II. Project Description

1. Project Summary

The Project Site is currently occupied by the vacant Morrison Hotel, three commercial industrial buildings, and a surface parking lot. The Project would demolish the existing commercial industrial buildings (approximately 32,550 square feet) and surface parking lot. The existing 46,626-square-foot, 111-unit single-resident occupancy (SRO) Morrison Hotel (Existing Hotel) would be partially rehabilitated, partially demolished and reconstructed, and expanded on the east side by approximately 174,481 square feet (Hotel Expansion). The Project would also construct an approximately 186,155-square-foot, hotel/residential building (Hotel/Residential Tower) to the north of the Existing Hotel.

The Existing Hotel currently fronts along Hope Street with three wings extending east, resulting in a building that appears in the shape of an "E" if seen from above. As described in more detail below, the rehabilitation of the Existing Hotel would include demolishing the approximately 12,280-square-foot inner wing to create a courtyard, creating a "C"-shaped building through removal of the inner wing. The Existing Hotel would be partially rehabilitated to provide 29,187 square feet of hotel uses and 5,155 square feet of ground floor restaurant uses. The Existing Hotel would be expanded with the Hotel Expansion, which would provide 165,800 square feet of hotel uses, a 2,838-square-foot rooftop restaurant and bar, and a 5,843-square-foot museum.

The Hotel/Residential Tower would include 150,366 square feet of residential uses above 32,997 square feet of hotel uses and a 2,792-square-foot ground-floor restaurant. The total floor area of the Project would be approximately 420,303 square feet, for a Floor Area Ratio (FAR) of 7.5:1, with 136 dwelling units and 444 guest rooms. The Project includes 233 parking spaces to be located within three subterranean levels, excavated to a maximum depth of approximately 36 feet below the existing ground surface.

2. Environmental Setting

a) Project Location

The Project Site is comprised of five (5) contiguous lots associated with Assessor Parcel Numbers 5139-022-003, 5139-022-004, 5139-022-020, 5139-022-006, and 5139-022-021 (Project Site), located along the southwesterly side of the block, bounded by 12th Street to the north, Grand Avenue to the east, Pico Boulevard to the south, and Hope Street to the west. Specifically, the Project Site is located at 1220 – 1246 Hope Street and 427 – 435 Pico Boulevard in the South Park neighborhood of the Central City community of the City of Los Angeles (City). The Project Site is relatively flat, contains approximately 56,326 gross square feet (1.29 acres), and is bound by a commercial industrial building to the north, an alleyway to the east, Pico Boulevard to the south, and Hope Street to the west (see **Figure II-1, Vicinity and Regional Map**).

The Project Site is currently developed with two, one-story and one, two-story commercial industrial buildings fronting Hope Street built in 1918; the four-story Morrison Hotel, built in 1914 at the corner of Hope Street and Pico Boulevard; and an associated, approximately 9,461-square-foot surface parking lot adjacent to the Morrison Hotel containing 32 parking spaces. The entire Project Site is developed with concrete or asphalt. The Project Site is lined by 10 non-protected street trees (Indian laurel fig), including nine (9) along Hope Street and one (1) along Pico Boulevard. **Figures II-2** and **II-3, Views of the Project Site**, show the existing built conditions of the Project Site.

b) Existing Site Zoning/Land Use Designation

The Project Site has a General Plan land use designation of High Density Residential under the Central City Community Plan. The Los Angeles Municipal Code (LAMC) establishes the zoning for the Project Site as [Q]R5-4D-O, for High Density Residential within Height District 4 with a Qualified (Q) Condition and a Development (D) Limitation, pursuant to Ordinance No. 164307-SA3030, within an Oil Drilling Overlay.

Pursuant to LAMC Section 12.21 A.18, uses permitted in the C2 zone are permitted on lots zoned R5 within the Central City Community Plan area. Thus, hotel, restaurant, retail, and multi-family dwelling unit developments are permitted uses within the R5 Zone.

The Q Condition on the Project Site limits the permitted uses to: (i) residential uses permitted in the R5 Zone; (ii) hotels, motels, and apartment hotels; (iii) parking buildings, provided such parking is accessory to the main use of the lot; (iv) any other uses permitted in the C4 Zone within buildings which were in existence on the lot upon the effective date of this ordinance; (v) any other use permitted in the C4 Zone provided the floor area ratio of such use does not exceed 2:1; and (vi) any other uses permitted in the C4 Zone provided the development plan is approved by the City Planning Commission and Community Redevelopment Agency.

The D Limitation on the Site restricts the Floor Area Ratio (FAR) to 6:1 unless: (i) the project is approved under Section 512.4 for the transfer of floor area (TFAR) under the City Center Redevelopment Plan (Redevelopment Plan); (ii) the project is approved under Section 512.2 of the Redevelopment Plan for the rehabilitation and/or remodeling of existing buildings; or (iii) the project is approved pursuant to any TFAR procedure adopted by the City. Section 512.2 states that “[n]ot withstanding the maximum Floor Area Ratios [...] structures which existed in the Project Area prior to the adoption of this Plan may be expanded in size in connection with the rehabilitation or remodeling of such structures.” This Section further provides that if the existing structure has a FAR of less than 6:1, then the expansion is limited to no more than 25 percent above the maximum FAR, or 7.5:1.

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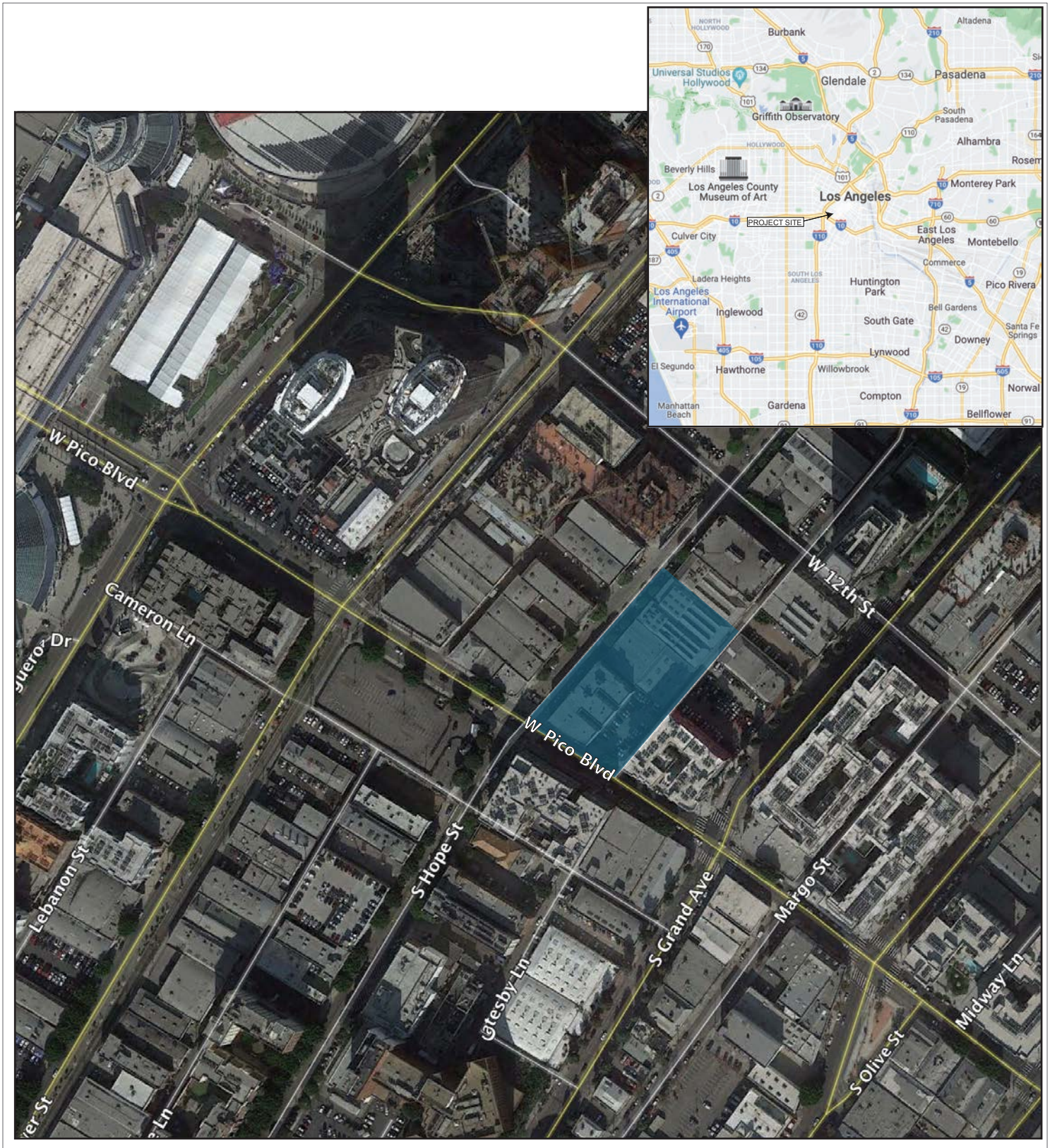
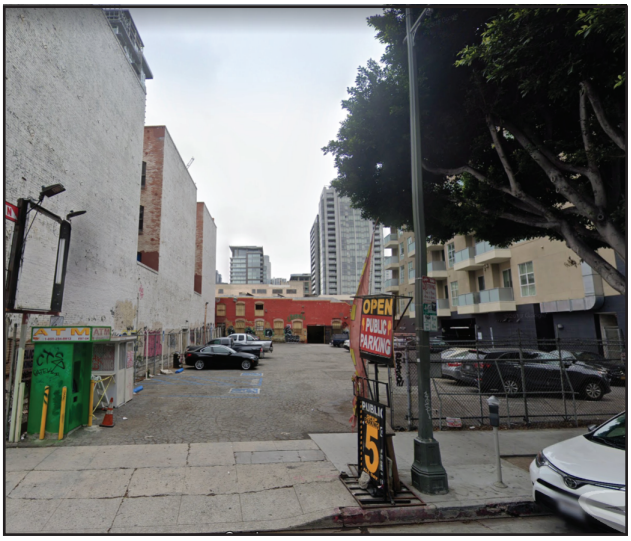


Project Site
Source: GoogleEarth, August 2018.

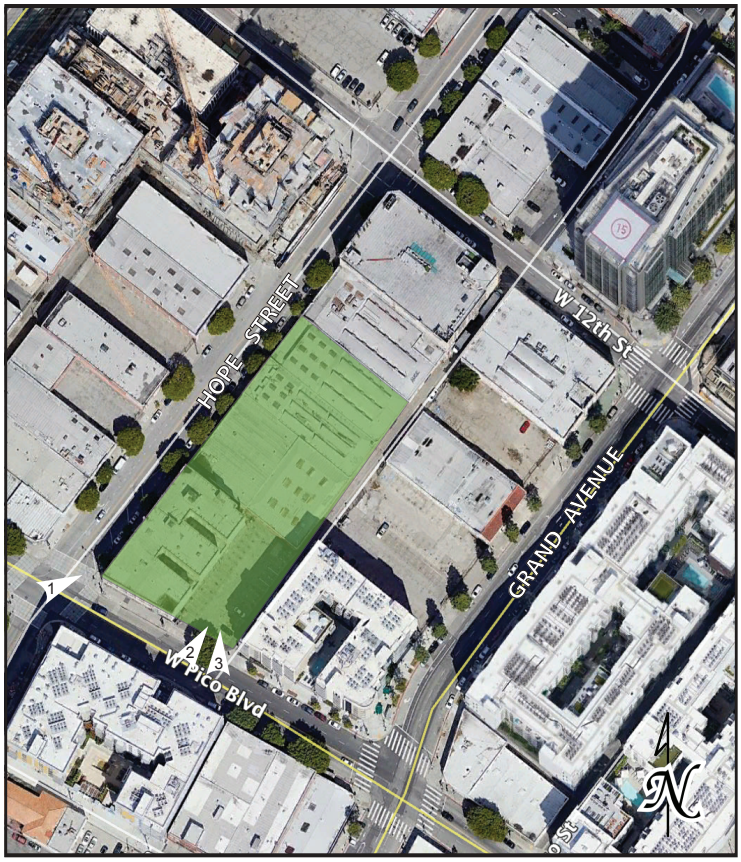
Figure II-1
Vicinity and Regional Map

View 1: View looking northeast toward Morrison Hotel from intersection of Pico Boulevard and Hope Street.



View 2: View looking northeast toward surface parking lot behind Morrison Hotel and on-site commercial industrial buildings from Pico Boulevard.

View 3: View looking at surface parking lot and rear of Morrison Hotel from adjacent alley.



PROJECT SITE

PHOTO LOCATION MAP

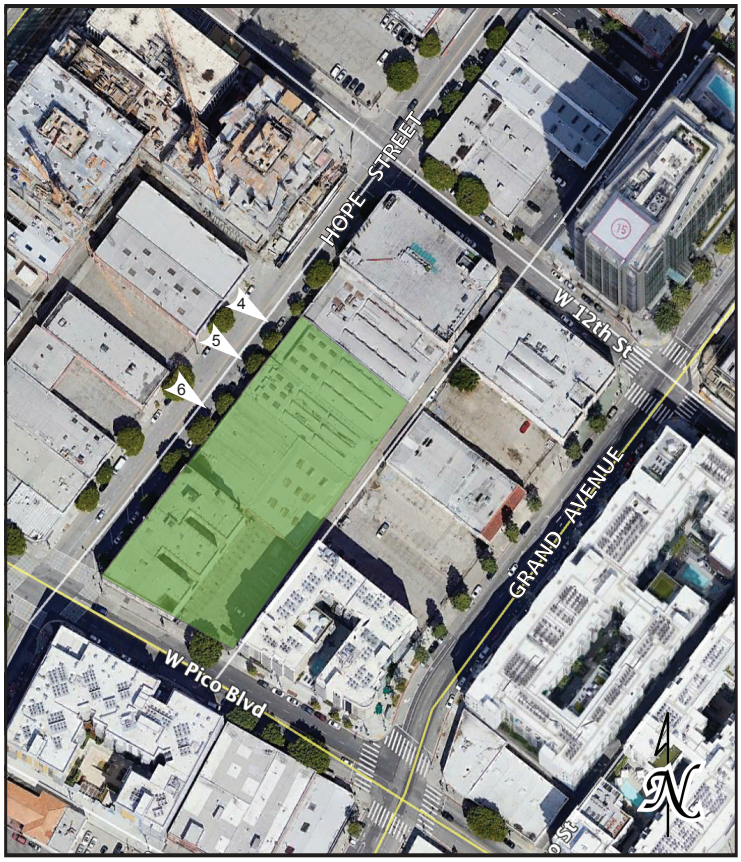
Source: EcoTierra 2019.

Figure II-2
Views of the Project Site
Views 1, 2, and 3

View 4: View looking southeast at commercial industrial building at 1220 South Hope Street.

View 5: View looking southeast at commercial industrial building at 1224 South Hope Street.

View 6: View looking southeast at commercial industrial building at 1240 South Hope Street.



PROJECT SITE

PHOTO LOCATION MAP

Source: EcoTierra 2019.

Figure II-3
Views of the Project Site
Views 4, 5, and 6

The Project Site is also located in the Greater Downtown Housing Incentive Area (GDHIA), the Los Angeles State Enterprise Zone (pursuant to Zoning Information [ZI] No. 2374), the City Center Redevelopment Plan Project Area, the Adaptive Reuse Incentive Area (ARIA), Central City Parking District, the Downtown Business District, and within a Methane Zone.[1] Pursuant to ZI No. 2385, as part of the GDHIA, the permissible density of the Project is unlimited.

The Project is located within a Transit Priority Area (TPA) pursuant to Senate Bill 743, due to its proximity to a "major transit stop" as defined in Public Resources Code (PRC) Section 21064.3. SB 743 defines a TPA as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the AM and PM peak commute periods. The Project Site is located approximately 100 and 500 feet from numerous transit stops including bus stops on south and north sides of Pico Boulevard, and approximately 500 feet east of the Pico Metro Station (Metro A and E Lines). The Project Site is an infill site, as it is located within an urban area, has been previously developed with qualified urban uses (e.g., residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses), and is surrounded by parcels that are developed with qualified urban uses.

Additionally, the Project's location within a designated Methane Zone indicates the potential for methane intrusions emanating from geologic formations and requires compliance with Citywide requirements set forth in the City's Methane Code for a project's construction and/or design as appropriate. The Project Site is also located in the LA Downtown Oil Field, a state-designated oil field known to have at least six months of economically viable oil production. However, there are no oil extraction operations, drilling, or mining of mineral resources at the Project Site.

3. Project Characteristics

a) Project Overview

The Project Site is currently occupied by the vacant Morrison Hotel, three commercial industrial buildings, and a surface parking lot. The Project would demolish the approximately 32,550 square feet of existing commercial industrial buildings and a surface parking lot. **Table II-1, Project Demolition Summary**, summarizes the land use that would be demolished by the Project.

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[1] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: May 2019.*

Table II-1
Project Demolition Summary

Address	Existing Land Use	APN	Amount
1220 South Hope Street	Commercial Industrial	5139-022-003	9,300 sf
1224 South Hope Street	Commercial Industrial	5139-022-004	7,750 sf
1240 South Hope Street	Commercial Industrial	5139-022-020	15,500 sf
427 West Pico Boulevard	Surface Parking Lot	5139-022-021	9,461 sf
APN = Assessor's Parcel Number; sf = square feet *Source: EcoTierra Consulting, January 2021.*			

The existing 46,626-square-foot, 111-unit single-resident occupancy (SRO) Morrison Hotel (Existing Hotel) would be partially rehabilitated, reconstructed, and demolished and expanded by approximately 174,481 square feet (Hotel Expansion). The Project also would construct an approximately 186,155-square-foot, hotel/residential building (Hotel/Residential Tower). Overall, the Project would construct 420,303 square feet of hotel and residential uses housed in the four-story partially rehabilitated, reconstructed, and demolished Morrison Hotel (Existing Hotel); 193-foot, 15-story hotel (Hotel Expansion); and 328-foot, 25-story hotel and residential tower (Hotel/Residential Tower). The Project proposes an FAR of 7.5:1 and would include 136 dwelling units, 444 guest rooms, 10,785 square feet of restaurant/bar space, and 11,091 square feet of museum space. Hotel uses would be operated by one commercial entity. The Project includes 233 parking spaces to be located within three subterranean levels up to 36 feet in depth. The subterranean levels would also include hotel and residential back-of-house and storage uses and a museum. A parking ramp would be accessed via a street-level entry from Hope Street, located beneath the second floor of the Hotel/Residential Tower. The separate Project components would be joined at various levels. The Existing Hotel and Hotel Expansion would be connected on Levels 2 through 4, with the Hotel Expansion and Hotel/Residential Tower would be connected on Levels 1 through 6.

