II. Project Description

II. Project Description

1. Introduction

The Our Lady of Mt. Lebanon Project (Project) includes the following components: (1) the development of a 19-story, multi-family residential building with 153 residential units (including 17 Very Low Income units) and a maximum height of 225 feet; (2) the deconstruction, off-site storage, reassembly, rehabilitation and limited alteration of the existing cathedral of Our Lady of Mt. Lebanon–St. Peter Maronite Catholic Cathedral (Applicant); and (3) the removal of three existing ancillary church buildings, including the parish rectory, a building with offices and meeting rooms and a social hall, and their replacement with a new three-story building with ancillary church uses, including offices, meeting rooms and a multi-purpose room.

As part of the residential component of the Project, approximately 16,800 square feet of open space would be provided on-site in accordance with the requirements of the Los Angeles Municipal Code (LAMC). The Project includes a total of 397 vehicle parking spaces, including 252 residential parking spaces and 145 church parking spaces, within a five-level subterranean parking structure. To accommodate excavation and construction activities for the subterranean parking structure, the cathedral (other than the front façade, which would remain on the Project Site) would be deconstructed and temporarily relocated off-site. Upon completion of the subterranean parking structure and the partial construction of the new residential and church buildings, the cathedral would be reassembled and rehabilitated in its approximate original location.

Overall, the Project would result in a net increase of approximately 160,862 square feet of floor area on the Project Site. Upon completion of the Project, the total floor area of the buildings on the Project Site would be approximately 180,080 square feet, with a floor area ratio (FAR) of 4.99:1.

2. Environmental Setting

a. Project Location

The Project Site is located at 331–333 S. San Vicente Boulevard and 8531–8555 W. Burton Way within the Wilshire Community Plan area of the City of Los Angeles (City). As

shown in Figure II-1 on page II-3, the Project Site is bounded by an alley to the north, Burton Way to the south, San Vicente Boulevard to the east, and Holt Avenue to the west.

b. Surrounding Land Uses

The Project Site is located along the western edge of the Beverly Grove District, which is a neighborhood in the Mid-City West area of the City, approximately 0.5 mile from the City of Beverly Hills. The area surrounding the Project Site is developed with a mix of commercial and residential uses. Land uses located adjacent to the Project Site include an 11-story residential condominium building to the north (across the alley), a three-story retail building and parking structure[1] to the east across San Vicente Boulevard, two- and five-story, multi-family residential buildings to the south across Burton Way, and a five-story, multi-family residential building to the west across Holt Avenue. Other nearby uses include the Beverly Center to the north and additional residential and commercial uses to the south, east, and west. The uses surrounding the Project Site have various land use and zoning designations, including General Commercial, Neighborhood Office Commercial, and Medium and High Medium Residential with zoning designations of C2-1VL-O, CR-1VL-O, (T)(Q)C2-2D-O, R3-1-O, and [Q]R4-1-O.

As shown in Figure II-1, primary regional access to the Project Site and vicinity is provided by the Santa Monica Freeway (I-10), which is approximately 5 miles south of the Project Site. Major arterials providing regional access to the Project Site include West 3rd Street to the north, La Cienega Boulevard to the east, Burton Way and Wilshire Boulevard to the south, and Santa Monica Boulevard to the west and north.

Public transit service in the vicinity of the Project Site is currently provided by numerous local and regional bus lines. The Los Angeles County Metropolitan Transit Authority (Metro) provides rapid bus service on Line 705, which runs from West Hollywood along La Cienega Boulevard and Vernon Avenue through Mid-City and South Los Angeles to Vernon. Metro also provides local bus services on Line 105, which has the same route as Rapid Line 705. Also within a 500-foot radius of the Project Site are Metro Lines 16 and 316, which run from Century City along Santa Monica Boulevard, Burton Way, and 3rd Street to Downtown Los Angeles. In addition, Metro Line 17 runs from Culver City along Robertson Boulevard and 3rd Street to Downtown Los Angeles, and Metro Line 218 runs from Cedars-Sinai Medical Center along 3rd Street, Fairfax Avenue, and Laurel Canyon Boulevard to Studio City. Lastly, Metro Line 30 runs from West Hollywood along San Vicente Boulevard

[1] *The City has approved entitlements to replace the existing development with a new mixed-use project with residential and retail uses (approved through Case No. CPC-2015-896-GPA-VZC-HD-MCUP-ZV-DB-SPR). Based on approval of that case and associated Ordinance No. 184,720 (effective March 8, 2017), the zoning for this property is now (T)(Q)C2-2D-O with a General Commercial land use designation.*

Figure II-1
Project Location Map

Source: Los Angeles County GIS, 2015; Eyestone Environmental, 2019.

and Pico Boulevard through Downtown Los Angeles to Boyle Heights, and Metro Line 330 runs from West Hollywood along San Vicente Boulevard and Pico Boulevard to Downtown Los Angeles. The City's Department of Transportation also provides local bus service on the DASH Fairfax Route, which runs from Cedars-Sinai Medical Center along La Cienega Boulevard, Melrose Avenue, Fairfax Avenue, and 3rd Street to the Miracle Mile along Wilshire Boulevard. In addition, the City of West Hollywood provides free local bus service throughout West Hollywood's city limits along its free Cityline route, which runs from Cedars-Sinai Medical Center, primarily along San Vicente Boulevard and Santa Monica Boulevard, to La Brea Avenue. The nearest bus stops to the Project Site include a bus stop at La Cienega Boulevard and San Vicente Boulevard serving Metro's Line 105 and an additional bus stop along La Cienega Boulevard, near 3rd Street serving Metro's Lines 16, 105, 218, and 705, as well as the DASH Fairfax. Based on the availability of transit, the Project Site is located within a transit priority area (TPA) as defined by City Zoning Information (ZI) File No. 2452.[2,3,4]

