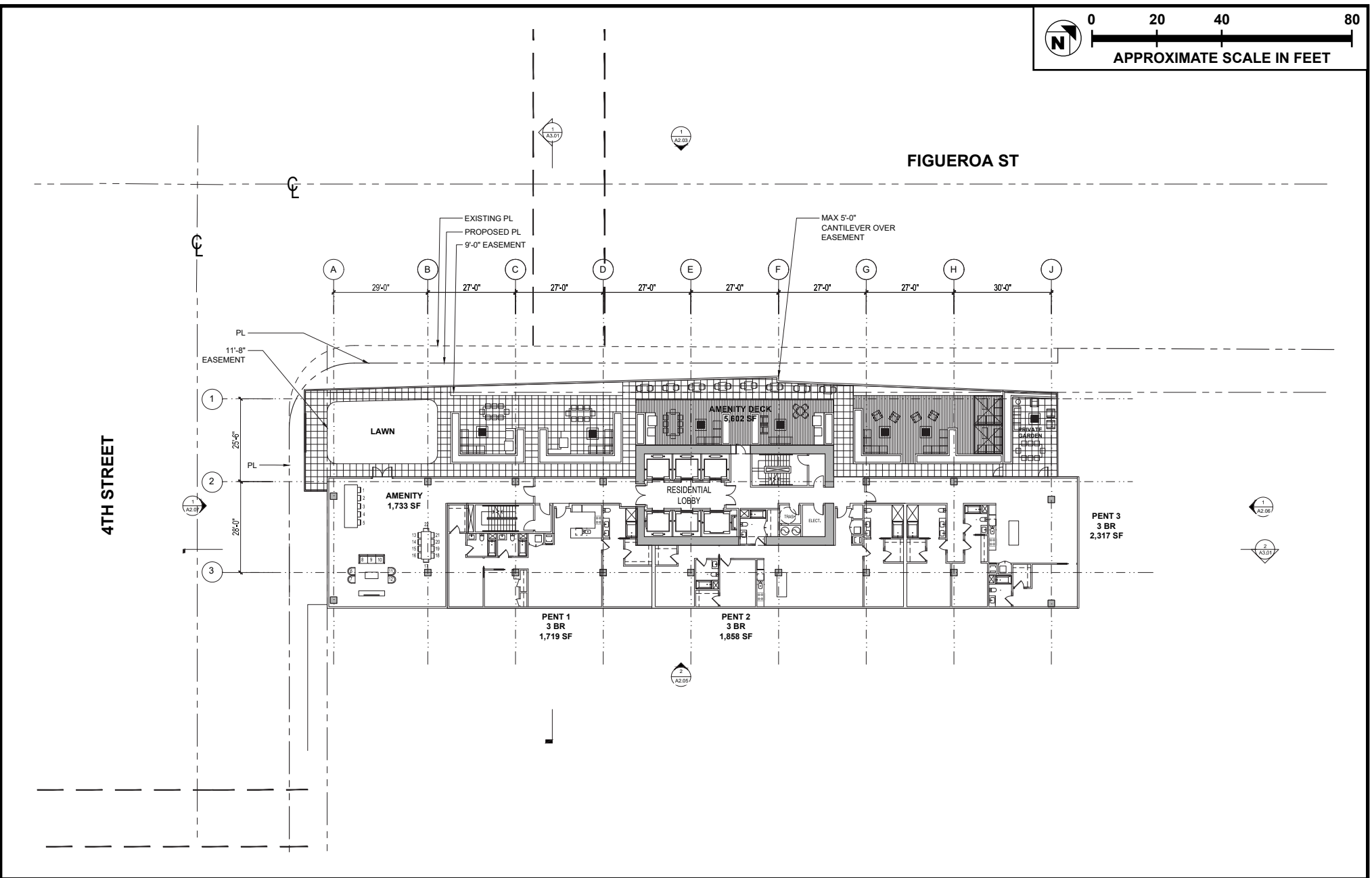
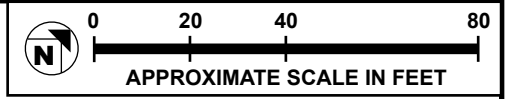
SOURCE: CALLISON RTKL, INC. - 2018