(1) Existing Hotel

The existing four-story Morrison Hotel, located at the southwesterly portion of the Project Site, would be partially rehabilitated and adaptively reused as a new hotel. The Existing Hotel currently fronts along Hope Street with three wings extending east, resulting in a building that appears in the shape of an "E" if seen from above.

The Existing Hotel would include 87 hotel rooms within the remaining portions of the building, surrounding a landscaped 3,488-square-foot open courtyard accessible from both the Existing Hotel and Hotel Expansion. The Existing Hotel would also include a 5,155-square-foot ground floor restaurant in the southwestern corner, at the corner of Hope Street and Pico Boulevard. A 2,919-square-foot gallery/loggia accessed from Hope Street, entry courtyard, and entry to the Hotel Expansion would be located on the ground floor. A courtyard fronting Hope Street would provide entry to the hotel lobby check-in and the gallery loggia. Hotel guest rooms would be located on Levels 2 through 4 of the existing Morrison Hotel. The height of the Existing Hotel would remain unchanged, at four stories and approximately 52 feet high.

(2) Hotel Expansion

The 15-story Hotel Expansion would be located along the eastern and southeastern portions of the Project Site. Hotel uses, including a 11,091-square-foot museum would be located on the first subterranean level and 357 hotel guestrooms would be located on Levels 1 through 15 of the Hotel Expansion. A 1,050-square-foot fitness area would be located on Level 4. A hotel pool, 2,838-square-foot rooftop restaurant/bar, and a 1,715-square-foot covered and 3,677-square-foot uncovered outdoor terrace would be located on Level 15. The hotel expansion would be approximately 193 feet tall.

(3) Hotel/Residential Tower

The 25-story Hotel/Residential Tower would be located along the northern and eastern portions of the Project Site. A residential lobby with bike storage and mail room would be provided at the northwestern portion of the Hotel/Residential Tower on the ground floor. The residential lobby would have two entries: from a doorway on Hope Street and a doorway accessed from a covered street-level driveway with its entry from Hope Street (and located beneath the second floor of the Hotel/Residential Tower). Residential amenity areas would be located on Level 6, and the remaining residential uses would be located on Levels 7 through 25 of the Hotel/Residential Tower. A rooftop pool, covered and uncovered terraces, gym, and lounges for residents would be located on Level 25. The Hotel/Residential Tower would be approximately 328 feet tall.

Hotel-related uses would be located on Levels 1 through 5 of the Hotel/Residential Tower. A 3,327-square-foot loggia/coworking space and 2,792-square-foot lobby/bar would be located on Level 1. Level 2 would include two high-ceiling event/ballrooms that would be open above to Level 3, and a 1,982 square foot amenity terrace. Two smaller meeting spaces totaling 1,372 square feet would be located on Level 3. Level 5 includes 4,379 square feet of amenity terrace and a 3,118-square-foot event/ballroom.

Table II-2, Project Development Summary, provides a summary of the proposed land uses.

A conceptual site plan is shown on **Figure II-4**, **Conceptual Plot Plan**. **Figures II-5** through **II-23** detail the plot plan, floor plans for the three-level subterranean parking structure and the 25 above-ground levels.

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Table II-2
Project Development Summary

Land Use	Size
Hotel Rooms	
Existing Hotel (Adaptive Reuse)	87 rm
Existing Hotel Expansion	357 rm
Total Hotel Rooms	**444 rm**
Residential Units	
1 bedroom	74 du
2 bedrooms	62 du
Total Residential Units	**136 du**
Building Floor Area Breakdown	
Existing Hotel	
Hotel	29,187 sf
Restaurant	5,155 sf
Total	**34,342 sf**
Hotel Expansion	
Hotel	165,800 sf
Restaurant	2,838 sf
Museum	5,843 sf
Total	**174,481 sf**
Hotel/Residential Tower	
Residential	150,366 sf
Hotel	32,997 sf
Restaurant	2,792 sf
Total	**186,155 sf**
Basement	
Residential (storage)	5,935 sf
Hotel (storage, housekeeping, breakrooms)	14,142 sf
Museum	5,248 sf
Total	**25,325 sf**
Total Project Floor Area	**420,303 sf**

du = dwelling units; rm = rooms; sf = square feet
Source: SHoP Architects, October 2020.

The Project Applicant is requesting a Vesting Tentative Tract Map (VTT), Site Plan Review (SPR), Master Conditional Use Permit for Alcohol (MCUP), Conditional Use Permit for Live Entertainment (CUX), Zone Variance (ZV), and a 20 percent reduction in required parking in conjunction with the Conditional Use Permit requests. See Requested Permits and Approvals discussion below for more information regarding the discretionary requests that are part of the Project.

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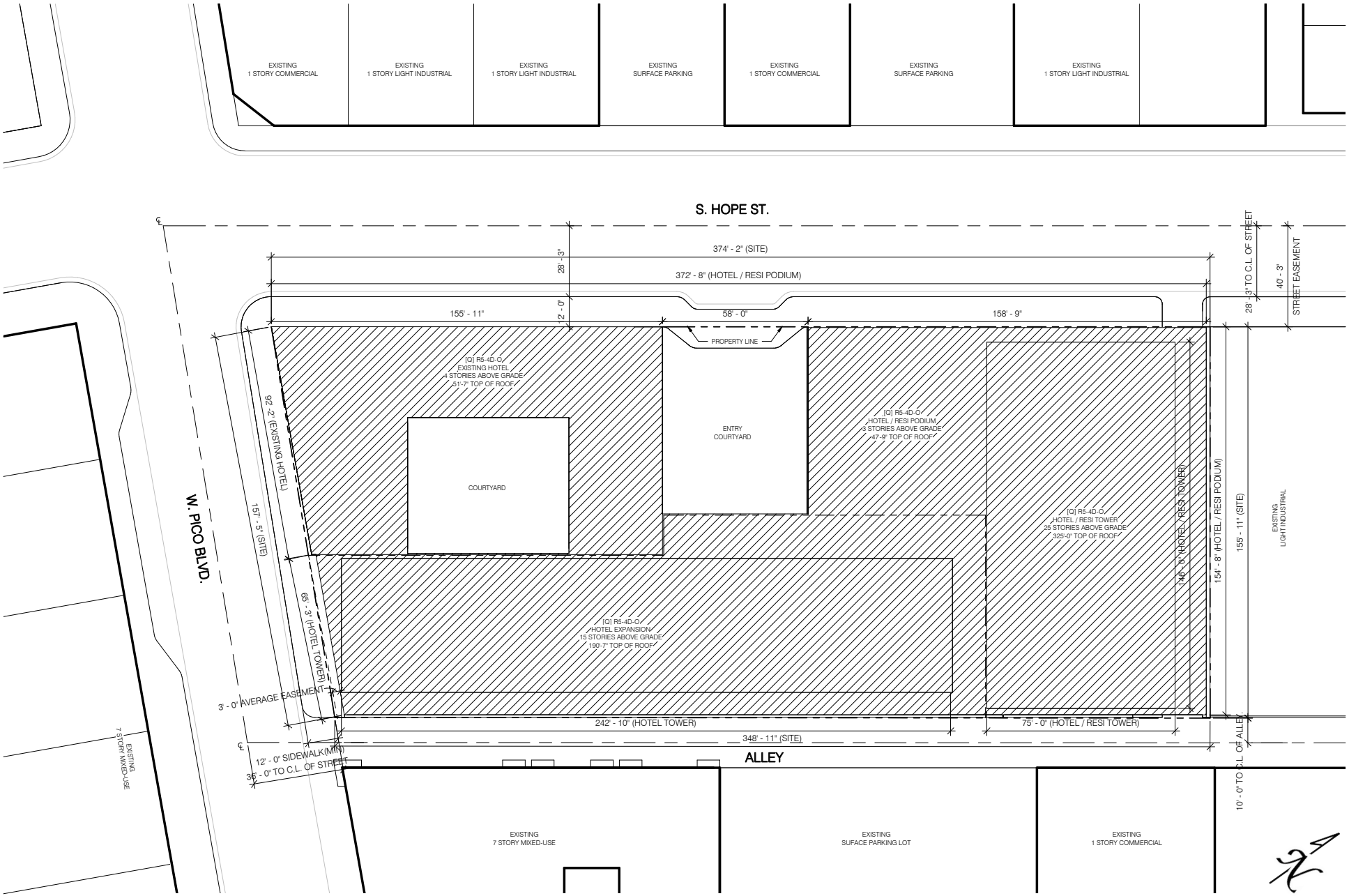
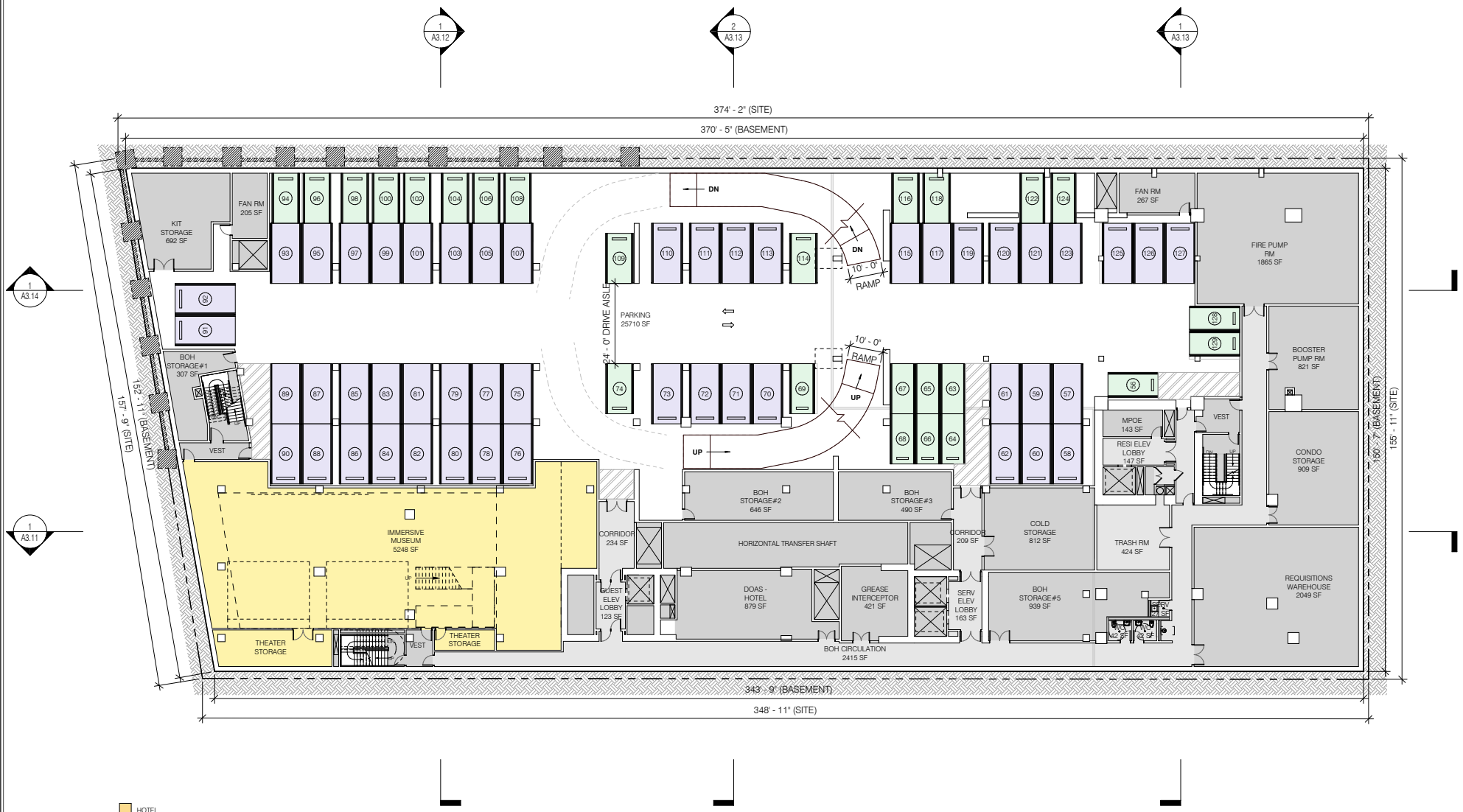


Source: ShoP Architects, July 2020.

Figure II-4
Conceptual Plot Plan

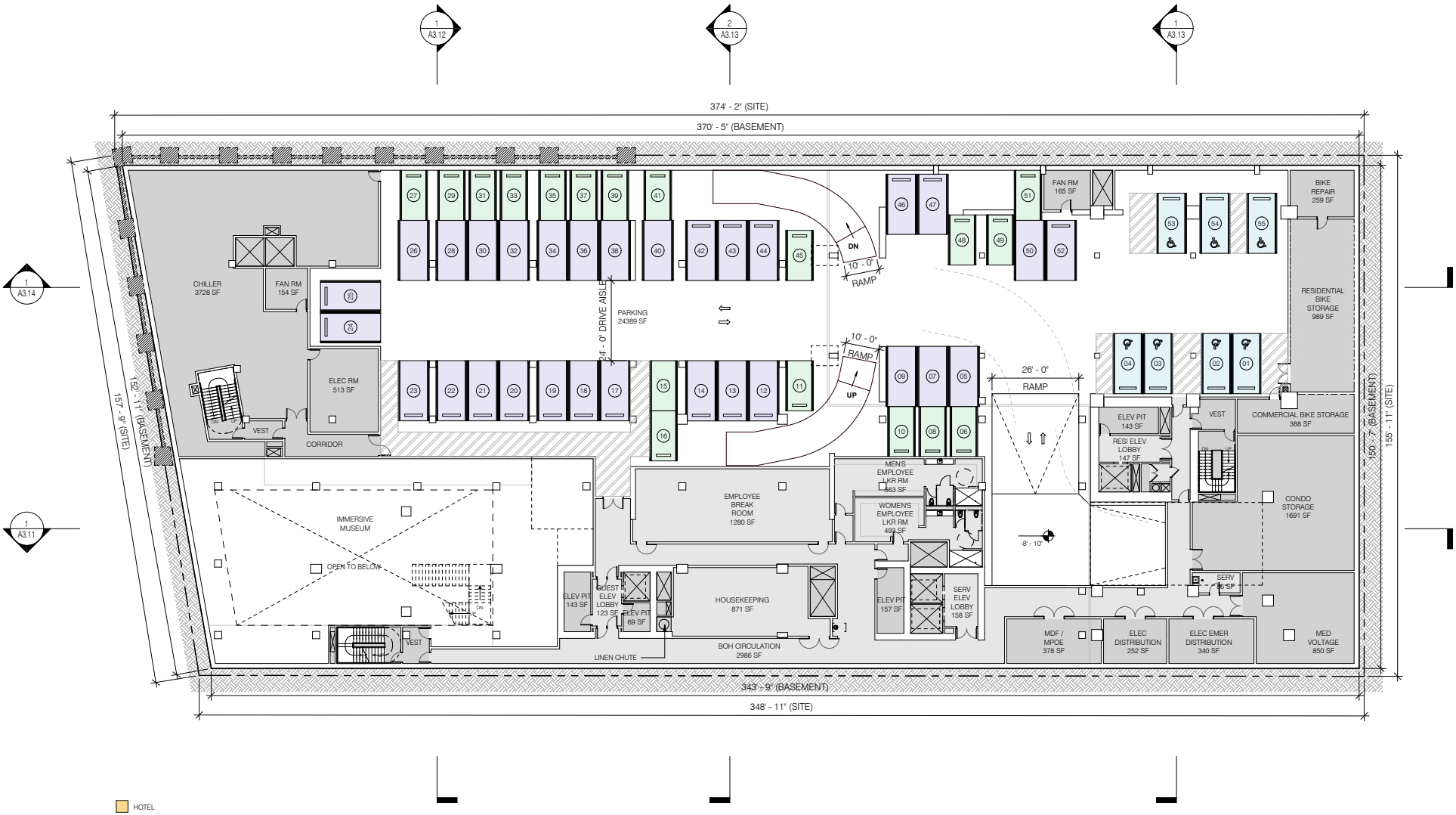
Source: ShoP Architects, July 2020.

Figure II-5
Floor Plan – Level B3



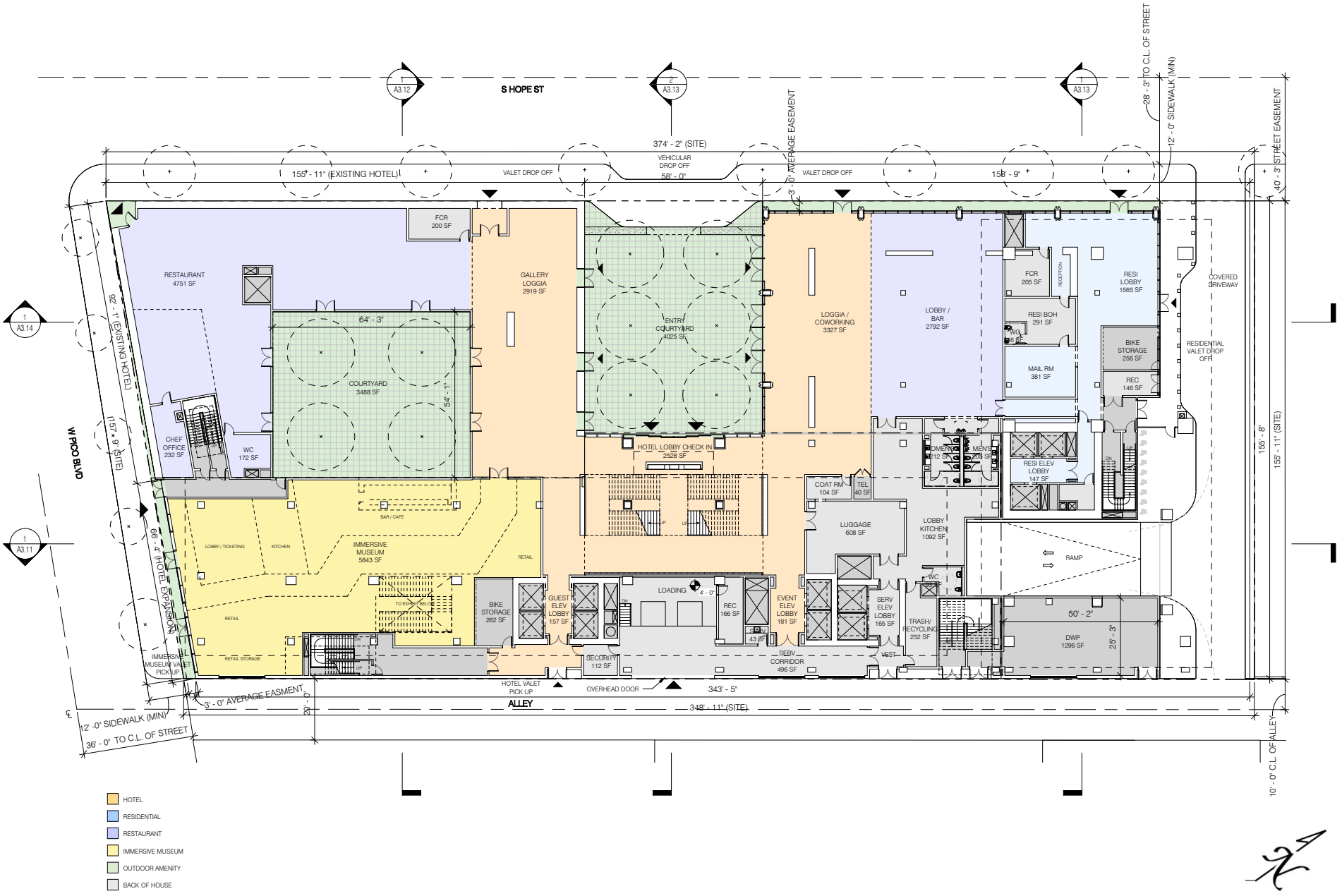
Source: ShoP Architects, July 2020.