3. Existing Conditions

The 42,285-square-foot (0.97-acre) Project Site is currently developed with the following improvements: (1) a one-story, 6,848-square-foot cathedral; (2) three ancillary church buildings with a total of 12,370 square feet of floor area, including a two-story, 2,520-square-foot rectory; a one-story, 5,426-square-foot social hall; and a three-story, 4,424-square-foot building with offices and meeting rooms; and (3) a surface parking lot. As shown in Figure II-2 on page II-5, the cathedral is situated on the eastern portion of the Project Site at the intersection of San Vicente Boulevard and Burton Way located southeast of the Project Site. The ancillary church buildings are located to the north and west of the cathedral, while the surface parking lot is located on the western portion of the Project Site. Access to the Project Site is currently available via two driveways along Burton Way and at

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[2] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for 333 S. San Vicente Blvd., http://zimas.lacity.org/, accessed September 12, 2019.*

[3] *City of Los Angeles, Zoning Information File (ZI) 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA, March 24, 2016.*

[4] *PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing 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 morning and afternoon peak commute periods."*

Figure II-2
Aerial Photograph of the Project Site and Vicinity

Source: Apple Maps, 2019; Eyestone Environmental, 2019.

various points along the publicly-accessible alley that abuts the Project Site to the north. Existing landscaping within the Project Site includes shrubs and six non-protected trees.[5]

The Project Site is located within the planning boundary of the Wilshire Community Plan area. The Project Site has a General Plan land use designation of High Medium Residential and is zoned [Q]R4-1-O (Multiple Dwelling, Height District 1, Oil Drilling). The "Q" prefix indicates restrictions on the property as a result of a Zone Change to ensure compatibility with the surrounding properties. Pursuant to Ordinance No. 167711, the "Q" Conditions applicable to the Project Site include standards and limitations relating to setbacks, residential parking regulations, parking garage restrictions, landscaping and open space. The R4 designation indicates that the Project is located within a Multiple Dwelling Zone, which permits residential uses; churches; child care facilities or nursery schools; hotels, motels, and apartment hotels; fraternity or sorority hours and dormitories; schools or educational institutions; museums or libraries; accessory uses and home occupations; and retirement hotels. Height District 1, in conjunction with the R4 Zone, does not restrict building height or number of stories, but does limit the maximum floor area ratio (FAR) to 3:1. The "O" designation indicates the Project Site is located within an Oil Drilling District where the drilling of oil wells or the production from the wells of oil, gases, or other hydrocarbon substances is permitted.

Our Lady of Mt. Lebanon currently holds church services at the cathedral Monday through Friday at 8:00 A.M., on Saturday at 8:00 A.M., and on Sunday at 9:00 A.M. and 11:30 A.M. Prior to the COVID-19 pandemic, Our Lady of Mt. Lebanon's congregation included approximately 350 families, and the size of the congregation is not expected to increase following completion of the Project. The church offices house a three-person staff and are open Monday through Friday from 8:00 A.M. to 5:00 P.M. The church also holds meetings and classes in its meeting rooms and at the rectory approximately one to three times a week on Monday through Friday from 7:00 P.M. to 11:00 P.M. In addition, the church currently hosts 25 to 30 events each year, primarily in the social hall (which has a maximum capacity of approximately 230 people) for weddings, funerals and other church functions. Most of these events take place in the evening, but have occurred from 11:00 A.M. to 1:00 A.M. Currently, off-site parking is required at times for special masses and social hall events.

4. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the

[5] *The Tree Resource, Tree Report for the Project Site, May 14, 2018. See Appendix IS-1 to the Project's Initial Study, which is included as Appendix A to this Draft EIR.*

proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project."

The underlying purpose of the Project is to modernize existing facilities and introduce a residential use while preserving the historic cathedral to allow for the fulfillment of the cathedral's mission now, and in the future. As set forth in the CEQA Guidelines, the Project's basic and fundamental objectives are provided below.

1. Consistent with Mayor Eric Garcetti's goal in Executive Directive 13 of providing 100,000 affordable housing units by 2021, the Density Bonus Ordinance, the Housing Element of the City's General Plan, and the Wilshire Community Plan, provide a substantial number of new housing units to help meet the significant, unmet demand for market-rate and affordable housing in the Project vicinity and the City.

2. Develop a residential building that will generate sufficient revenue for Our Lady of Mt. Lebanon to ensure its long-term survival.

3. Provide housing near transit stations, transit corridors, and substantial retail/commercial areas and medical facilities, to allow a range of transit options for residents and reduce vehicle miles traveled (VMT) by residents, which results in associated reductions in air pollutants and greenhouse gas emissions.

4. Maintain and enhance the religious presence and operation of the church on the site that has been the home of Our Lady of Mt. Lebanon for more than 50 years, including the retention and expansion of its faith-based programs and charitable ministry.

5. Preserve and rehabilitate the historic cathedral building at its approximate current location in a manner that would not materially impair the significance of the historical resources and meet the current needs of Our Lady of Mt. Lebanon.

6. Replace the existing and outdated ancillary church space with modern and expanded ancillary church facilities to allow Our Lady of Mt. Lebanon to meet the growing needs of its parishioners and the Maronite community.

7. Implement a Project design that is compatible with the building design, configuration and location of the historic cathedral and provides a compatible transition from the cathedral to the residential building.

8. Design the residential building to minimize, to the extent feasible, (a) the impact on views from the residential buildings to the north and west of the Project Site and (b) the privacy of project residents and residents to the north and west of the Project Site within their residential units.

9. Include underground parking for Project uses to provide an appropriate visual separation and transition in massing between, and preserve the design integrity of the respective Project buildings.

10. Locate the multi-purpose room on the same level as, and the other ancillary church space in close proximity to, the cathedral to allow the cohesive and efficient functioning of the church facilities.

5. Description of the Project

a. Project Overview

The Project includes the development of new multi-family residential uses, and rehabilitation and limited alteration of the existing Our Lady of Mt. Lebanon–St. Peter Maronite Catholic Cathedral. Specifically, as summarized in Table II-1 on page II-9, the Project includes the development of 153 residential units (including 17 units for Very Low Income households), the rehabilitated cathedral, and new ancillary church uses, including church offices, meeting rooms for use by the church, and a new multi-purpose room.