FIGURE 2.0-13



SOURCE: CALLISON RTKL, INC. - 2018

FIGURE 2.0-14



SOURCE: CALLISON RTKL, INC. - 2018

FIGURE 2.0-15

The exterior would consist predominantly of aluminum panel, metal louvre, limestone, stucco, vision and tampered glass, and LED lighting. The subterranean levels would consist of concrete walls and floors. The scale and massing for the Project are shown in **Figure 2.0-16: North and East Elevation** and **Figure 2.0-17: South and West Elevation**.

**Table 2.6-1  
Summary of Project Program**

Level	Uses
Basement 1-3	Automobile parking, storage and building operations
1	Residential lobby, lounge, loading and building operations
2	Automobile and bicycle parking
3	Lower level of 5 duplex residential units, 5 flex residential units; parking and storage space
4	Upper level of 5 duplex residential units, 6 flex residential units, residential entertainment room, storage, existing office space, and connection to existing pedestrian footbridge across South Figueroa Street
5	9 residential units and amenity spaces, including a business meeting center, pet grooming, and storage
6	8 residential units, residential amenities including gym, lounge and dining area, lawn area, and outdoor pool deck
7-38	16 residential units per floor
39-40	10 residential units per floor
41	3 residential units, residential lounge, and outdoor rooftop amenity deck

The Project would provide parking consistent with the LAMC and the Bunker Hill Specific Plan, including approximately 1,387 automobile parking spaces, as well as bicycle parking spaces in accordance with LAMC requirements. The existing ingress/egress driveways and circulation along Figueroa Street and Flower Street will be retained for the proposed Project.

## 2.7 APPROVAL ACTIONS

To entitle the project, the applicant has requested that the Director of Planning approve Project Permit Compliance pursuant to LAMC Section 11.5.7 C of the Bunker Hill Specific Plan.

In addition to the entitlements identified above, the following approvals may be also required from the City, including, but not limited to, approvals and permits from the City's Department of Building and Safety, Public Works, and other City Departments including, but not limited to the following: demolition, haul route, excavation, shoring, grading, foundation, building and interior improvements and the removal of trees on public and/or private property.