Figure II-6
Floor Plan – Level B2



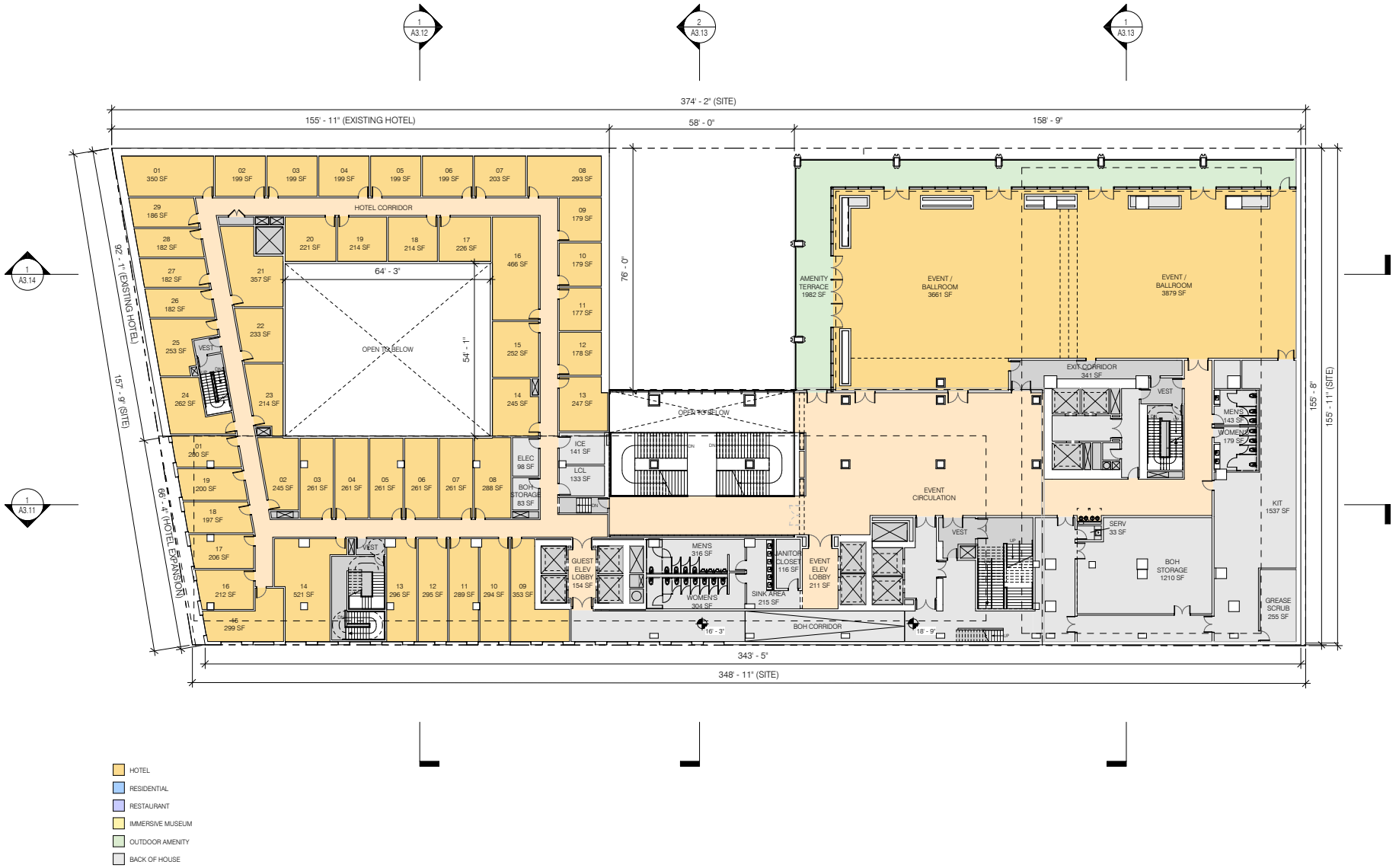
Source: ShoP Architects, July 2020.

Figure II-7
Floor Plan – Level B1



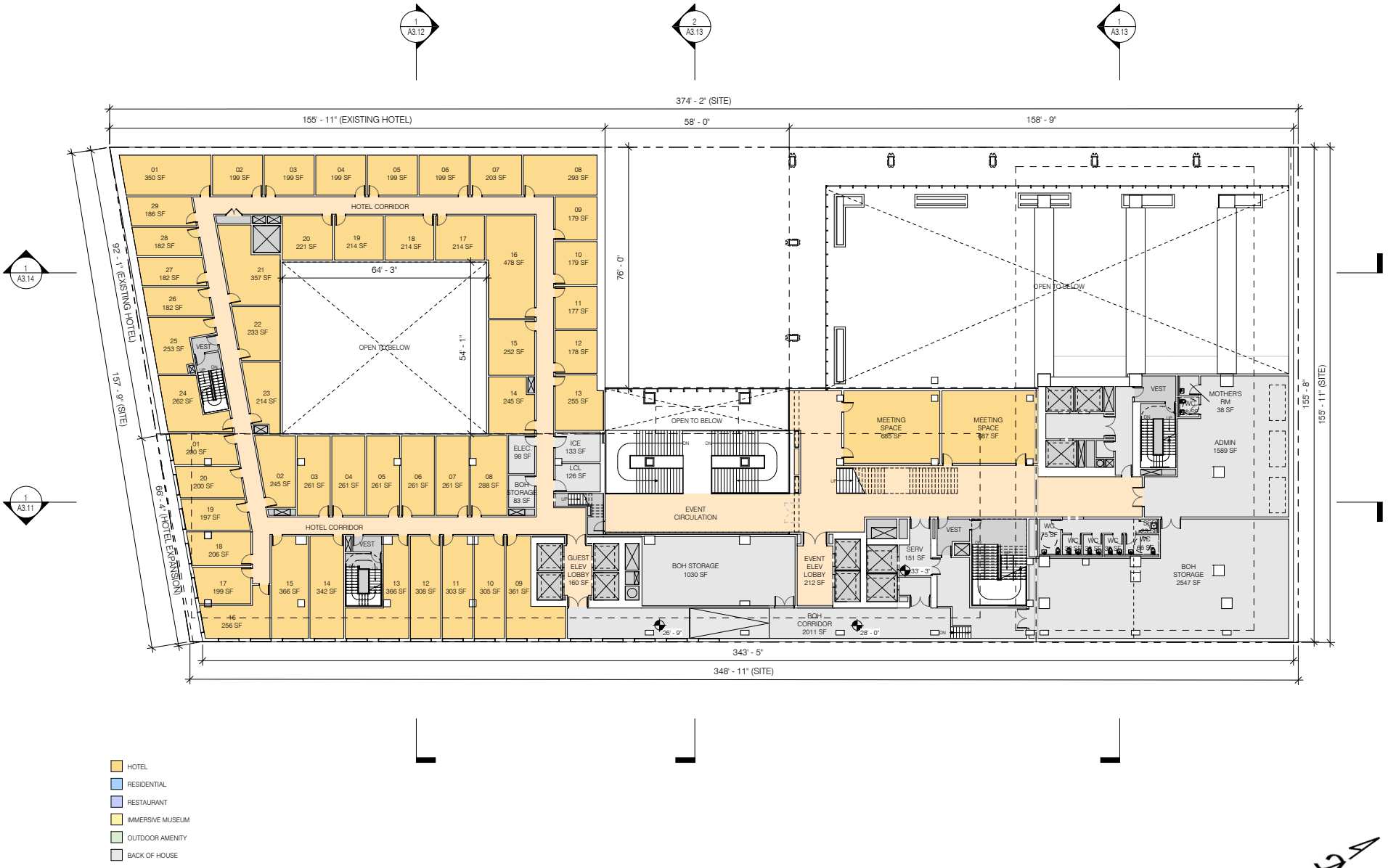
Source: ShoP Architects, July 2020.

Figure II-8
Floor Plan – Level 1



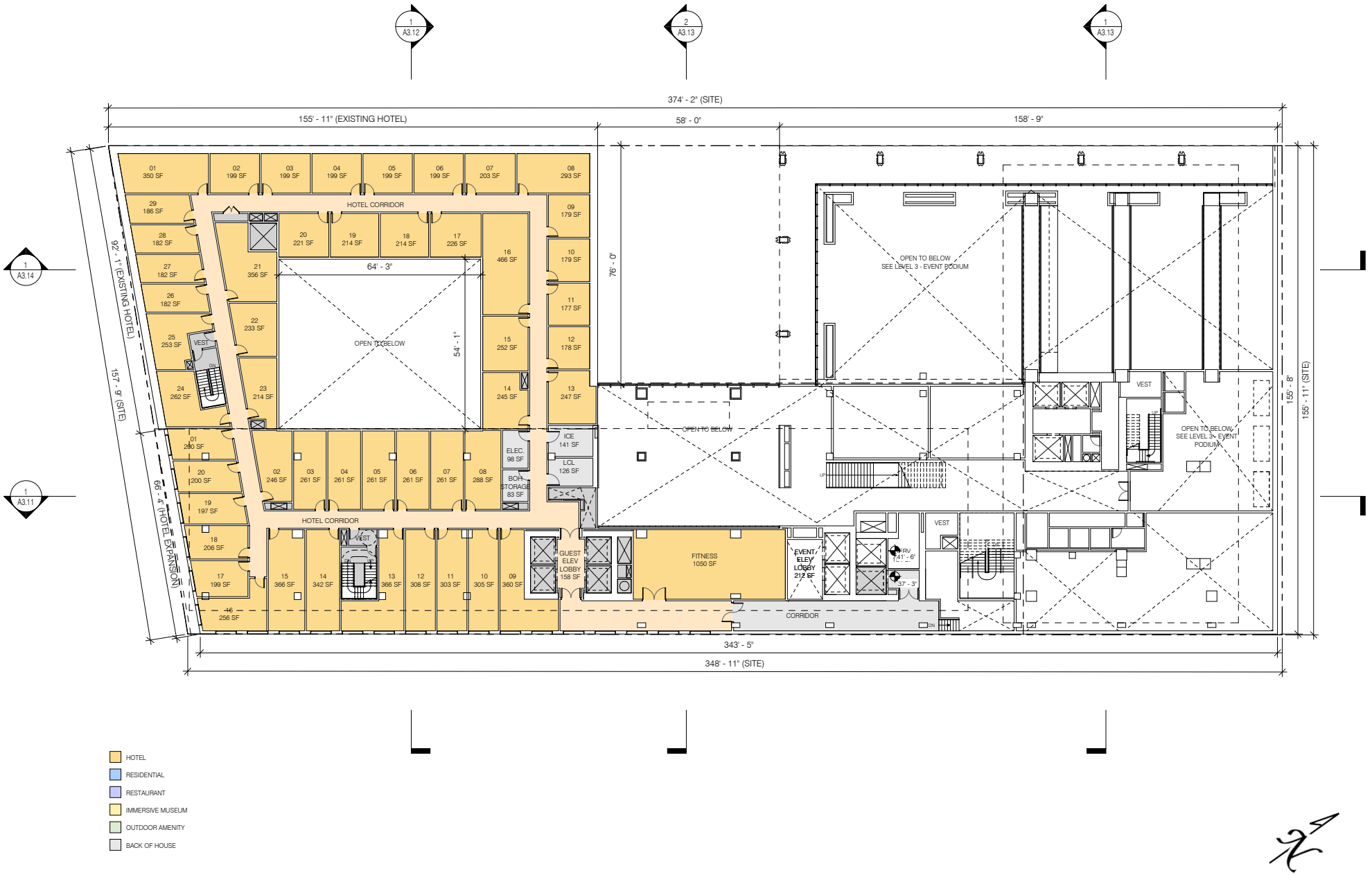
Source: ShoP Architects, July 2020.

Figure II-9
Floor Plan – Level 2



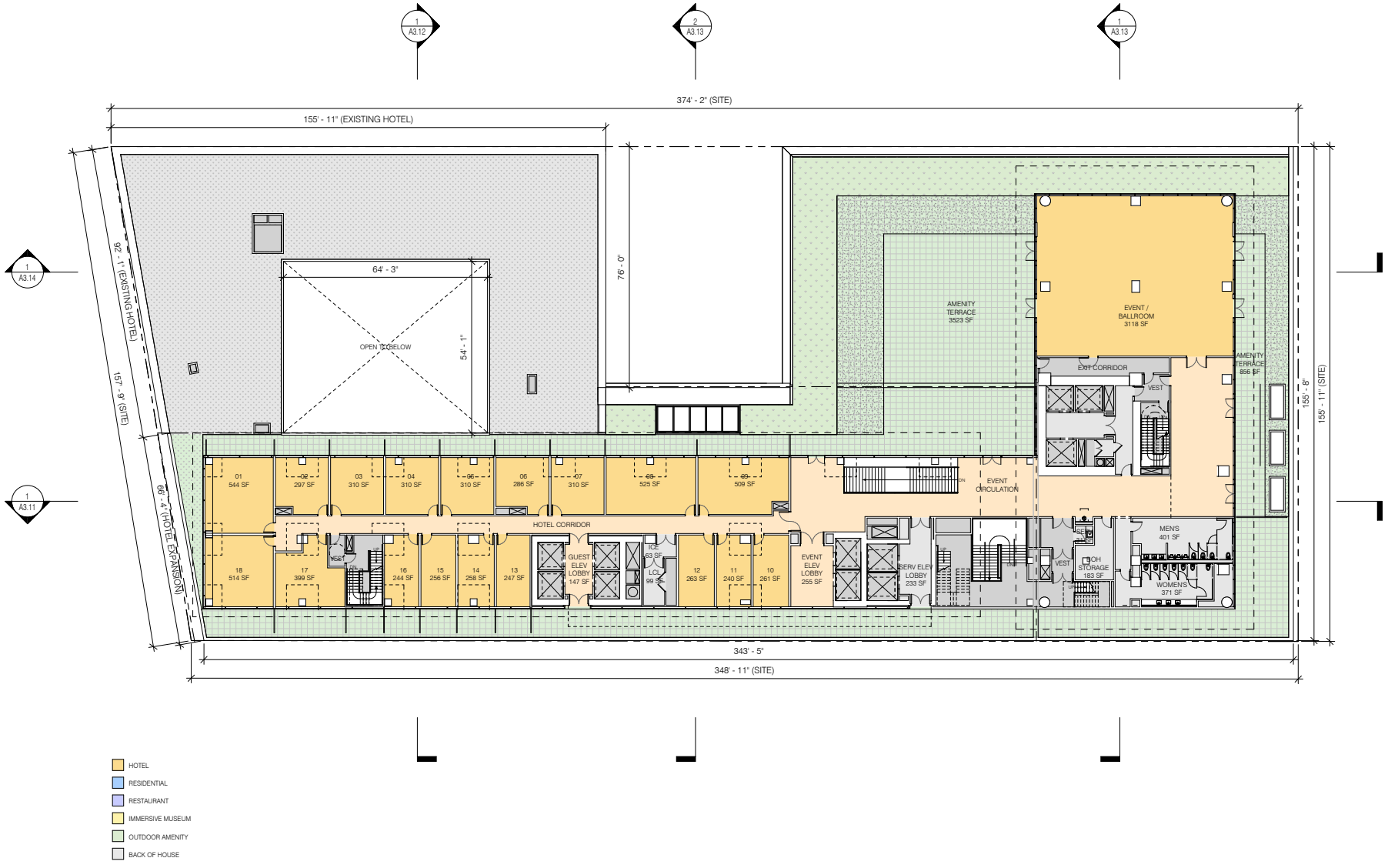
Source: ShoP Architects, July 2020.