The proposed residential units would be provided in a new, 19-story residential building with a maximum height of 225 feet, while the new ancillary church uses would be located in a new, three-story church building with a height of approximately 42 feet. During construction, the cathedral, except for the primary entrance volume of the building, would be deconstructed and temporarily stored at an off-site location to allow excavation and construction activities for the proposed subterranean parking structure and the residential and church buildings. Upon completion of the proposed five-level subterranean parking structure and partial construction of the residential and church buildings, the cathedral building would be reassembled in its approximate original location (moved forward approximately two feet) and rehabilitated with limited alterations. During reassembly of the cathedral building, there would be limited modifications to create a more functional sanctuary and congregation seating area, including American with Disabilities Act (ADA)-compliant aisles and access ramps, additional accessible bathrooms and an expanded cry room.[6] Following reassembly, two small additions would be appended to the rear (north) façade and the north end of the side (east) façade of the cathedral for an expanded chancel[7] and ramp up to the chancel, respectively. A Conceptual Site Plan of the Project is provided in Figure II-3 on page II-10.

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[6] *A cry room is a space designed for people to take infants and/or small children for privacy and/or to reduce the disturbance of others.*

[7] *A chancel is the part of a church near the altar, reserved for the clergy and choir, and typically separated from the nave by steps or a screen.*

Table II-1
Summary of Proposed Floor Area

Land Use	Existing Development	Existing to be Removed	Proposed Development	Net New Floor Area	Total Floor Area On Project Site
Residential—Apartment	—	—	148,641 sf (153 du)	148,641 sf (153 du)	148,641 sf (153 du)
Church/Institutional					
Cathedral	6,848 sf		942 sf	942 sf	7,790 sf
Parish Rectory/ Meeting Rooms	2,520 sf	(2,520 sf)	7,649 sf	5,129 sf	7,649 sf
Social Hall/Multi-Purpose Room	5,426 sf (Social Hall)	(5,426 sf)	12,600 sf (Multi-Purpose Room)	7,174 sf	12,600 sf
Offices	4,424 sf	(4,424 sf)	3,400 sf	(1,024) sf	3,400 sf
Total	**19,218 sf**	**12,370 sf**	**173,232 sf**	**160,862 sf**	**180,080 sf**

du = dwelling units

sf = square feet

( ) = negative value

Note: Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."

Source: Nadel, 2019.

As part of the Project, three existing ancillary church structures, which include the parish rectory, church offices, and the social hall, would be demolished and replaced with the new church building that includes the replacement offices, meeting rooms and multi-purpose room. The development of the Project would also require the removal of six non-protected trees,[8] including two fern pine trees, one olive tree, one cedar tree, one cypress tree, and one jacaranda tree. The Project includes the planting and retention of 53 trees. Overall, as provided in Table II-1, the Project would result in a net increase of approximately 160,862 square feet of new floor area on the Project Site. Upon completion of the Project, the total floor area of the Project Site would be approximately 180,080 square feet, with a maximum FAR of 4.99:1.

[8] *Section 17.05.R of the LAMC (Protected Tree Regulations) regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These tree species are defined therein as "protected."*