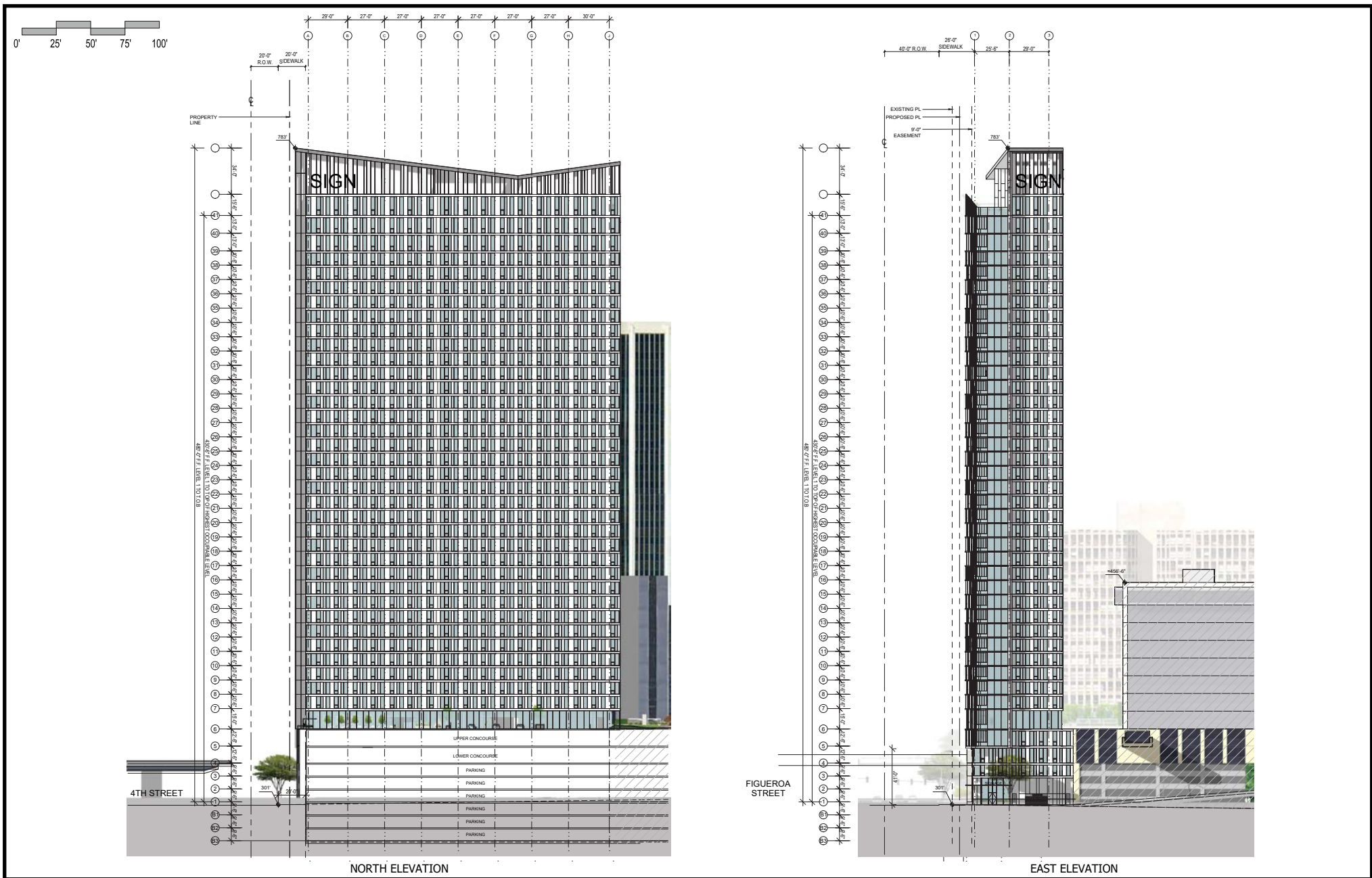


## 2.8 CONSTRUCTION

Construction of the proposed Project is expected to last approximately 39 months. It is anticipated to begin in 2020 and continue through 2023. Construction activities would fall into four principal phases: (1) site preparation and demolition; (2) building foundation; (3) structure construction; and (4) exterior & interior finishing. Excavation required for the construction of the Project is estimated at 30,000 cubic yards and 30 ft. in depth. The planned construction traffic would utilize the SR-110 Harbor Freeway via the 2nd and 3rd Street exits and minimize the use of surface streets.