Figure II-10
Floor Plan – Level 3



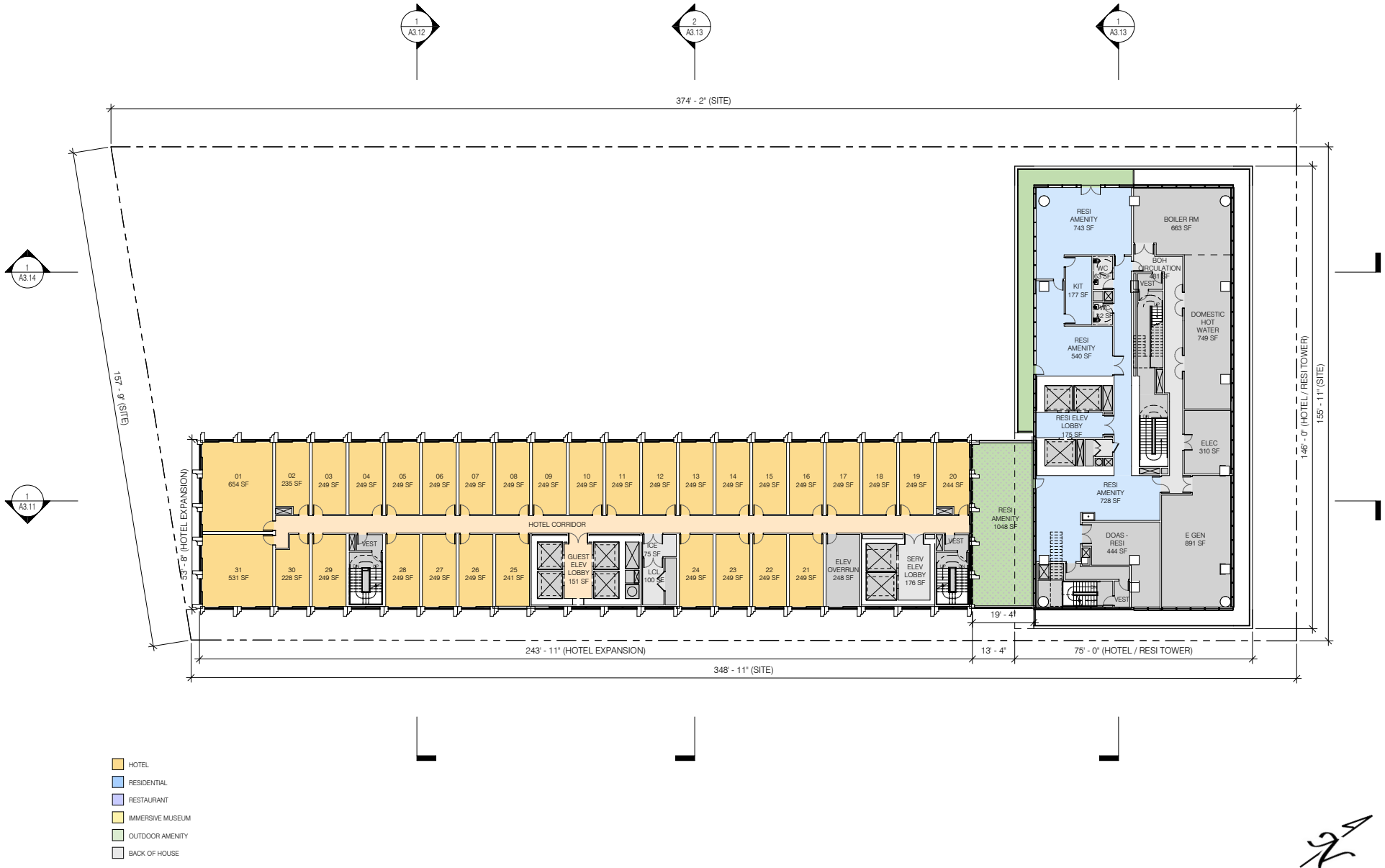
Source: ShoP Architects, July 2020.

Figure II-11
Floor Plan – Level 4



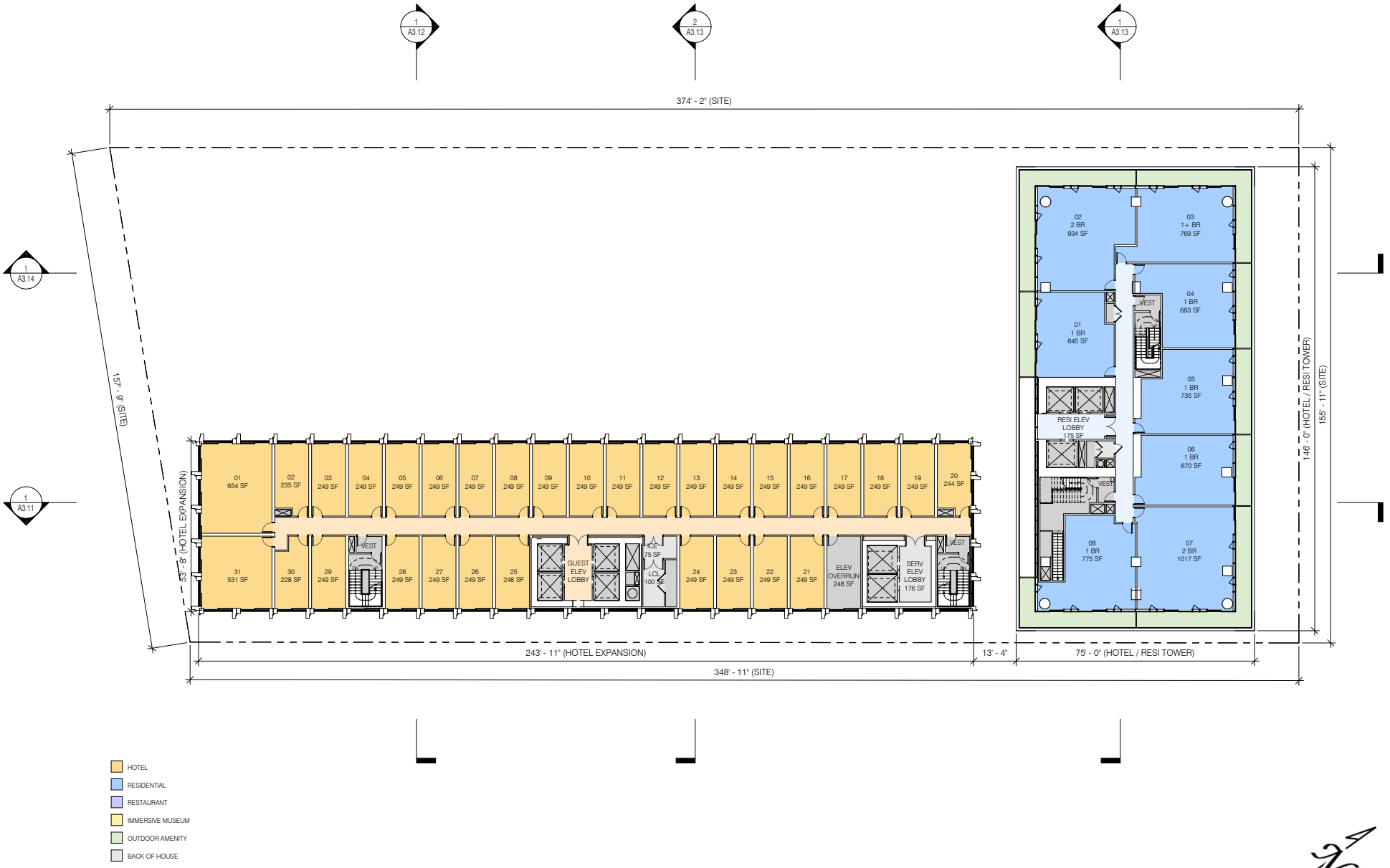
Source: ShoP Architects, July 2020.

Figure II-12
Floor Plan – Level 5



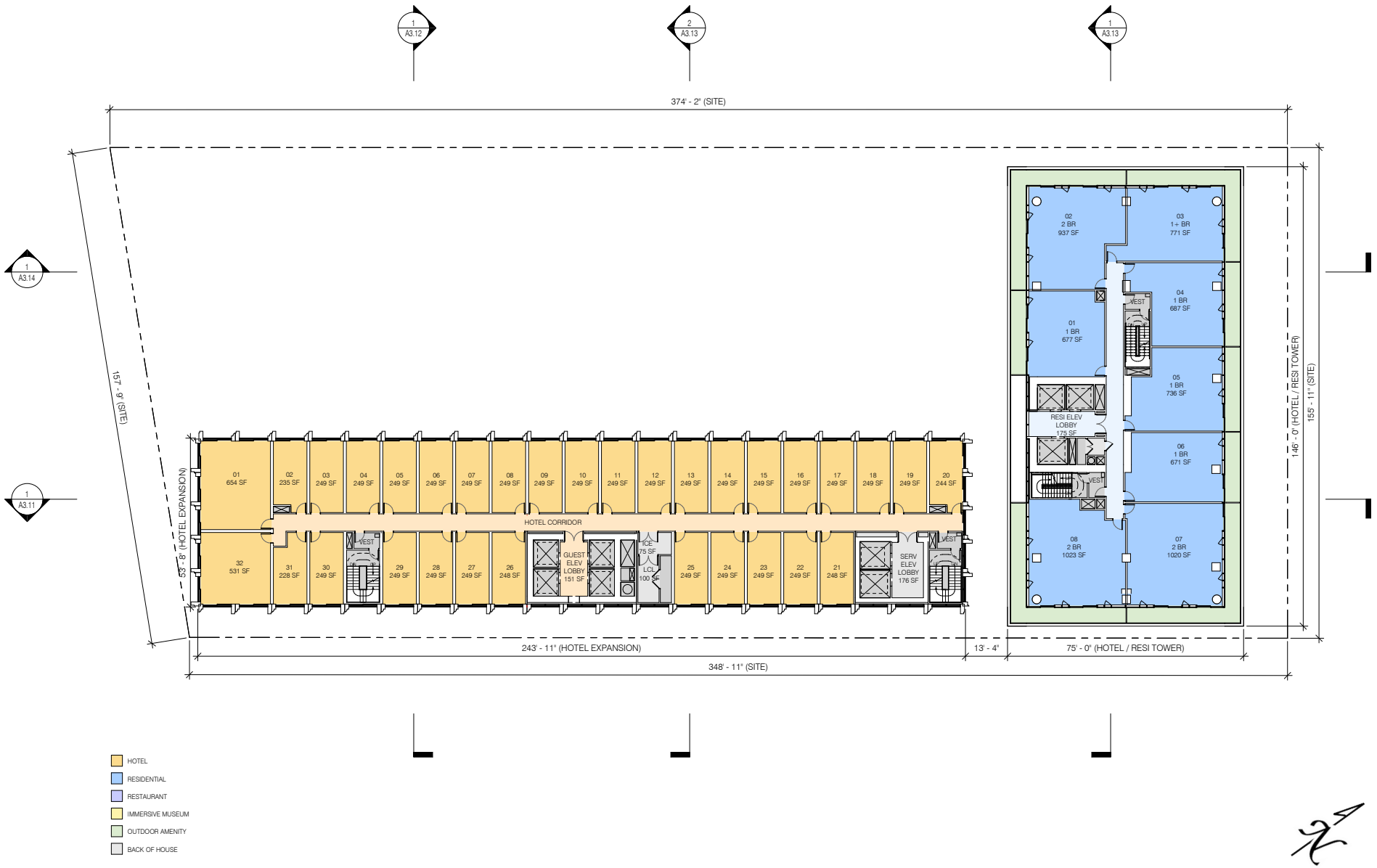
Source: ShoP Architects, July 2020.

Figure II-13
Floor Plan – Level 6



Source: ShoP Architects, July 2020.

Figure II-14
Floor Plan – Level 7



Source: ShoP Architects, July 2020.

Figure II-15
Floor Plan – Level 8

Source: ShoP Architects, July 2020.

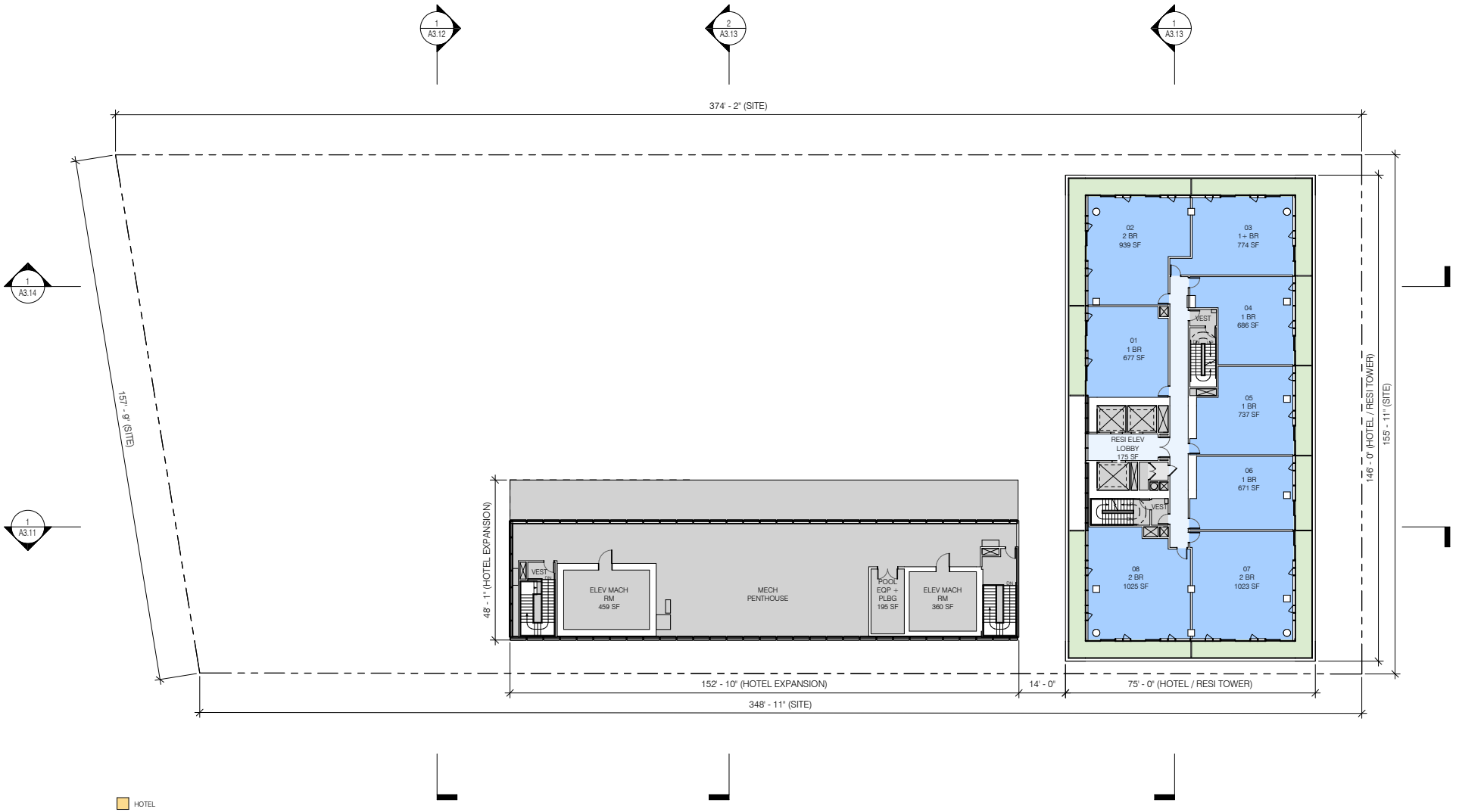
Figure II-16
Floor Plan – Levels 9 through 13

Source: ShoP Architects, July 2020.

Figure II-17
Floor Plan – Level 14

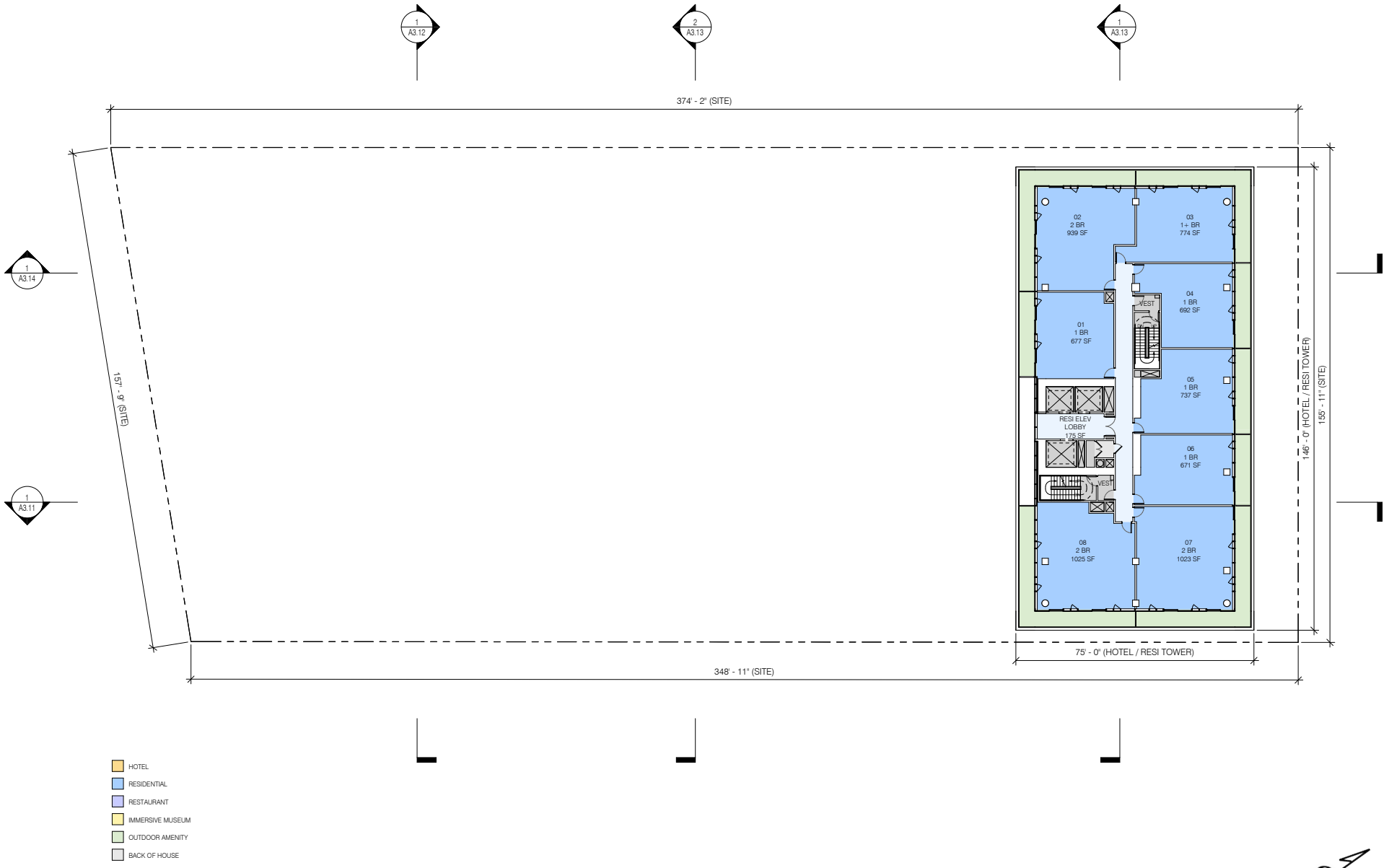
Source: ShoP Architects, July 2020.