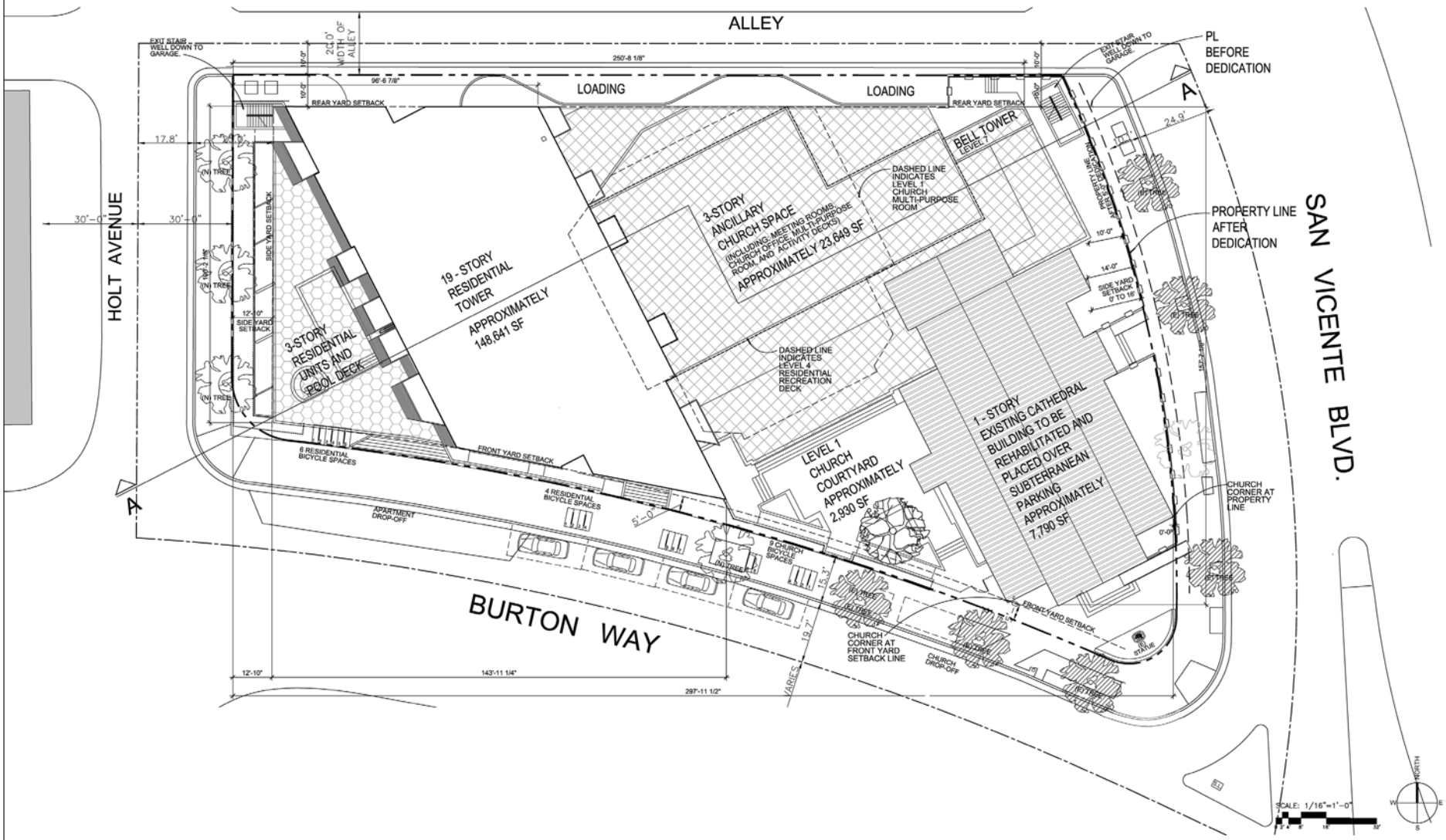


Figure II-3
Conceptual Site Plan

Source: Nadel Residential & Commercial Inc., 2019.

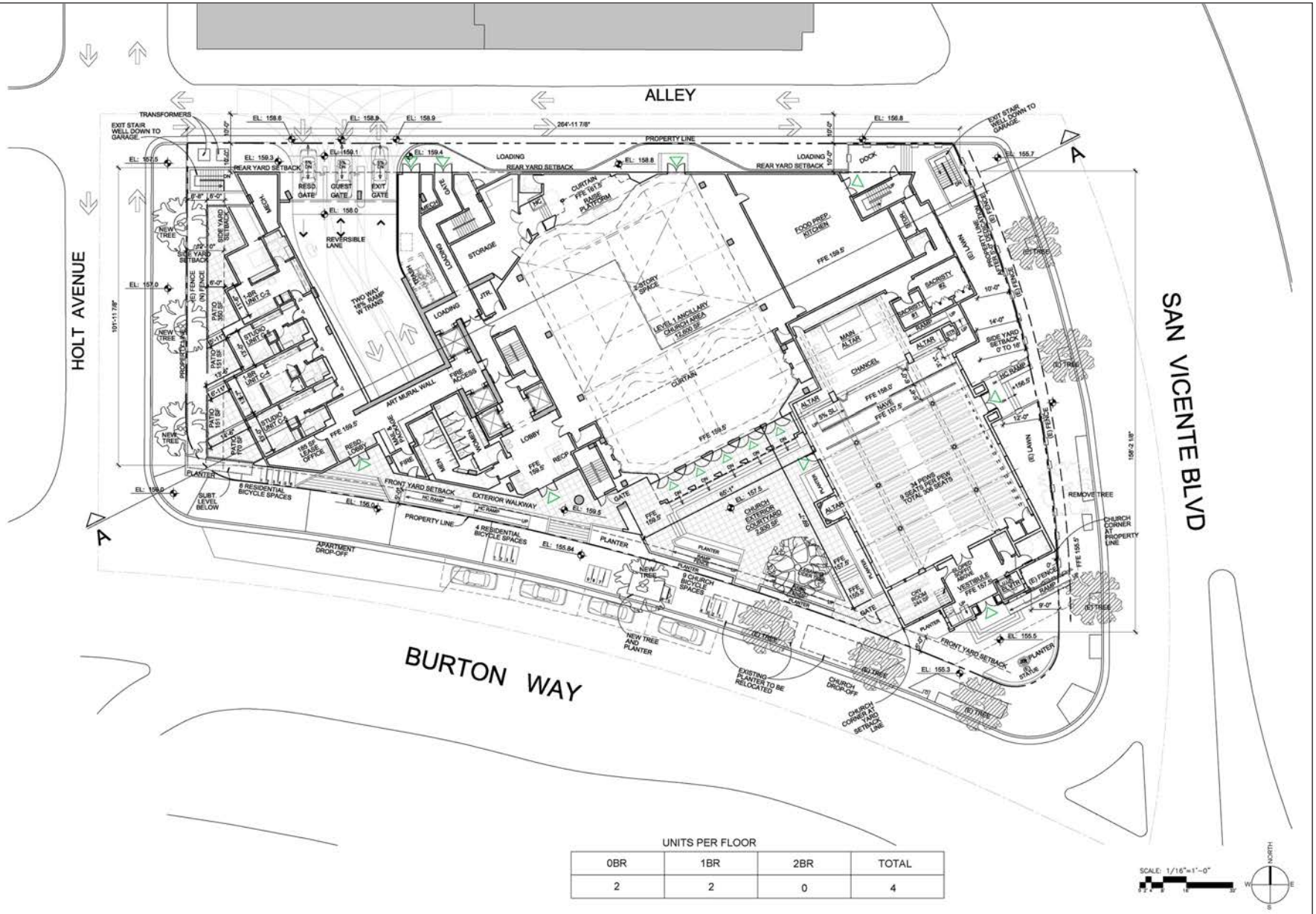
Following the completion of the Project, Our Lady of Mt. Lebanon would resume its current church service schedule and operation of the church offices and resume holding periodic meetings and classes in the ancillary church building. These activities are expected to continue at the same times and frequency as they currently do. In addition, the church would continue to hold 25 to 30 events each year, including weddings, funerals, fundraisers and other church events. These events would primarily take place in the multi-purpose room, which would have a capacity of approximately 475 people. While the frequency of these events would remain the same, the size of some of these events would increase because the multi-purpose room would have a larger capacity than the existing social hall, which has a capacity of approximately 230 people. In addition, it is expected that six to eight community events unrelated to church activities would be held in the multi-purpose room each year.

b. Design and Architecture

As illustrated in Figure II-3 on page II-10, the existing one-story cathedral would be reassembled in its approximate original location on the eastern portion of the Project Site, near the intersection of San Vicente Boulevard and Burton Way. The new, three-story church building, with the replacement ancillary church uses, would reach a maximum height of 42 feet and be located to the west and north of the rehabilitated cathedral. The Project also includes the construction of a new bell tower behind the cathedral, as well as a new courtyard for the church's use, just west of the cathedral. As shown in Figure II-3, the new 19-story residential building, would reach a maximum height of 225 feet and be located along the western portion of the Project Site, west of the new three-story ancillary church building.