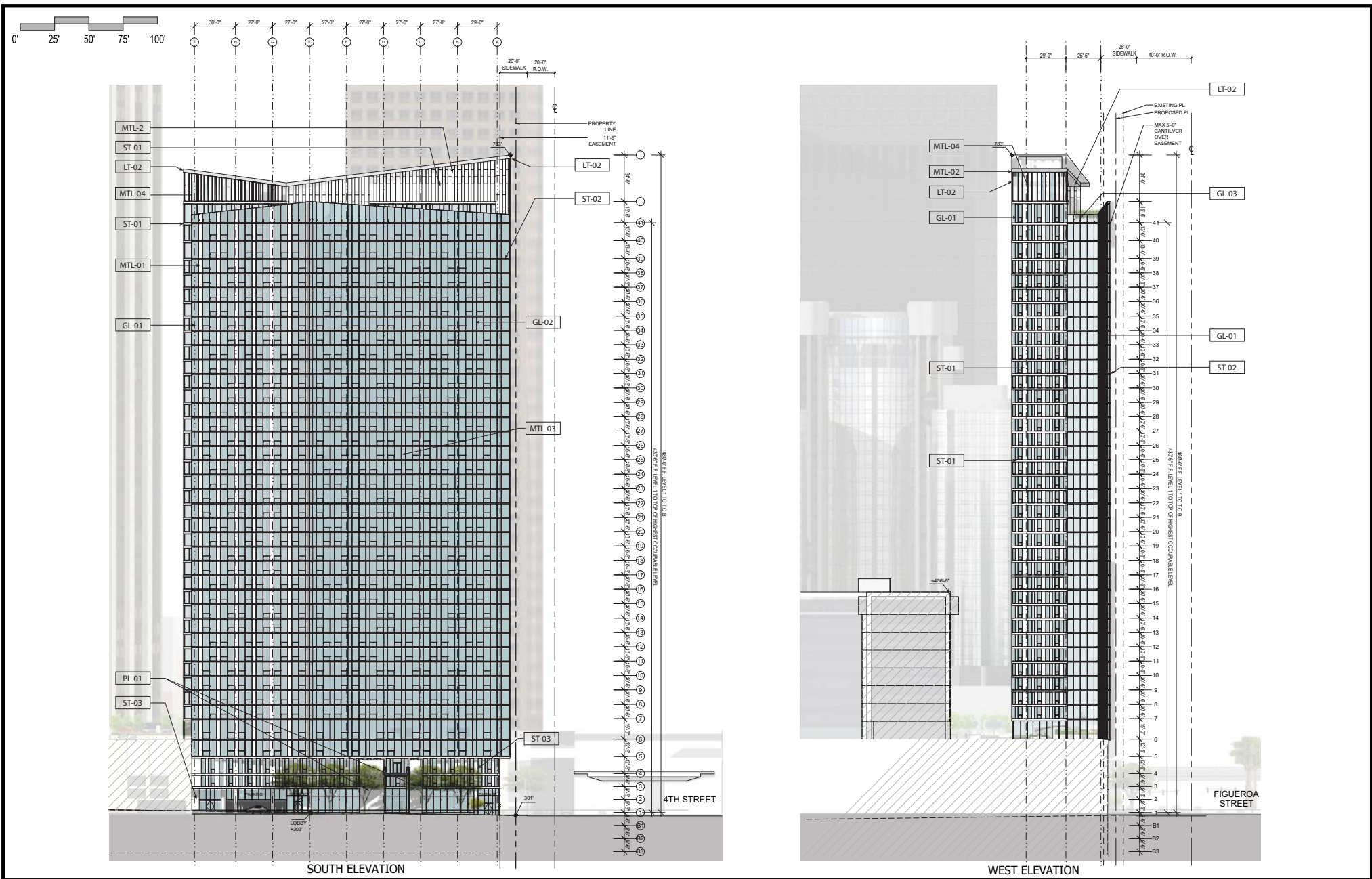
During construction some building operations would be temporarily affected. Approximately 842 parking spaces would be available during construction, 130 spaces on each level of the 6 parking levels would be affected during demolition and construction work. The Figueroa Street elevator would be closed during construction, as would the sidewalk abutting the Project Site along Figueroa Street and 4th Street. The Figueroa Street pedestrian bridge would be closed for the duration of construction. The 4th Street pedestrian bridge may be intermittently closed during construction. The 3rd Street and Flower Street sidewalks at the Project perimeter, as well as the Figueroa Street sidewalk north of the Project Site, would remain open during construction. Furthermore, the 3rd Street and Flower Street pedestrian bridges would remain open during construction.

Currently, there are three vehicular access driveways on Figueroa Street that provide vehicular access for onto the Project site. The southernmost driveway is anticipated to be closed for the duration of construction. The northernmost driveway would be open during construction. The Flower Street and Third Street driveways would remain open during construction.



SOURCE: CALLISON RTKL, INC. - 2018

FIGURE 2.0-16



SOURCE: CALLISON RTKL, INC. - 2018

FIGURE 2.0-17