Figure II-18
Floor Plan – Level 15



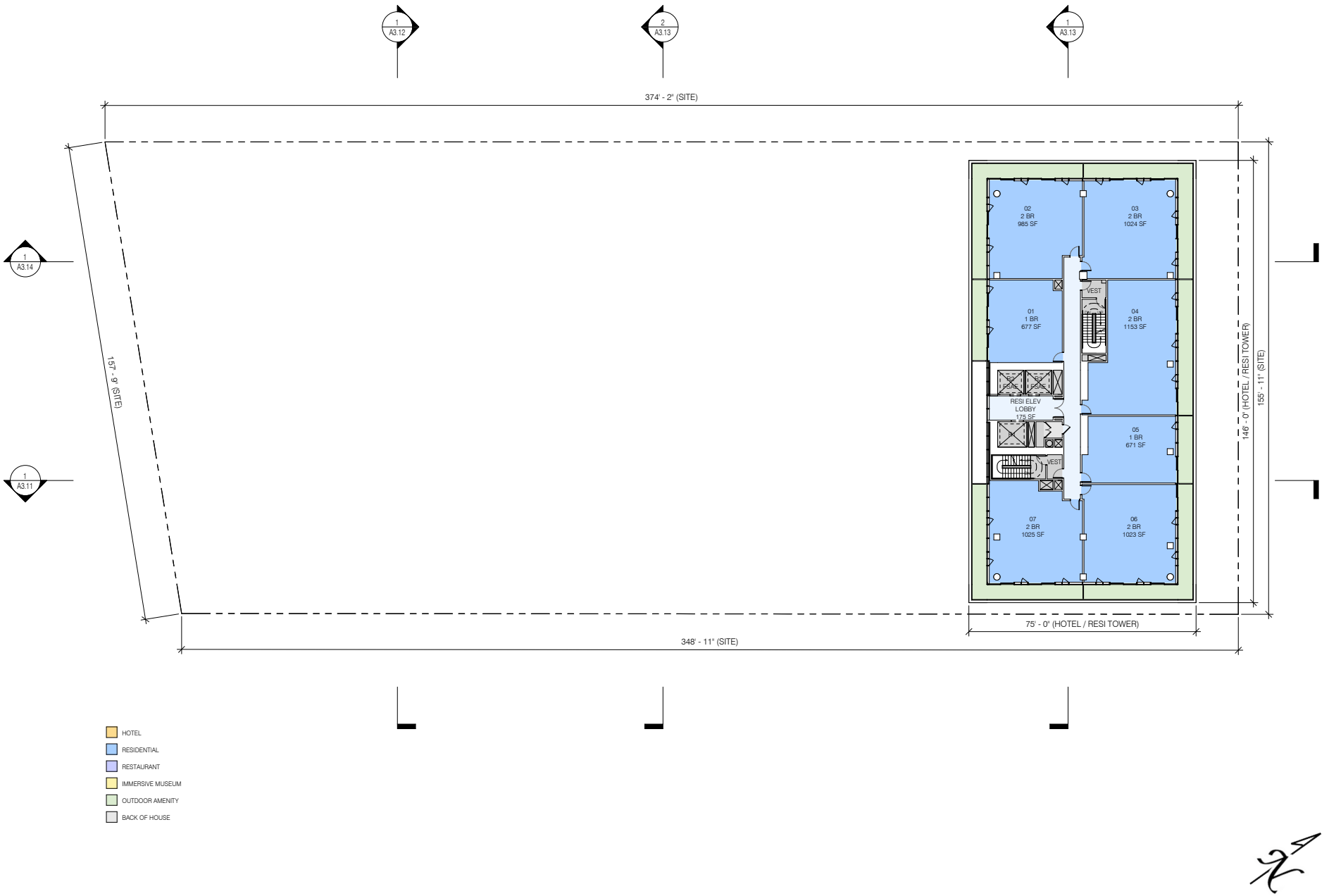
Source: ShoP Architects, July 2020.

Figure II-19
Floor Plan – Level 16



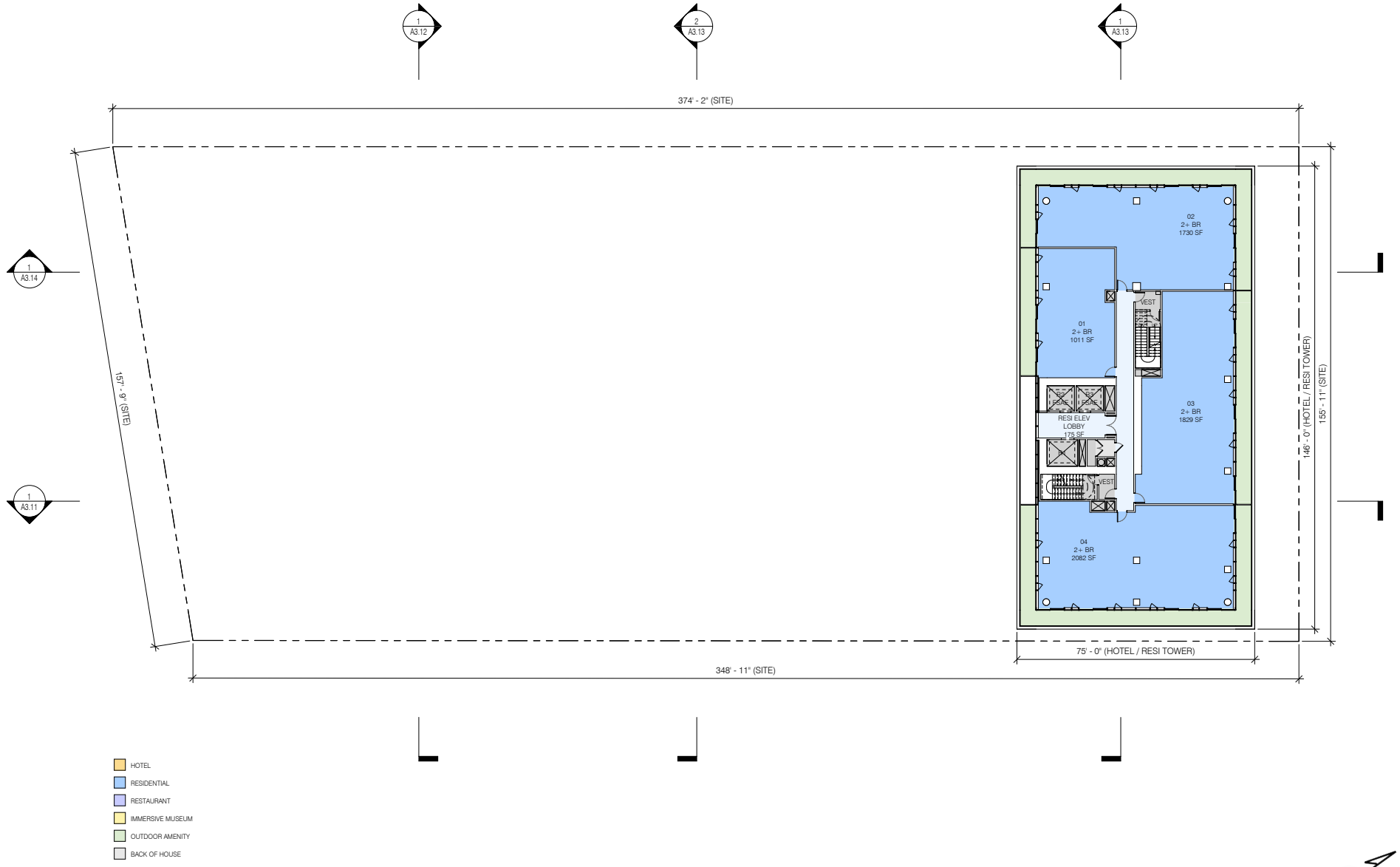
Source: ShoP Architects, July 2020.

Figure II-20
Floor Plan – Levels 17 through 18



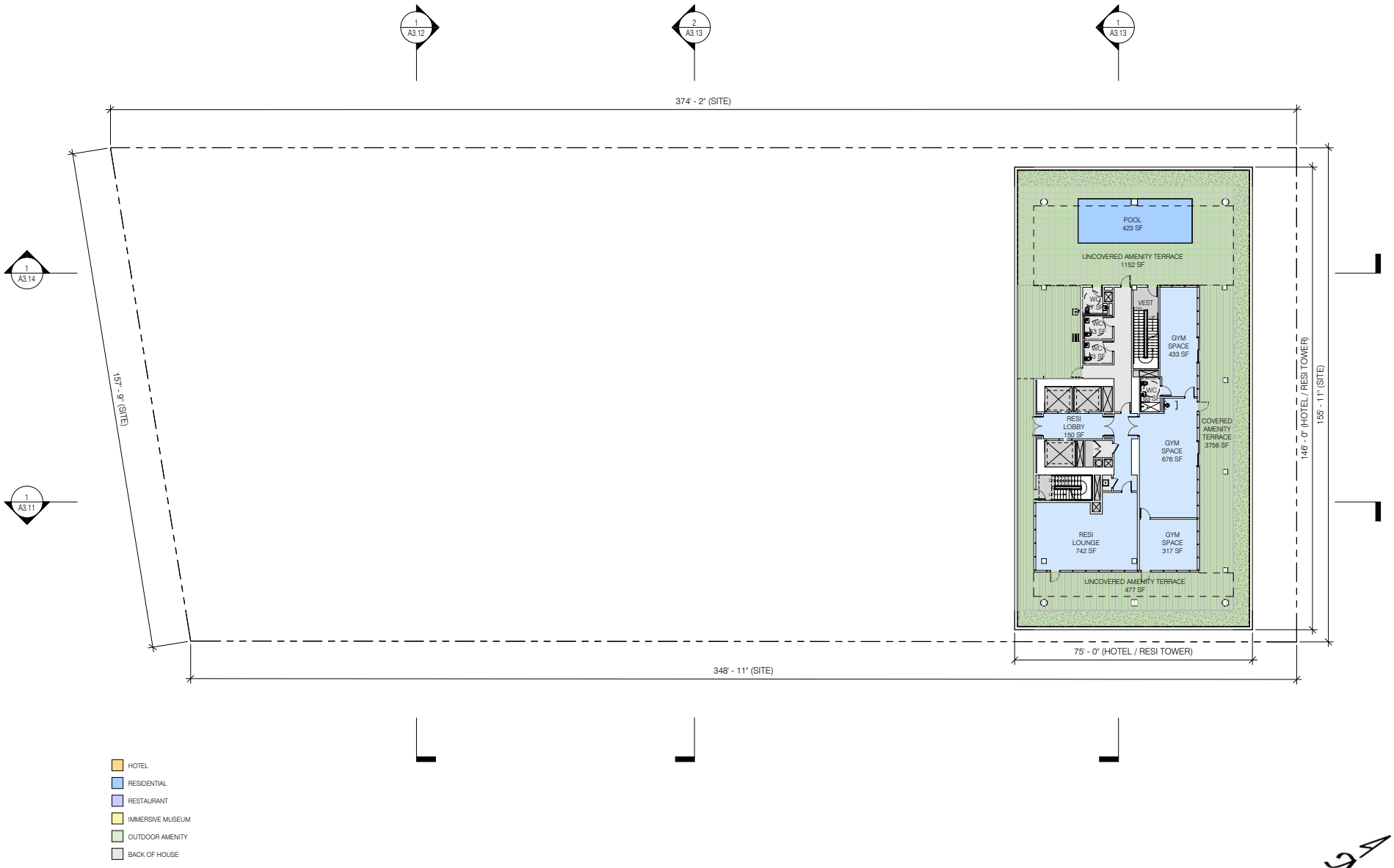
Source: ShoP Architects, July 2020.

Figure II-21
Floor Plan – Level 19 through 23



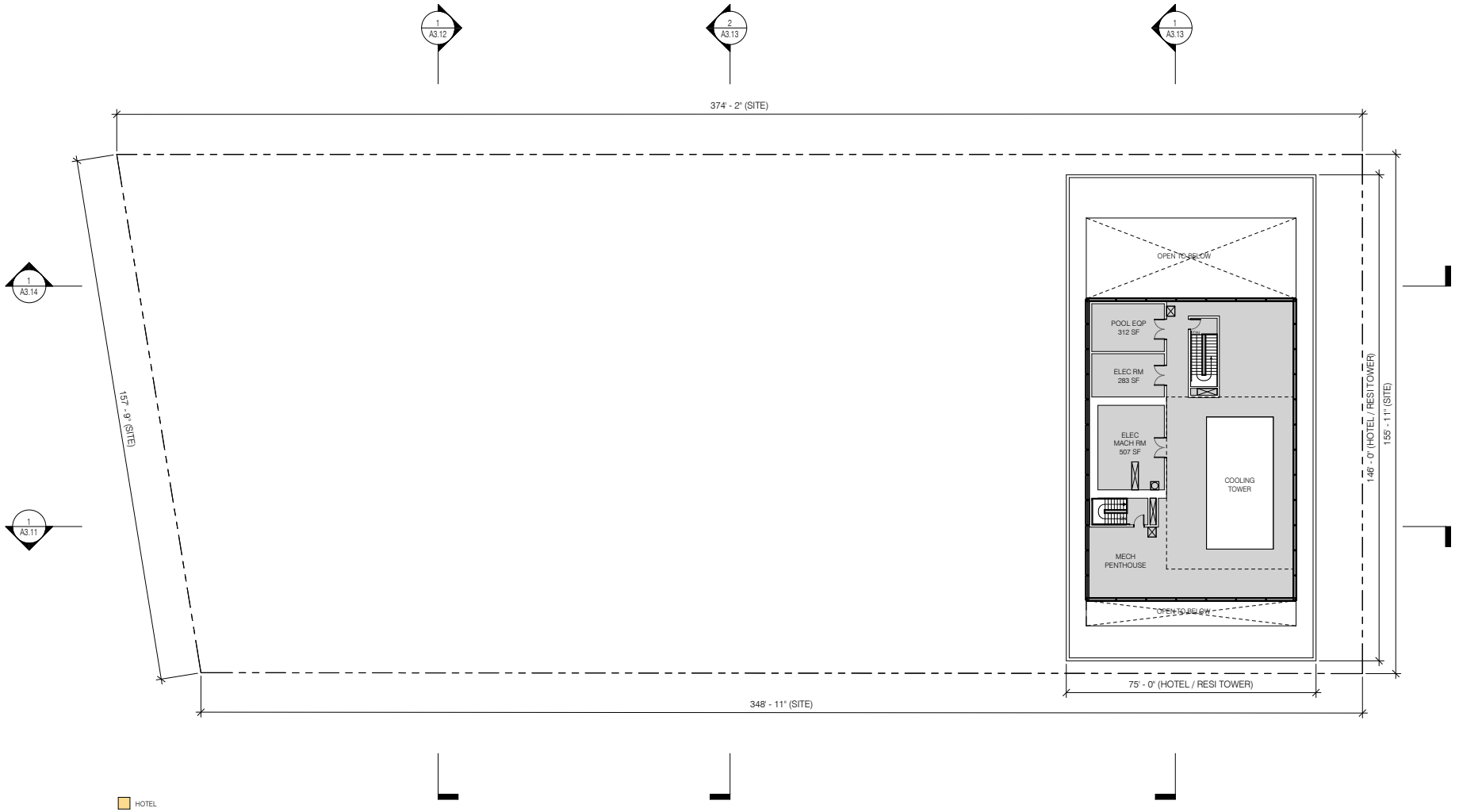
Source: ShoP Architects, July 2020.

Figure II-22
Floor Plan – Level 24



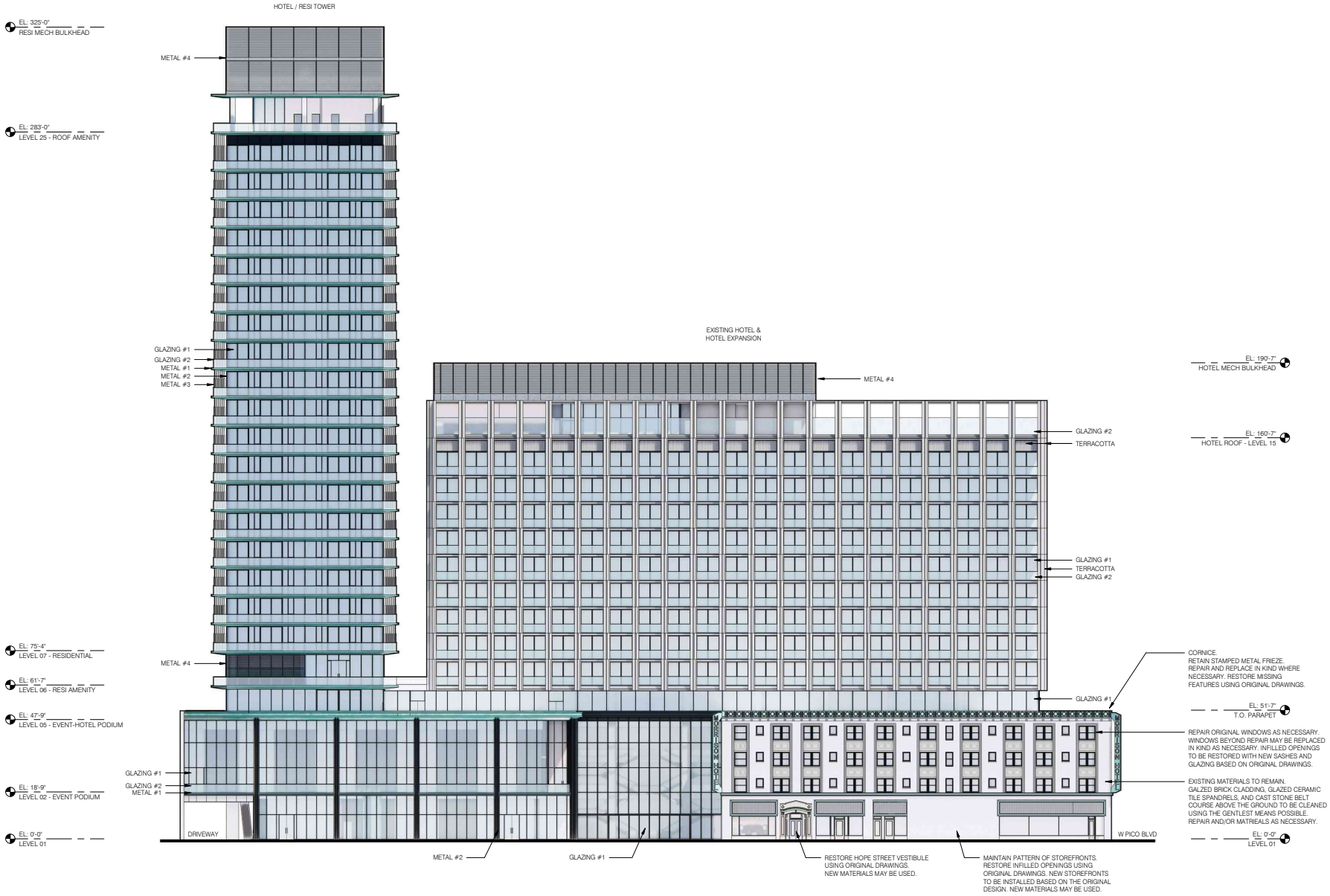
Source: ShoP Architects, July 2020.