As shown on Figure II-4 on page II-12, Level 1 of the Project includes the rehabilitated cathedral, the cathedral courtyard, the church multi-purpose room, a food preparation and kitchen area for use by the church, the entrance to the parking structure, the lobby area of the residential building, and several residential units. As shown on Figure II-5 on page II-13, Level 2 of the Project includes church offices, meeting rooms and storage space, two outdoor decks for the ancillary church uses, and additional residential units. As illustrated in Figure II-6 on page II-14, Level 3 of the Project includes church meeting rooms, as well as the church lobby and the church library. Additional residential units would also be located on this level. As shown on Figure II-7 on page II-15, Level 4 includes residential units and related residential amenities, including a common open space area and recreation deck, fitness room, residential recreation room and pool deck. Level 5 through Level 19 of the residential tower include the remaining residential units.

As illustrated in Figure II-3, the Project also includes a new bell tower at the northeast corner of the Project Site. The bell tower is an architectural element of the Project and would not be operational. The bell tower also contains a staircase providing emergency exit access from the second, third, and fourth levels of the ancillary church building and residential recreation deck.

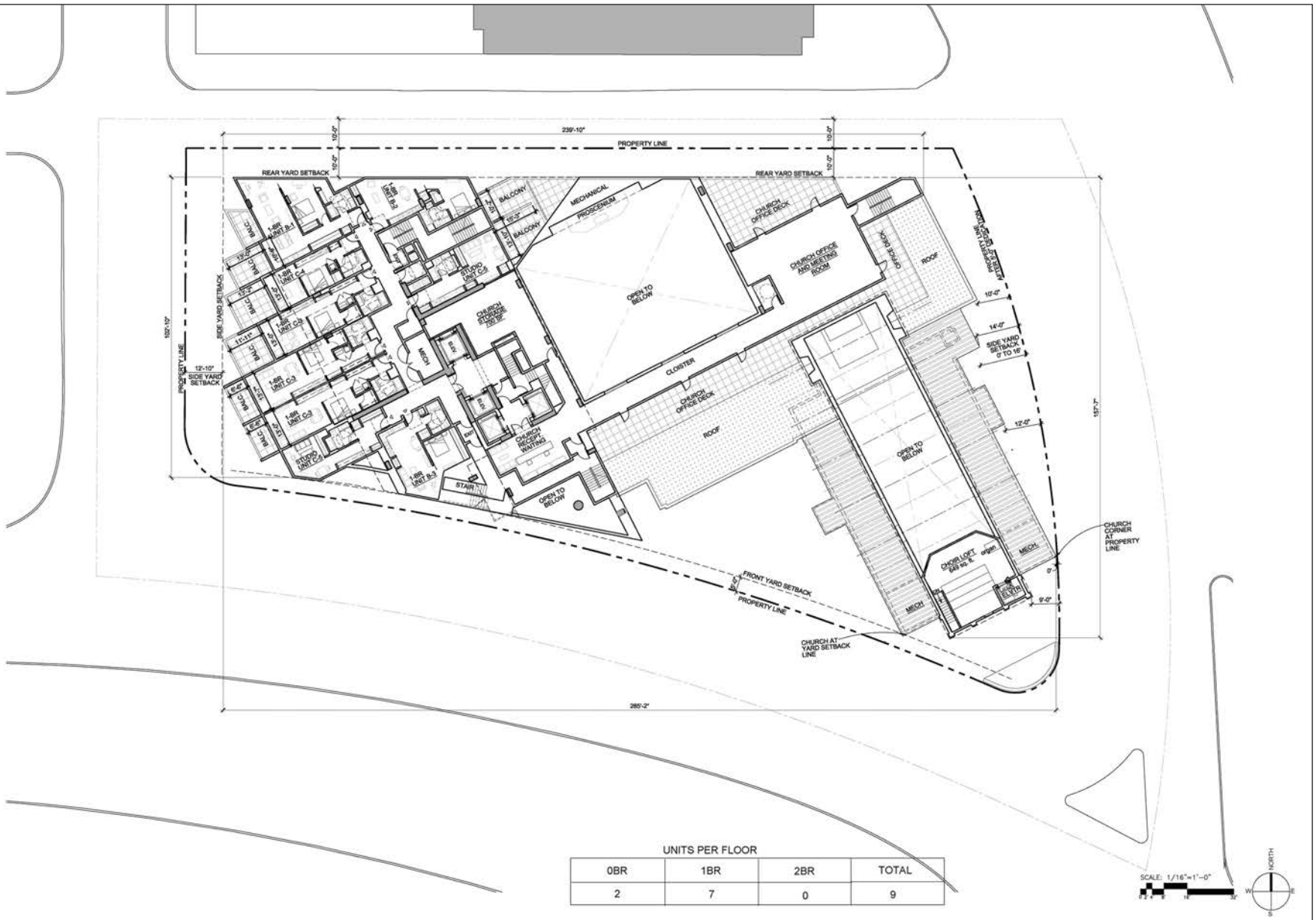


UNITS PER FLOOR

0BR	1BR	2BR	TOTAL
2	2	0	4

Figure II-4
Conceptual Floor Plan—Level 1

Source: Nadel Residential & Commercial Inc., 2019.