Figure II-23
Floor Plan – Level 25



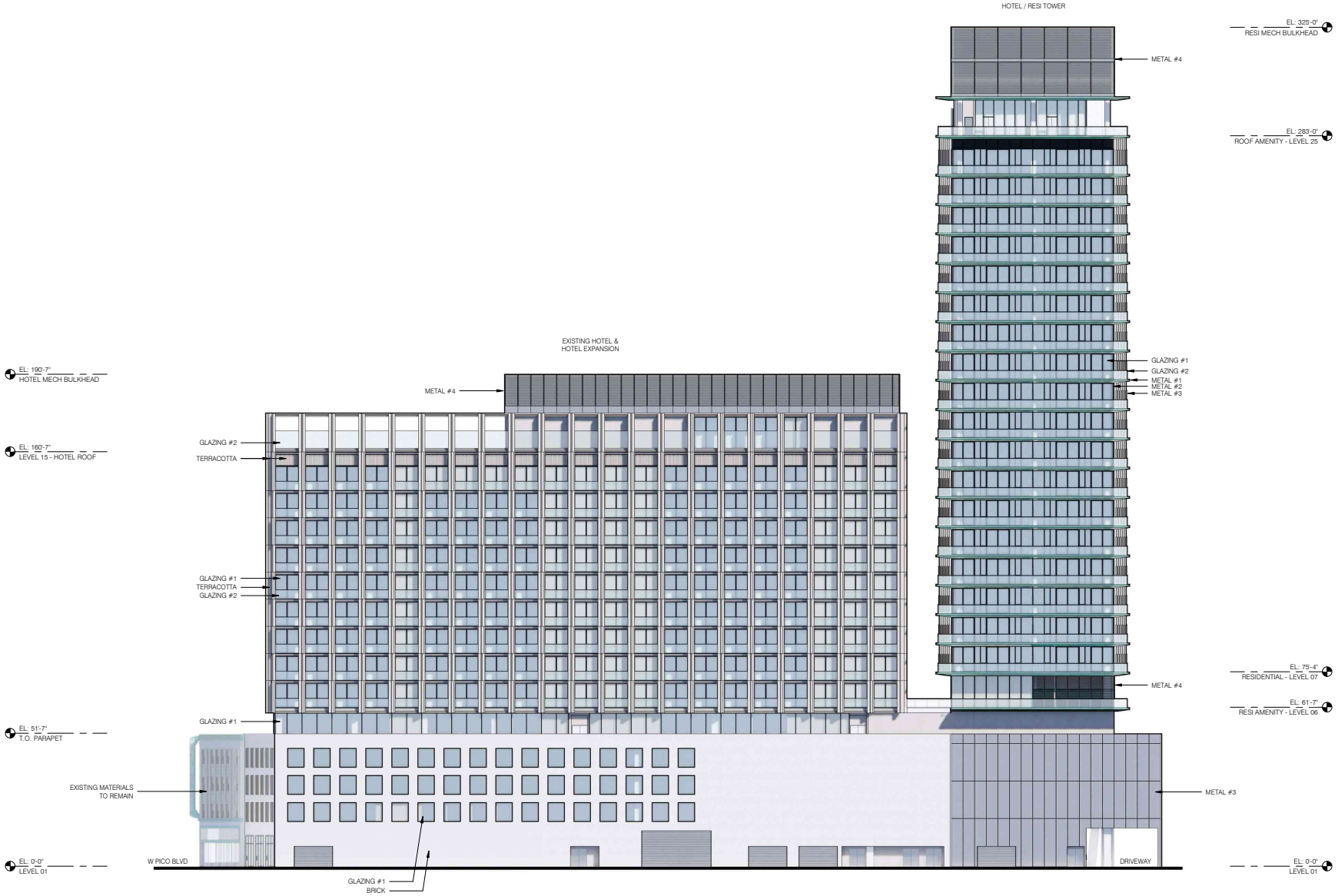
Source: ShoP Architects, July 2020.

Figure II-24
Floor Plan – Level 26



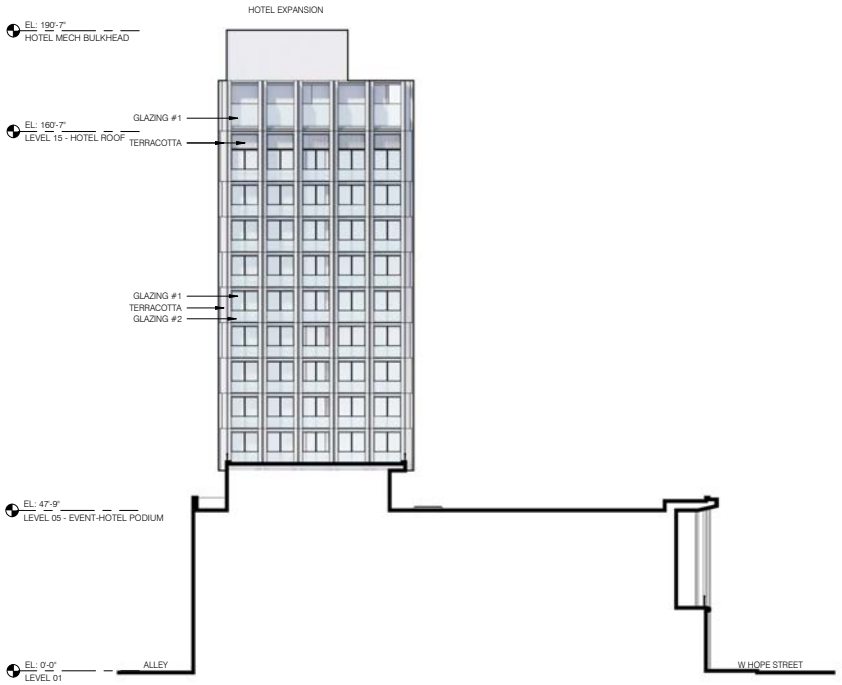
Source: ShoP Architects, July 2020.

Figure II-25
West Elevation

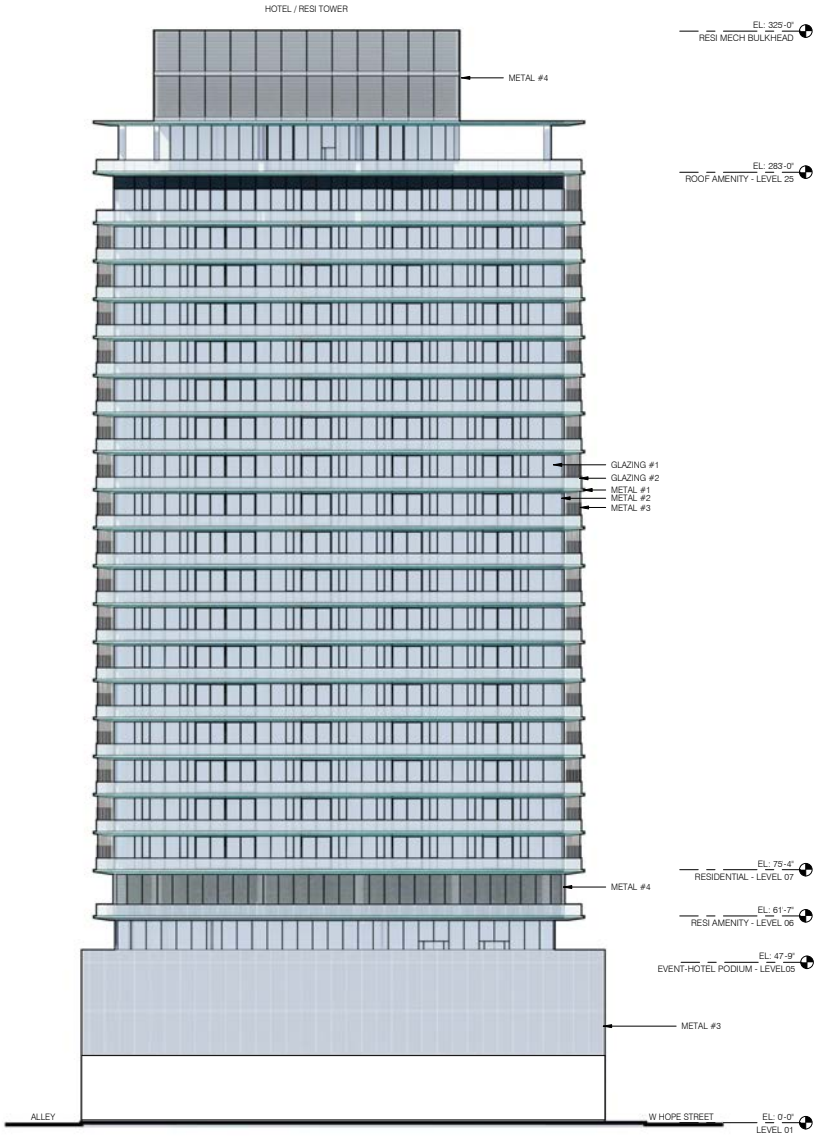


Source: ShoP Architects, July 2020.

Figure II-26
East Elevation



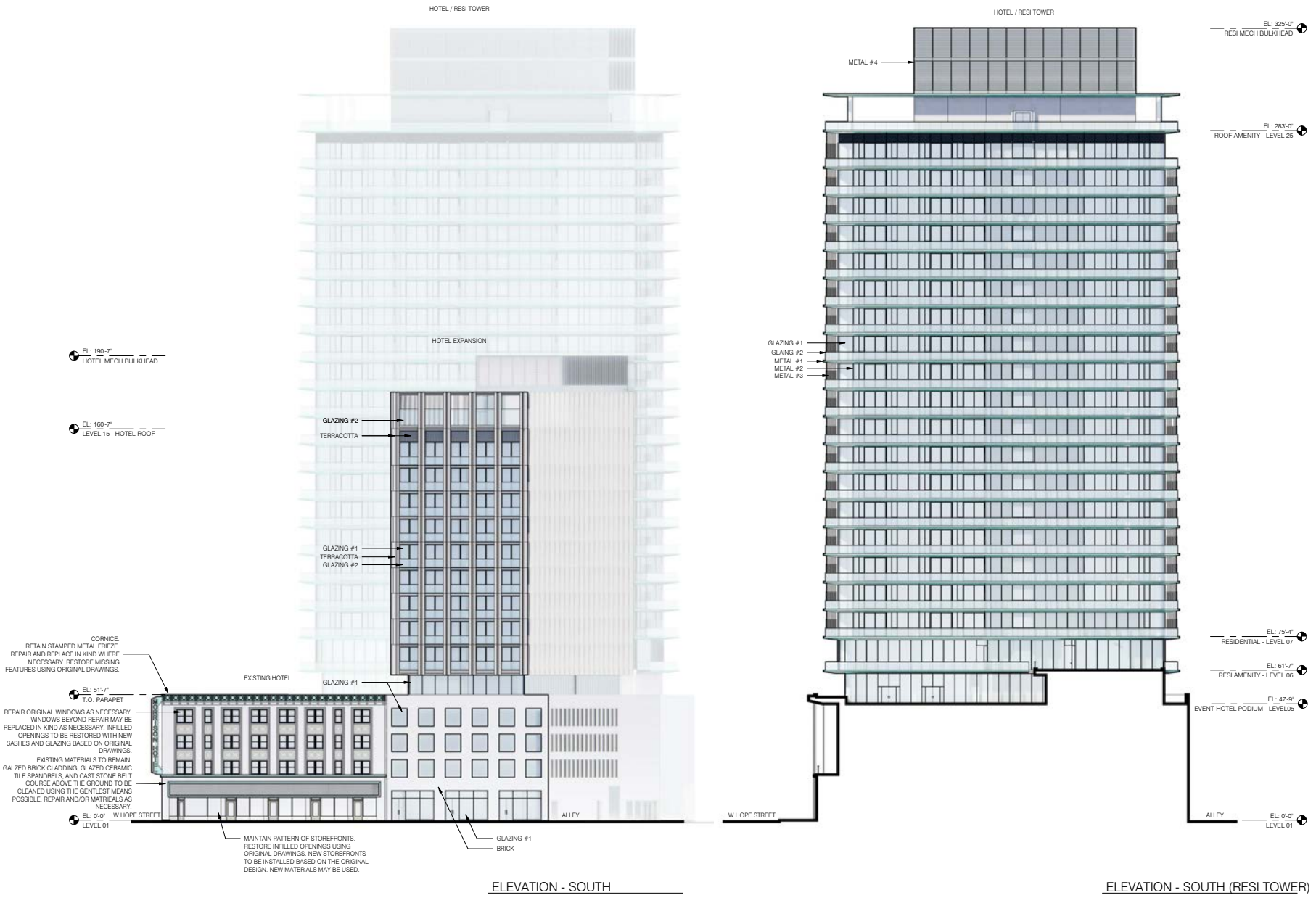
ELEVATION - NORTH (HOTEL)



ELEVATION - NORTH (RESI)

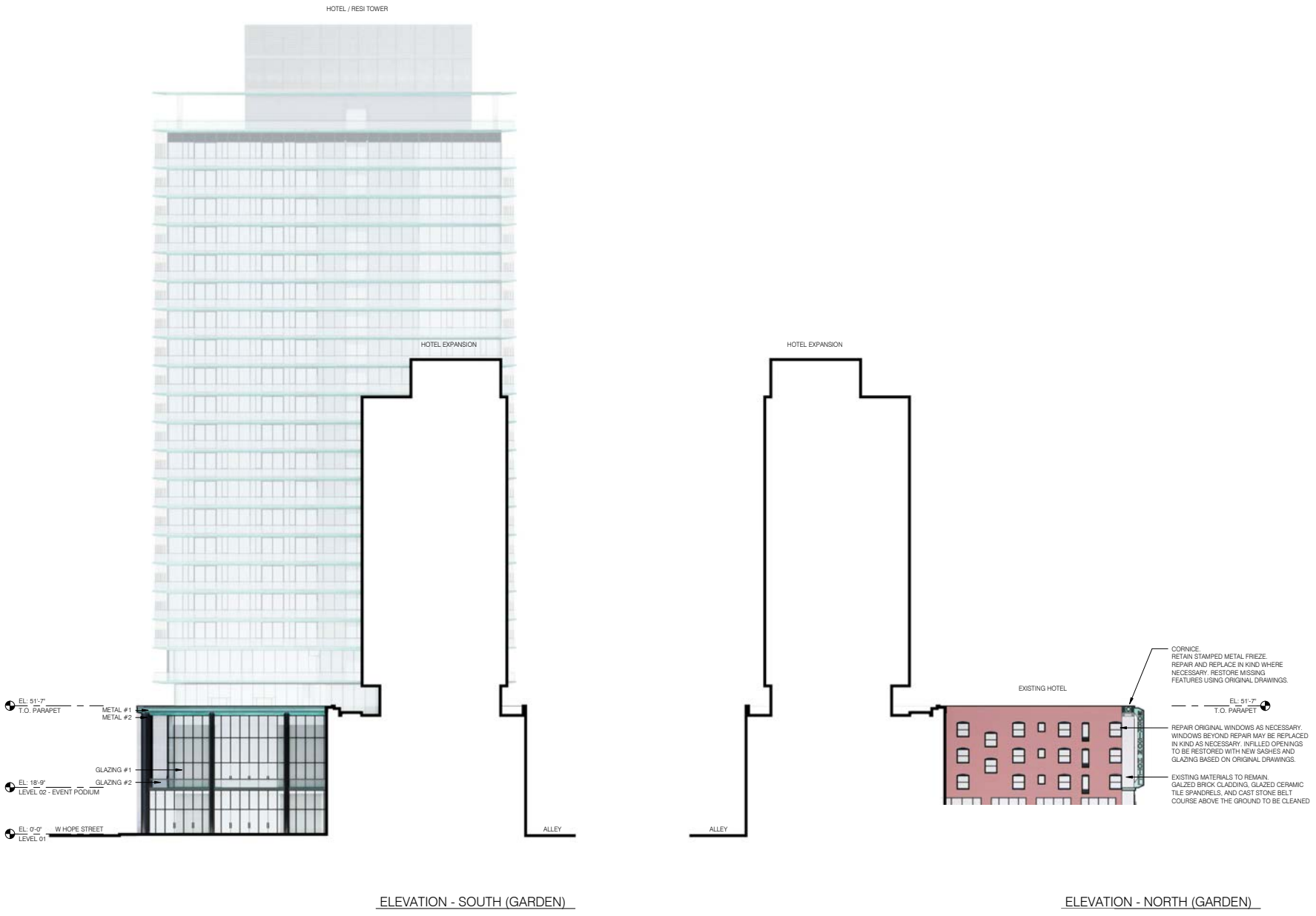
Source: ShoP Architects, July 2020.