UNITS PER FLOOR

0BR	1BR	2BR	TOTAL
2	7	0	9

Figure II-5
Conceptual Floor Plan—Level 2

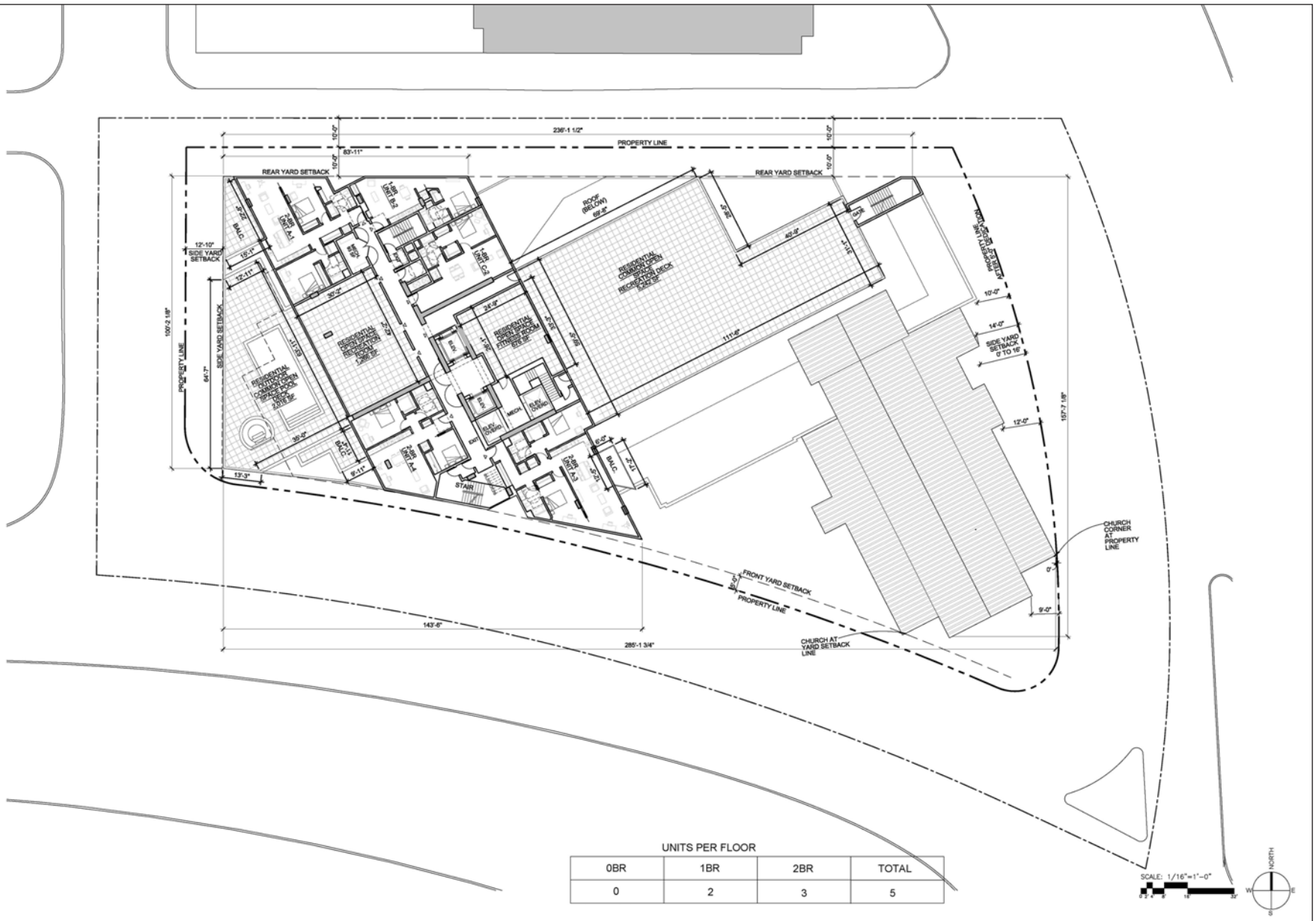
Source: Nadel Residential & Commercial Inc., 2019.

UNITS PER FLOOR

0BR	1BR	2BR	TOTAL
0	9	0	9

Figure II-6
Conceptual Floor Plan—Level 3

Source: Nadel Residential & Commercial Inc., 2019.



UNITS PER FLOOR

0BR	1BR	2BR	TOTAL
0	2	3	5

Figure II-7
Conceptual Floor Plan—Level 4

Source: Nadel Residential & Commercial Inc., 2019.

The Project features a design with varied massing and materials to articulate the new buildings. The new building draws inspiration from the northwest-to-southeast orientation of the preserved cathedral.This results in a mix of angled forms that would break up street-facing elevations and avoid their perception as single, flat surfaces. As shown in Figure II-8 and Figure II-9 on pages II-17 and II-18, the design of the residential building reflects a highly articulated, contextually scaled, contemporary architectural style with varied heights that maximize views to the sky for pedestrians. The residential building is designed to orient away from the condominium building to the north, in order to maintain view privacy and respect the immediate setting of the cathedral. Building materials include unitized precast integral-colored concrete and metal panels, textured integral-colored plaster, perforated metal panels and glass.

As shown in Figure II-3 on page II-10, the new ancillary church building would connect the cathedral to the new residential building at the west end of the Project Site. This building would be three stories in height (not to exceed 42 feet) and provides a height transition between the cathedral and the residential building. The ancillary church building would be connected to the rear façade of the cathedral in the northeast portion of the Project Site, and extend west to connect to the base of the residential building. The cathedral's primary three façades would remain visible, as they were historically, and would face a new courtyard and Burton Way to the southwest, the intersection of Burton Way and San Vicente Boulevard to the southeast, and San Vicente Boulevard to the northeast. The taller residential building is situated on the Project Site in such a way that it would be separated from the cathedral by a series of smaller volumes, in particular, the ancillary church space, that are compatible with the scale, proportions and design of the cathedral. The residential building would also be finished with a historically compatible paint palette of various shades of cream, off-white, and tan.

c. Preservation and Rehabilitation of the Cathedral

The Project includes the deconstruction, temporary storage, reassembly, and rehabilitation of the cathedral building as part of the Project. The cathedral would be deconstructed and temporarily relocated to an off-site location to allow excavation, the construction of the subterranean parking structure and the partial construction of the new residential and ancillary church buildings. A complete analysis of the cathedral's eligibility as a historic resource is included in Section IV.B, Cultural Resources, of this Draft EIR.

During disassembly, the cathedral's roof structure, including painted/stenciled ceiling and trusses and purlins; exterior doors and frames; and original decorative features, including columns, trim, moldings, surrounds and precast concrete vent/grilles, would be photo-documented, numbered, and indexed so that the components can be reassembled in their exact original configuration. The historic exterior paint palette of the cathedral building would be restored, based on forensic evidence of original painted finishes. Non-original decorative

Figure II-8

Conceptual Rendering—Corner of Burton Way & San Vicente Blvd.

Source: Nadel Residential & Commercial Inc., 2019.

Figure II-9
Conceptual Rendering—Level 4 Residential Recreation Deck

Source: Nadel Residential & Commercial Inc., 2019.

wall finishes, such as murals at the altar, would not be documented or replicated. New clay tile roofing would be installed and would match the historic roofing based on documentation (existing clay tile roof materials date to the 1990s and would not be salvaged). Exterior and interior original wood-frame walls and finishes would be discarded and reconstructed. Exterior stucco and interior plaster samples would be salvaged so that the stucco/plaster can be replicated to match the original in color, texture, and composition. The existing building systems, including mechanical units and ductwork, electrical panels and wiring, plumbing conduits and fixtures, would not be salvaged during disassembly. The cathedral would include all new code-compliant building systems as part of the reassembly process, as well as building-wide fire suppression systems and improved acoustical performance, including a full audio/visual system.

Upon completion of the subterranean parking and the partial construction of the residential and ancillary church buildings, the cathedral building would be reassembled in its approximate existing location (moved forward approximately two feet) and rehabilitated with limited alterations. The cathedral's original form, massing, roof pitch, fenestration pattern, and decorative cast stone features would be restored, as would its large open interior volume and general configuration of interior spaces.

Some modifications to the floor plan would be implemented during reassembly of the building in order to accommodate a more functional sanctuary and congregation seating area. These include ADA-compliant aisles and access ramps, additional accessible restrooms, and an expanded crying room. Specifically, each of the side aisles flanking the nave would be widened by 18 inches, and secondary spaces at the north and south ends of the building (crying room, restrooms, confessional/confessor rooms, and sacristies[9]) would be reconfigured. The overall length of the building would increase by approximately 8 feet toward the rear of the property to accommodate a larger entry vestibule and chancel. The nave, the most significant, intact primary interior space, would retain the same dimensions as it does currently, and its relationship to the entry vestibule, chancel, side aisles, and secondary spaces would not change.

Upon reassembly, two additions would be appended to the rear (north) façade and the north end of the side (east) façade of the cathedral building to accommodate an expanded chancel and ramp up to the chancel, respectively. The proposed additions would be modest in size, simple in design, and constructed of similar materials (stucco cladding, clay tile roofing) as the historic cathedral building. The rear and side additions would serve as a visual transition between the historic building and the more contemporary, flat-roofed portions of the new development.

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[9] *A sacristy is a room for keeping vestments and other church furnishings, sacred vessels, and parish records.*

As part of its reassembly, the non-historic rounded bay additions currently present on either side of the main entrance volume would not be recreated. Rather, the original articulation of the primary façade would be restored—side wing walls would be set back from the primary entrance volume, as they were historically, and two windows (one circular and one rectangular), originally located on either side of the main entrance, would be reconstructed based on historic documentation. A small, non-historic side chapel at the west façade of the building would also be removed and the original configuration of that elevation would be restored. In addition, the historic exterior paint palette of the cathedral building would be restored, based on forensic evidence of original painted finishes. Also, the non-historic social hall would be removed as part of the Project, and a new courtyard will be constructed in its place along the south edge of the property, reestablishing historic views of the west elevation of the cathedral building from Burton Way.

d. Open Space and Landscaping

As illustrated in Figure II-10 through Figure II-12 on pages II-21 through II-23, the Project would incorporate various private and common open space amenities throughout the residential building. Specifically, as illustrated in Figure II-12, Level 4 of the building would include an indoor 676-square-foot fitness room and 1,266-square-foot recreation room; and an outdoor 5,242-square-foot recreation deck and a 2,016-square-foot pool deck. Outdoor open space amenities would also include barbecue stations, a spa, pool, firepit areas, built-in banquet seating, and informal seating. Private open space amenities include four patios for the ground floor residences and 144 balconies throughout the residences on all other levels of the residential building. Overall, as summarized in Table II-2 on page II-24, the Project includes approximately 16,800 square feet of open space (9,200 square feet of common open space and 7,600 square feet of private open space[10]) in accordance with the requirements of the LAMC. In addition, the Project would include extensive landscaping, some of which would serve as screening along the perimeter of the Project Site. While the LAMC would require 51 trees for 153 residential units, as it is not feasible to provide all 51 trees within the common useable open space areas on Level 4, the Applicant is requesting an off-menu waiver of development standards to allow 37 trees be planted within the common useable open space areas and the remaining balance of trees, or 14 trees, be planted outside of the common useable open space areas throughout the entire property (including 10 street trees). With these requests, the Project would not conflict with the "Q" Conditions or the LAMC.

[10] *While the actual floor area of some patios exceeds 100 square feet and the actual floor area of some balconies exceeds 50 square, consistent with LAMC Section 12.21 G.2(b)(2) and Ordinance No. 167,711, Q Condition 6.A, only 50 square feet per balcony and 100 square feet per patio may be counted as private open space.*

Figure II-10
Conceptual Landscape Plan—Level 1

Source: Nadel Residential & Commercial Inc., 2019.