Figure II-27
North Elevation



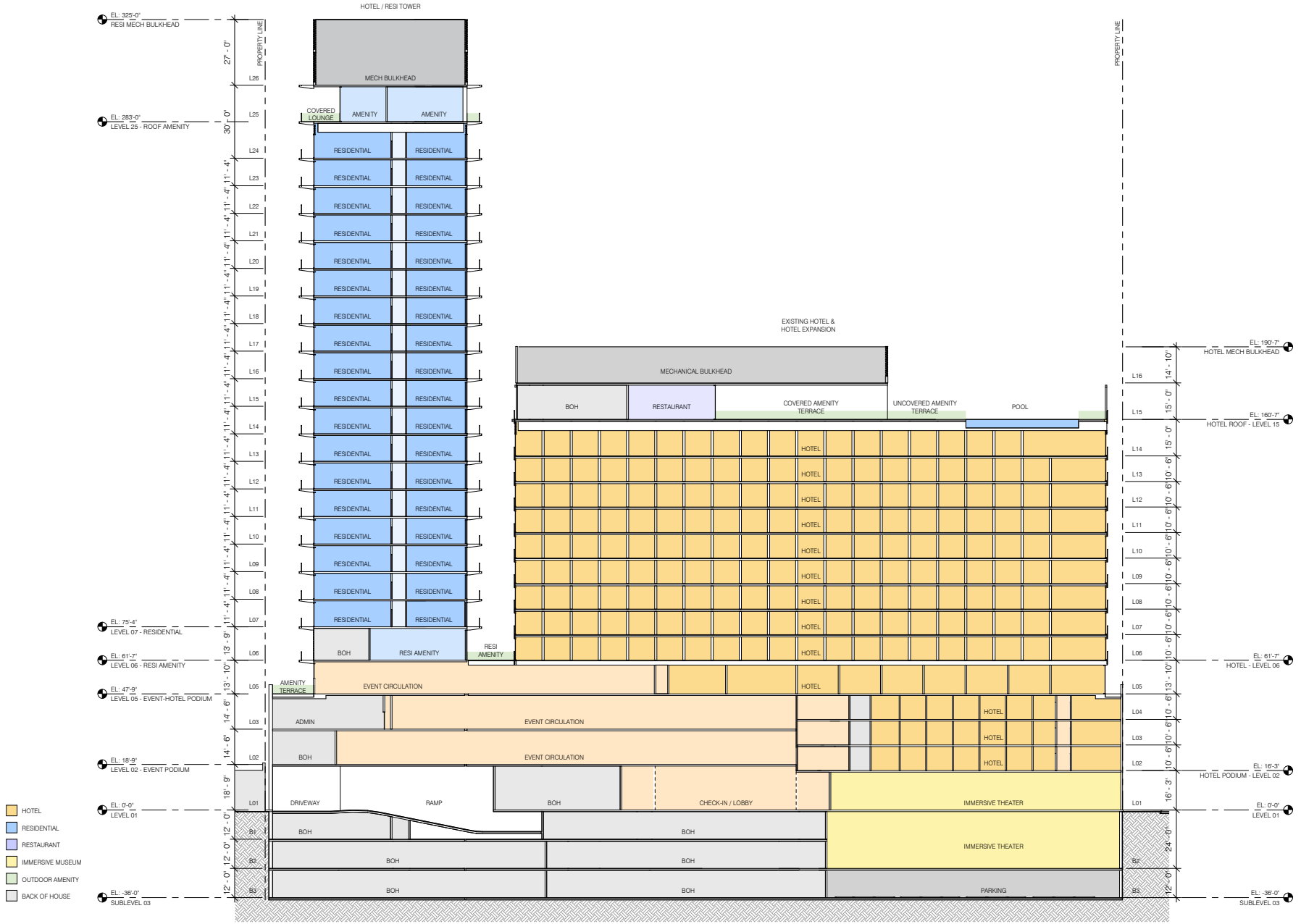
Source: ShoP Architects, July 2020.

Figure II-28
South Elevation



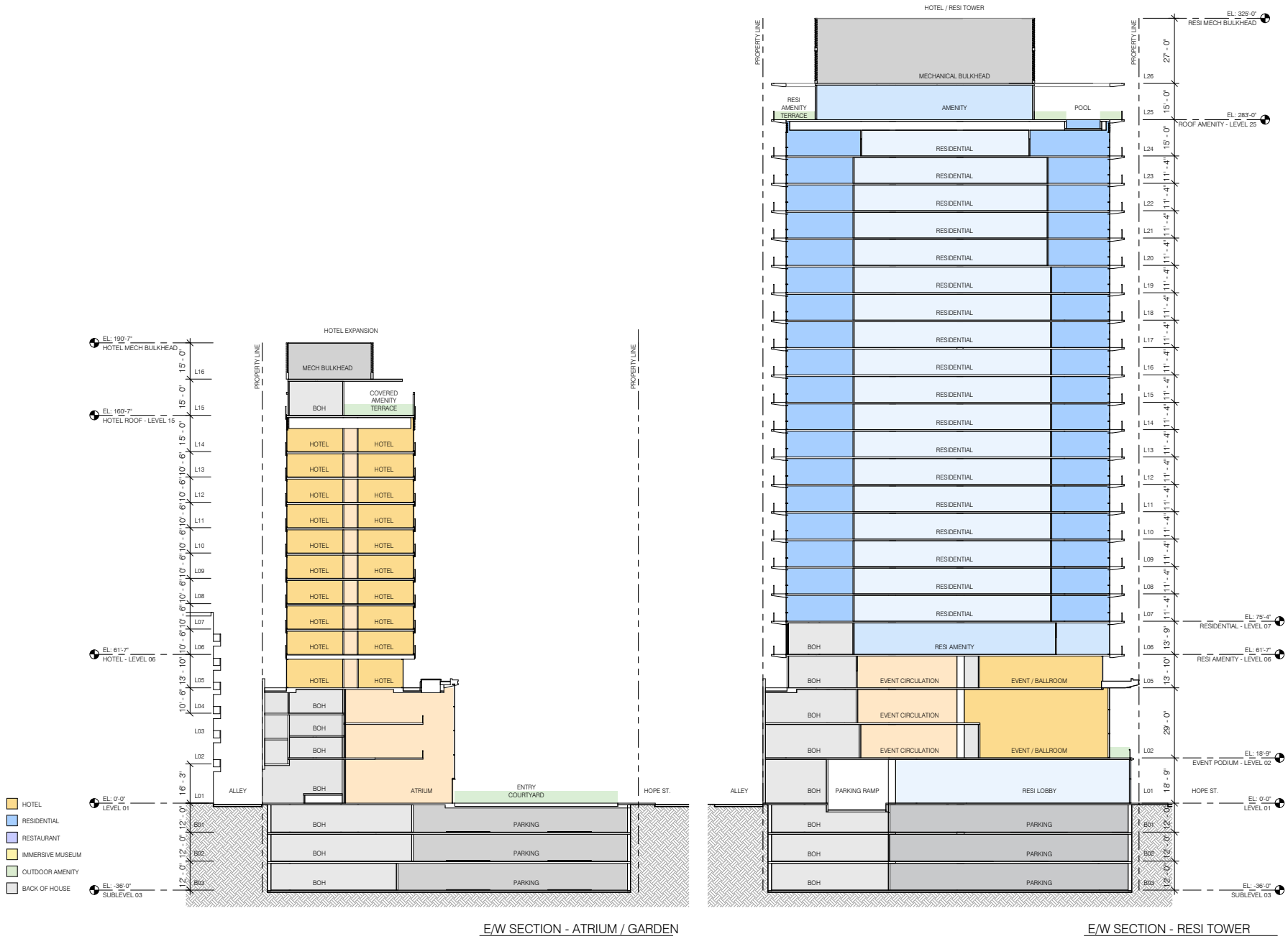
Source: ShoP Architects, July 2020.

Figure II-29
Garden Elevations



Source: ShoP Architects, July 2020.

Figure II-30
North/South Sections



Source: ShoP Architects, July 2020.

Figure II-31
East/West Sections

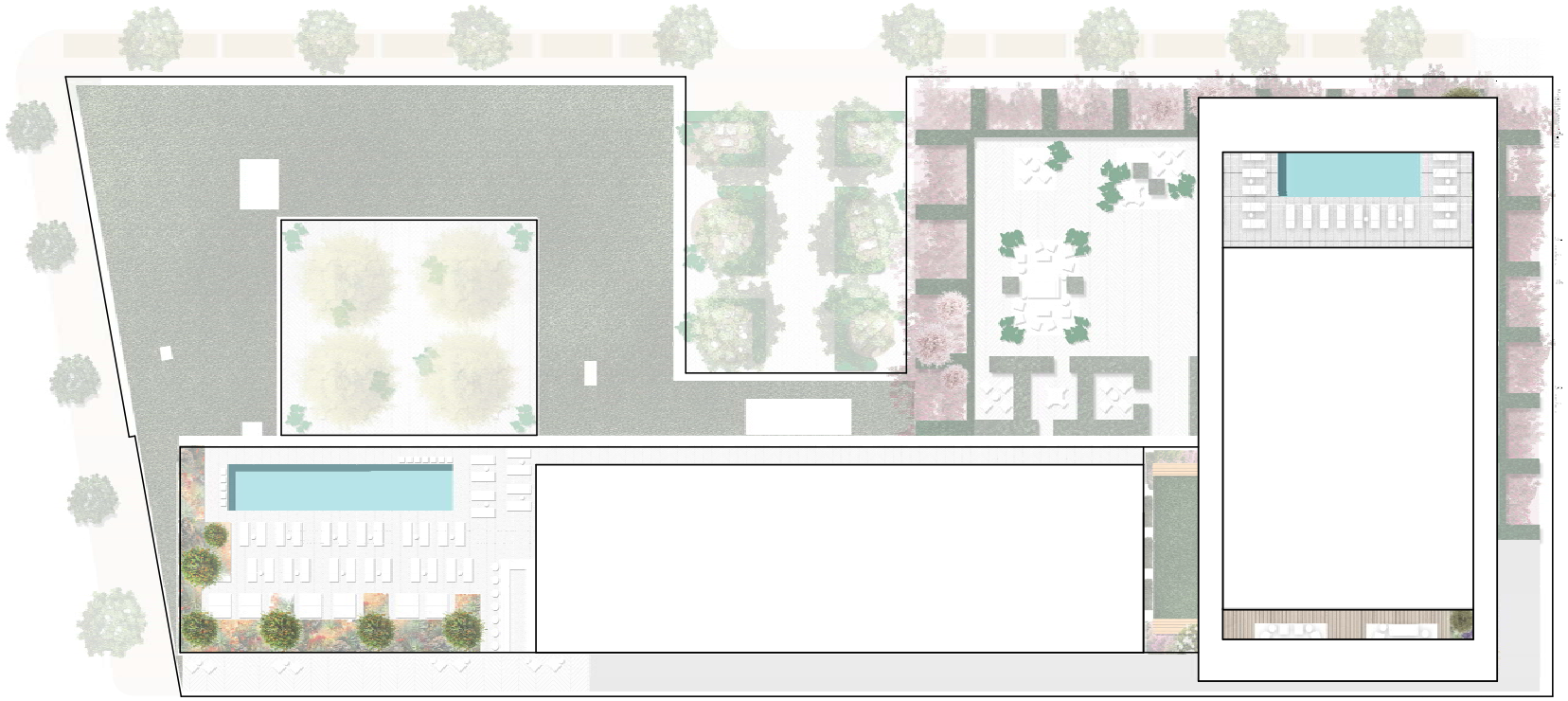
TREE LEGEND

NAME	WUCOLS	QUANTITY
EXISTING TREE	-	9
OLEA EUROPAEA 'FRUITLESS' FRUITLESS OLIVE TREE *(T)*	L	6
PODOCARPUS MACROPHLLUS YEW PODOCARUS *(T)*	M	4
UMBELLULARIA CALIFORNICA CALIFORNIA BAY LAUREL *(T)*	L	4
PLATANUS RACEMOSA CALIFORNIA SYCAMORE *(T)*	M	6
CORNUS CAPITATA EVERGREEN DOGWOOD *(T)*	M	6
FRANKLINIA ALATAMAHA (GORDONIA ALATAMAHA) (T)	M	1
CITRUS SPP. CITRUS × MEYERI 'IMPROVED' *(T)*	M	6

TOTAL COMMON OPEN SPACE	15,215 SQFT
TOTAL NUMBER OF UNITS	136
REQUIRED TREES (1 TREES / 4 UNITS)	34
PROVIDED TREES	34
PROVIDED CANOPY TREES (50%)	19
REQUIRED SHORT-TERM BIKE PARKINGS	71
PROVIDED SHORT-TERM BIKE PARKINGS	72

KEYNOTE LEGEND

1	PROPERTY LINE	11	OUTDOOR FURNITURE, TYP.
2	PLANTING AREA,TYP.	12	CONC. PAVER, TYP.
3	PLANTER WALL	14	WOOD DECKING
4	PLANTING POT, TYP.	15	BOLLARD, TYP.
5	EXISTING TREE, TYP.	16	WOOD BENCH, TYP.
6	PROPOSED TREE, TYP.	17	SWIMMING POOL
7	VINE COVERED TRELLIS	18	BBQ
8	GREENWALL	19	PREVIOUS CONCRETE
9	SIDEWALK DESIGN PER DOWNTOWN LA DESIGN GUIDELINE	20	GREEN ROOF
		21	MOVABLE PLANTER
10	SHORT-TERM BIKE RACKS, TYP.		



Source: ShoP Architects, July 2020.

Figure II-32
Overall Landscape Plan

b) Design and Architecture

The buildings in the area of the Project Site vary in age and architectural style. The Project would demolish a portion of the existing Morrison Hotel, built in 1914, while reusing and rehabilitating the remainder of the Existing Hotel, and expanding and constructing a new building on the block in a contemporary architectural style. As the Project is located within the South Park community of Downtown Los Angeles, the proposed buildings have been designed to be compatible with the urban nature of the existing community, which includes new and old industrial, residential, and general commercial uses in buildings varying from one level to skyscrapers. The Project would expand the existing Morrison Hotel, creating a single building with hotel uses behind the Morrison Hotel (Hotel Expansion), and a Hotel/Residential Tower located on the northeastern portion of the Project Site. However, the design would vary between the Hotel Expansion, event space along Hope Street, and Hotel/Residential Tower, creating a feeling of differentiation between the uses. The Project would include a landscaped entry courtyard and outdoor fifth-floor deck along Hope Street that would provide greenery and texture. The design of the Project building facades would alternate between different textures, colors, materials, and distinctive architectural treatments. Elevations and building sections of the proposed Project can be seen on **Figures II-25** through **II-29**, and conceptual renderings of the Project can be seen on **Figures II-30** through **II-31**.

c) Rehabilitation and Reconstruction of the Morrison Hotel

Due to the current condition and existing structural considerations of the Existing Hotel building, and the need to construct subterranean parking across the entire Project Site, the Project includes the demolition of the majority of the north and full east elevations and light courts. The Project also includes partial rehabilitation and reconstruction of the Existing Hotel as well as protection and shoring of the portions of the structure that would remain, both during construction and operation of the Project. A complete analysis of the Morrison Hotel's eligibility as a historic resource is included in Section IV.B, Cultural Resources, of this Draft EIR.

The Morrison Hotel has been vacant for over 15 years and the existing wood framing, steel beams, and column supports on all levels have been damaged and have deteriorated due to exposure to weather, fire, dry rot, and lack of maintenance. The Engineer of Record for the Project, Englekirk Structural Engineers, Inc. (Englekirk), concluded that the building is unsafe in its current condition and needs to be brought into compliance with Life Safety and Collapse Prevention requirements. The building would need a comprehensive materials assessment of all steel girders, columns, and connections and implementation of a comprehensive seismic retrofit program. Englekirk prepared a seismic retrofit program based on the known areas of concern, concluding that a comprehensive materials assessment is not feasible given that the steel girders and columns on the 1st Floor are encased in concrete and supporting the unreinforced masonry (URM) walls and wood floors on the upper levels. Given these structural considerations, the Project necessitates partial demolition and reconstruction as described in more detail below.

(1) Demolition

The Project includes the demolition of the east elevation including light courts and partial north elevation, roof, and all interior spaces including floors, stairs, and ceilings. Partial demolition of the north elevation would remove the common brick wall up to the glazed brick return. The glazed brick would be protected and shored in place. Some of the brick from the east and north elevations would be salvaged for reuse in the reconstruction areas of the north elevation. The primary elevations (south and west) would be retained and rehabilitated in place.

(2) Shoring and Seismic Retrofit

The south, west, and partial north elevations would be stabilized and shored in place with a series of temporary and permanent steel supports along the inside face of these primary elevations. A complete description of the shoring plans is described in Appendix C.1 *Historic Resource Assessment and Conformance Review, 1246-1248 South Hope Street Los Angeles, California* (Historic Resource Assessment) prepared by Chattel, Inc.

The south, east, and partial north elevations would also require seismic retrofitting, which would include perforated shotcrete shear walls. The shotcrete perimeter wall would tie into a new steel frame structure with a “C”- (rather than “E”-) shaped floor plan. New steel deck floor and roof plates with concrete topping that would serve as lateral diaphragms would be constructed at existing floor elevations. Existing anchor plates would be removed, holes and damaged materials would be patched in-kind or with appropriate substitute materials to match existing materials (brick, cast stone and mortar). The top of the reinforced perimeter wall and roof would be designed to accept a reconstructed raised parapet. The glazed brick west and south elevations would become veneer, and would be connected to the new structure.

(3) Rehabilitation

Glazed Brick and Polychromed Tile

The south, west and partial north elevations are clad in white glazed brick on all floors with green glazed ceramic tile spandrel accents on upper floors. To rehabilitate the glazed brick, testing would be completed to determine if and where water infiltration has occurred, and water infiltration issues would be addressed. Glaze in good condition would be left in place, and deteriorated glaze would be gently removed. Any overpaint and graffiti would be removed using the gentlest possible means. All ferrous metals and anchor plates would be removed. Glazed brick would be repaired to match the historic material in color and texture.

Windows and Storefronts

All upper floor window frames and sashes are proposed to be replaced with new windows for waterproofing, energy efficiency and acoustical reasons. Infilled bathroom casement windows would be reopened, and windows replaced with compatible replacements to match historic appearance. Existing north elevation mid-landing would be shifted to align with adjacent windows.

Storefronts will be rehabilitated with new storefront frames and glass. Sheet metal storefront transoms would be retained and rehabilitated. New prism glass would be installed to match historic drawings. Marble bulkhead would be reconstructed based on original drawings.

Belt Course and Frieze

All overpaint and ferrous metal including anchor plates would be removed. Cracks and missing materials would be patched in-kind.

Tiled Entrance

The Project proposes reconstruction of the original inset entrance. The glazed tiles would be removed and reinstalled in the same pattern that exists now. Missing or damaged tiles would be replaced with replicated glazed tiles. The cast stone entrance surround would remain and be shored on the west elevation.

Cornice Reconstruction

The Morrison Hotel originally had a raised parapet and projecting (likely sheet metal) cornice on the south and west elevations with returns. Reconstruction of the raised parapet and cornice based on original drawings and historic aerial photographs would be included as part of the Project.

Blade Sign

Based on historic photographs, there have been at least two blade signs fixed to the Morrison Hotel. One small blade sign was located above the west elevation inset tiled entrance and was present from an unknown time until at least 1991. There was also a large blade sign at southwest corner of the building from circa 1921 until at least 2006.

The Project includes reintroduction of blade signs at the northwest and southwest corners of the building. These blade sign would need to be supported by the new shotcrete walls on the interior of Existing Hotel. Openings may need to be created for steel tubes to go through and anchor through the interior shotcrete wall.

Fire Escapes

The Existing Hotel retains original metal fire escapes at the south, west, and north elevations. Fire escapes would likely be removed prior to any demolition and shoring work and would be stored during construction. Rehabilitation of fire escapes would include the removal of the ladder and infill of the floor. The metal fire escapes would be cleaned and repainted, and fire escapes would be reinstalled in their original historic locations.

(4) Partial Reconstruction

North Elevation

The north elevation of the Existing Hotel would be demolished, the exterior row of brick would be salvaged, and the north elevation would be partially reconstructed reusing the salvaged brick. At the ground level where there are currently no openings, new large openings would be constructed with new storefront windows. The existing elevation includes windows at the upper levels that are located in an existing stair shaft and the headers and sills of these windows do not align horizontally with the remainder of the upper-level windows. The stair would be demolished, and the position of window openings in this bay would be reconstructed to align with adjacent windows. Upper-level windows not in the stair shaft would be reconstructed in their approximate locations.

Interior Floor Levels

The Project includes the demolition and reconstruction of existing interior floor levels. Reconstructed floor levels would be located at the same elevation as they currently exist and would continue at the same elevation in the new addition.

d) Open Space and Landscaping

The Project's required amount of open space was calculated pursuant to LAMC Section 12.21 G.2. Based on the total number of residential units and unit types proposed, the Project is required to provide 15,150 square feet of open space. The Project provides a total of 15,215 square feet of code-defined usable open space, including 11,427 square feet of outdoor common open space. Residential open space is shown in **Table II-3, Residential Open Space**. The Project would exceed LAMC requirements by approximately 65 square feet.

Table II-3
Residential Open Space

Type	Square Footage
Common Recreation Space	
Level 6 (outdoor)	2,148
Level 25 (indoor)	2,024
Subtotal	3,788
Common Open Space	
Level 1	4,332
Level 6	1,048
Level 25	6,046
Subtotal	11,427
Total Provided	**15,599**
LAMC Required*	15,150
**1 bedroom =100 sf/unit (74 units = 7,400 sf), 2 bedroom = 125 sf/unit (62 units = 7,750 sf)*	

All units in the Hotel/Residential Tower would include a private balcony, for a total of 6,800 square feet of private residential balconies. In addition, the Project would include a shared 1,048-square-foot residential amenity balcony at Level 6. However, the private residential balconies are not credited towards the required usable open space as they do not meet the minimum dimensional requirements per LAMC Section 12.21 G (six feet in for Private Open Space; 15 feet for Common Open Space).

The Project's landscape plan would include a variety of trees, shrubs, and ground cover complementing the common open space areas on the ground level courtyard, Level 5 podium, Level 6 residential amenity, and Level 15 and 25 terrace and pool areas. The total planted landscape area amounts to 8,365 sf, distributed between Levels 1, 2, 5, 6, 15, and 25. The Project would be required by the LAMC to provide at least 34 trees[2]. Currently, there are nine (9) street trees within the public right-of-way adjacent to the Project Site frontage along Hope Street, and one street tree located along the right-of-way of Pico Boulevard. The Project would retain the nine (9) street trees along Hope Street and Pico Boulevard, and would provide 33 additional on-site trees with at least a 24-inch box size, including Fruitless Olive, Yew Podocarpus, Bay Laurel, Sycamore, Dogwood, and citrus trees. An overall landscape plan for the Project can be seen on **Figure II-32**.

e) Access, Circulation, and Parking

The Project would include three levels of subterranean parking, requiring excavation to a maximum depth of approximately 36 feet below the existing ground surface. Pedestrian access to the Project's various components would be provided along Hope Street and Pico Boulevard. Vehicular access into the three-level subterranean parking garage for the hotel, commercial, and residential uses would be available from the northern portion of the Project Site, with ingress at Hope Street, and ingress and egress at the northern portion of the existing alleyway.

As previously mentioned, the Project is located within the ARIA, CCPD, and the DBD. Pursuant to LAMC Sections 12.21 A.4(i) and (p), and 12.22.A.26, parking required for the Project is shown in **Table II-4**, **Required Vehicle Parking for the Project**.

Table II-4
Required Vehicle Parking for the Project

Land Use	Size	Parking Ratio	Parking Spaces Required
Existing Hotel			
Guest Rooms (SRO)	87 rooms	No Parking Required[I]	0
Restaurant	5,155 SF	1 space per 1,000 sf	5
Hotel Expansion			
Guest Rooms[II]	357 rooms	1 space per 2 guest rooms, first 20 guest rooms; 1 space per 4 guest rooms, second 20 guest rooms;	68

[2] *136 units / 4 = 34.*

Table II-4
Required Vehicle Parking for the Project

Land Use	Size	Parking Ratio	Parking Spaces Required
		1 space per 6 guest rooms, all remaining guest rooms	
Restaurant[III]	2,838 sf	1 space per 1,000 sf	3
Museum[IV]	11,091 sf	1 space per 1,000 sf	11
Hotel/Residential Tower			
Dwelling Units[V]	1 Bedroom: 74 units 2 Bedroom: 62 units	1.25 space per dwelling unit equal to or greater than three habitable rooms	170
Lobby/Bar[VI]	2,792 sf	1 space per 1,000 sf	3
Ballroom Space[VII]	10,658 sf	1 space per 1,000 sf	107
Meeting Spaces	1,372 sf	No Parking Required < 750 sf[VIII]	0
		Total Required Parking	**367**

sf = square feet
[I] LAMC Section 12.22.A.26.
[II] Parking for dwelling units and guest rooms is subject to the Central City Parking District standards (LAMC Section 12.21.A 4(p)).
[III] The Project Site is located within the Los Angeles State Enterprise Zone, which permits most commercial uses to be parked at a ratio of 1 space per 500 square feet of floor area. However, because the Project Site is also located within the DBD the parking ratio for most commercial uses is 1 space per 1,000 square feet (LAMC Section 12.21.A 4(i)).
[IV] See Footnote III.
[V] Parking for most commercial uses is subject to the Downtown Business Parking District (LAMC Section 12.21.A.4(i)).
[VI] See Footnote III.
[VII] See Footnote III.
[VIII] ZA-1988-1405.

Pursuant to LAMC Section 12.24 S, the Applicant is requesting a 20 percent reduction in required vehicle parking in conjunction with the request for other conditional use approvals. Thus, upon approval of the Conditional Use, the total required parking may be reduced by 74 spaces as shown in **Table II-6**, **Parking Provided by the Project**.

Pursuant to LAMC Section 12.21 A.16(c), buildings undergoing a change of use shall not be required to provide bicycle parking spaces. Therefore, the Existing Hotel portion of the Project is not required to provide bicycle parking spaces. Bicycle parking for the Hotel Expansion and new Hotel/Residential Tower, however, shall be provided pursuant to LAMC Section 12.21 A.16, as shown below in **Table II-5**, **Bicycle Parking Required for the Project**.

Table II-5
Bicycle Parking Required by the Project

Use	Size	Parking Ratio	Parking Required (spaces)[a]
Existing Hotel		No Parking Required	**0**
Hotel Expansion			
Guest Rooms	357 rooms	1 ST per 10 rooms 1 LT per 10 rooms	36 ST 36 LT
Museum	11,091 sf	1 ST per 10,000 sf 1 LT per 10,000 sf	2 ST 2 LT
Restaurant/Bar	4,470 sf	1 ST per 2,000 sf 1 LT per 2,000 sf	2 ST 2 LT
Hotel/Residential Tower			
Dwelling Units (136 units total)	1-25 du	1 ST per 10 du 1 LT per 1 du	2 ST 25 LT
	26-100 du	1 ST per 15 du 1 LT per 1.5 du	5 ST 50 LT
	101-200 du	1 ST per 20 du 1 LT per 2 du	2 ST 18 LT
Ballroom	10,658 sf	1 ST per 350 sf 1 LT per 700 sf	30 ST 15 LT
Meeting Space	1,372 sf	1 ST per 10,000 sf 1 LT per 10,000 sf	2 ST 2 LT
		Subtotal ST Required Subtotal LT Required **Total Bicycle Parking Required**	81 ST 150 LT **231**

sf = square feet; du = dwelling units; ST= short term bicycle parking; LT = long term bicycle parking

a Some values have been rounded as appropriate to reflect LAMC minimums (e.g., minimum of 2 short- and 2 long-term bicycle parking spaces for commercial uses) as well as fractions up to and including 0.5 have been rounded down per LAMC Section 12.21 A.16(b).

Exclusive of the Existing Hotel, the Project would consist of a total of 27,591 square feet of commercial space, 444 guest rooms, and 136 dwelling units. As shown above, the Project is required to provide 81 short-term bicycle parking spaces and 150 long-term bicycle parking spaces, for a total of 231 bicycle parking spaces.

Further, the Applicant is also requesting to replace vehicle parking spaces with bicycle parking spaces at a ratio of 1 auto parking space for 4 bicycle parking spaces, pursuant to LAMC Section 12.21 A.4, up to a maximum of 30 percent for non-residential uses, and 15 percent for residential uses. After the 20 percent parking reduction as described above, the Project is required to provide 103 vehicle parking spaces for non-residential uses, and 176 vehicle parking spaces for residential uses. Thus, 31 vehicle parking spaces for non-residential uses, and 29 parking vehicle spaces for residential uses (for a total of 60 parking spaces) may be replaced with bicycle parking. Thus, a total of 240 bicycle parking spaces are required to replace the 60 auto parking spaces. Because the Project is already provided 231 bicycle parking spaces to meet LAMC requirements,

the Project will provide an additional 9 bicycle parking spaces to satisfy the replacement requirement.

In conjunction with the maximum permitted bicycle replacement per the LAMC as well as the reduction per the Conditional Use Permit, the resulting number of required vehicle parking spaces would be 233 parking spaces. As shown in **Table II-6**, **Parking Provided by the Project**, the Project would provide 233 vehicular parking spaces.

Alternatively, the City may in its discretion permit an 86 percent parking reduction in connection with the Zone Variance to reduce parking at the Project Site to 52 vehicular parking spaces, or one level of below-grade parking, as shown in **Table II-7**, **Alternative Parking with Zone Variance Reduction** below. The parking reduction would support the anticipated parking requirements in DTLA 2040, the City's joint update of the Central City Community Plan and Central City North Community Plan. In the current draft of DTLA 2040, the Project Site is proposed to have no parking minimums as part of the Transit Core, which includes dense centers of activity built around regional transit hubs that connect pedestrians, cyclists, and transit users.[3]

Table II-6
Parking Provided by the Project

Land Use	Code-Required Parking	20% CUP Reduction	Revised Parking Subtotal	Bicycle Replacement	Revised Parking Total
Non-Residential	129 spaces	-26 spaces (20%)	103 spaces	-31 spaces (30%)	72
Residential	238 spaces	-48 spaces (20%)	190 spaces	-29 spaces (15%)	161
Total	367 spaces	-74 spaces	293 spaces	-60 spaces	233 spaces
Total Vehicle Parking Provided					**233 spaces**
Total Bicycle Parking Provided					**240 spaces**

Table II-7
Alternative Parking with Zone Variance Reduction

Land Use	Code-Required Parking	Zone Variance Reduction	Revised Parking Total
Non-Residential	129 spaces	-111 spaces (86%)	18
Residential	238 spaces	-205 spaces (86%)	33
Total Required	**367 spaces**	**-316 spaces**	**51 spaces**
Total Vehicle Parking Provided			**52 spaces**
Total Bicycle Parking Provided			**240 spaces**

[3] *City of Los Angeles Department of Planning, DTLA 2040, Website, accessed: October 2, 2019.*

f) Lighting and Signage

New Project signage would be used for building identification, wayfinding, and security markings. Exterior lights would be wall- or ground-mounted and shielded away from adjacent land uses. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, and would be designed to prevent light trespass onto adjacent properties. Signage for the commercial uses would be in conformance with the LAMC.

g) Site Operation and Security

Given the residential and hotel uses on the Project Site, the Project would operate 24 hours per day. Business hours for commercial operations would likely be within the range of 6:00 AM to 2:00 AM, depending on the requirements of the individual commercial use. The Project would provide security features including, but not limited to, controlled access to residential and hotel areas, and video surveillance.

h) Off-Site Improvements

The Project would include off-site improvements that would be generally contained in the adjacent rights-of-way to the Project Site (Hope Street and Pico Boulevard). These off-site improvements would consist of sidewalk dedications, widenings, and improvements; planting street trees; roadway circulation improvements; connection to utility service lines (water, wastewater, electricity, natural gas, and telecommunications), and installing streetlights (if required).

i) Sustainability Features

The Project would be compliant with the Los Angeles Green Building Code and California Energy/Title 24 requirements, and would include, but not be limited to, the following features:

- Energy efficient elevator;
- Low-flow faucets, shower heads, and toilets;
- Energy efficient mechanical systems;
- Energy efficient glazing and window frames; and
- Energy efficient lighting.

Moreover, in accordance with the recently updated State CEQA Guidelines Appendix G checklist, the Project's Draft EIR provides further information as to energy conservation, energy implications, and the energy-consuming equipment and processes that would be used during Project construction and operation. Design features of the Project, energy supplies that would serve the Project, and total estimated daily vehicle trips that would be generated by the Project are analyzed in **Section IV.C**, **Energy**.

4. Construction

The Project would be constructed in one phase over approximately 36 months. Construction activities would include the demolition of the existing buildings at 1220, 1224, and 1240 Hope Street and removal of the existing surface parking lot, and grading, excavation, and building construction for the hotel expansion and the new hotel and residential tower. Demolition activities are anticipated to start in 2022, and construction completion and building occupancy is anticipated in 2024.

Construction would consist of site preparation and demolition (4 months), grading and excavation (5 months), building construction (22 months), and finishing (5 months).

The Project is estimated to require a net export of approximately 130,000 cubic yards of soil. Exported materials would likely be disposed at Sunshine Canyon Landfill in Sylmar. The anticipated haul route from the Project Site would be via Pico Boulevard and L.A. Live Way to SR-110 North and I-5 North or via Pico Boulevard and Flower Street to I-10 East to I-5 North. The Project's haul route would be considered by the City as part of its review of the Project's entitlement requests.

5. Project Objectives

Section 15124(b) of the CEQA Guidelines requires that a Project Description contain "a statement of the objectives sought by the proposed project." Section 15124(b) also requires that "the statement of objectives should include the underlying purpose of the project." The Project's underlying purpose is to create a mixed-use development that complements the uses and market needs for the South Park neighborhood and greater Central City community by rehabilitating and reconstructing the long vacant Morrison Hotel and turning it into a safe and habitable hotel with a range of ground-floor commercial uses, which enhance the City's economic base.

The objectives of the Project are as follows:

- making the building safe and habitable through a seismic retrofit and upgrading the building to meet current safety standards.
- Adaptively reusing the long vacant SRO hotel as a high-density mixed-use project that further revitalizes the area adjacent to the Convention Center, and maximizes the economic viability of the Site.
- Create a mixed-use hotel complex that maximizes the density of hotel rooms on an urban infill location in walking distance to the Convention Center and public transit to further smart growth land use planning practices aligned with policies to reduce greenhouse gas emissions and vehicle miles traveled, as well as the Mayor's goal of 8,000 hotel rooms by the Convention Center by 2020.

- Maximize residential density and floor area in Downtown within walking distance of jobs-rich centers to help meet the demand for new housing opportunities in proximity to public transit, including Metro's A Line and E Line.
- Create a cultural and arts destination with a range of commercial uses, including event spaces, gallery and museum space, and restaurants that support one of the Central City Community Plan's primary goals of creating a vibrant and active 24-hour downtown.
- Enhance and further activate the pedestrian experience at the intersection of Hope Street and Pico Boulevard by providing street-oriented uses, such as restaurants, gallery and museum space, and creating a transparent ground floor with a landscaped courtyard and pedestrian connections.
- Expand the economic base of the City and provide employment opportunities and new sources of tax revenue by providing construction and permanent jobs, attracting commercial tenants and hotel operators, and increasing hotel patrons that collectively increase City tax revenues directly and indirectly.

6. Discretionary Actions and Approvals

The list below includes the anticipated requests for approval of the Project. The Environmental Impact Report will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

(1) Pursuant to LAMC Section 17.15, a Vesting Tentative Tract (VTT) for the merger of five lots and the re-subdivision into 14 airspace lots for condominium purposes; a waiver of the dedication requirements for Pico Boulevard and Hope Street to permit the continued maintenance of the 12-foot wide sidewalk and existing street wall on said streets, in lieu of the required dedications to the public right-of-way; and a haul route approval for the export of 130,000 cubic yards of soil;

(2) Pursuant to LAMC Section 12.24 W.1, a Master Conditional Use Permit (MCUP) to permit the sale of alcoholic beverages for on-site consumption within: (1) the basement bar and lounge; (2) the two ground-floor restaurants; and (3) throughout the hotel, including in-room mini-bars and on rooftop amenity decks;

(3) Pursuant to LAMC Section 12.24 W.18, a Conditional Use Permit for Live Entertainment (CUX) to permit dancing and live entertainment in the bar/lounge, restaurant and hotel uses;

(4) Pursuant to LAMC Section 12.24 S, a request for a 20 percent reduction in required vehicle parking in conjunction with the request for other Conditional Use approvals;

(5) Pursuant to LAMC Section 16.05 E, Site Plan Review approval for a development that creates an increase of 50 or more dwelling units;

(6) Pursuant to LAMC Section 12.27, a Zone Variance to permit outdoor eating areas above the ground floor, to permit tandem parking spaces for residential uses, and to reduce total required residential and non-residential parking spaces by an additional 86 percent;

(7) City Center Redevelopment Plan Compliance; and

(8) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits in order to execute and implement the Project.7