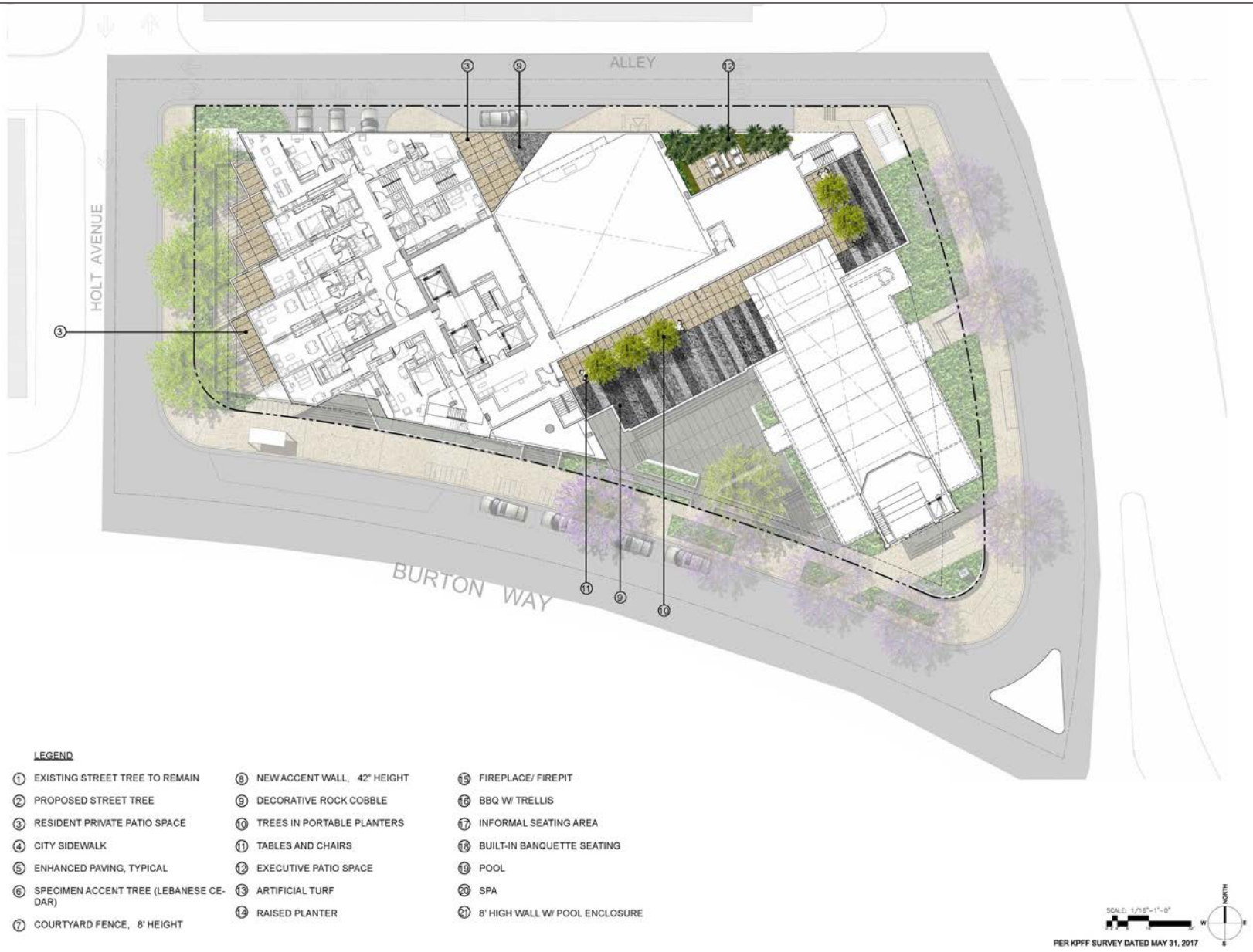

Figure II-11
Conceptual Landscape Plan—Level 2

Source: Nadel Residential & Commercial Inc., 2019.

Figure II-12
Conceptual Landscape Plan—Level 4

Source: Nadel Residential & Commercial Inc., 2019.

Table II-2
Summary of Proposed Open Space

Open Space Type	Size
Ground Floor Private Patios	400 sf
Private Balconies	7,200 sf
Level 4 Outdoor Recreation Deck	5,242 sf
Level 4 Pool Deck	2,016 sf
Level 4 Fitness Room	676 sf
Level 4 Recreation Room	1,266 sf
Total Open Space Provided	**16,800 sf**

sf = square feet
Source: Craig Lawson & Co., LLC; Nadel, 2019.

e. Access, Circulation, and Parking

Vehicular access to the five-level subterranean parking structure would be provided by a driveway along a publicly-accessible alley that abuts the Project Site to the north. The alley would also provide access for freight vehicles to the loading area. In addition, there would be passenger drop-off areas on Burton Way. Pedestrian access to the Project Site would be located along the perimeter of the Project Site. Specifically, pedestrian access to the cathedral would be along both San Vicente Boulevard and Burton Way. Access to the ancillary church building would be through the church courtyard, as well as church lobby on Burton Way. The residential building would be accessed through a residential lobby entrance along Burton Way. Primary pedestrian access to the proposed subterranean parking structure would be located at the northwest and northeast corners of the Project Site, accessible from the alley, Holt Avenue, and San Vicente Boulevard.

All parking spaces for the Project would be located in the subterranean parking structure, which would extend to a depth of approximately 72.5 feet below the existing ground surface. Based on LAMC requirements and Ordinance No. 167711, "Q" Condition requirements for the new and retained buildings and land uses, the Project requires 314 vehicle parking spaces, consisting of 252 residential parking spaces (including 39 guest parking spaces) and 62 church parking spaces. The Project includes a total of 397 vehicle parking spaces, including 252 residential parking spaces and 145 church parking spaces. The number of church parking spaces exceeds the number of LAMC-required parking spaces, in order to provide sufficient parking for holiday services and larger events in the multi-purpose room. In accordance with LAMC requirements, the Project would also include 111 residential bicycle parking spaces and 13 church bicycle parking spaces. In addition, 30 percent of the provided parking spaces would be capable of supporting future electric

vehicle supply equipment (EVSE), and 10 percent of the provided parking spaces would have electric vehicle (EV)-installed charging stations.

f. Lighting and Signage

Exterior lighting would include low-level exterior lighting on the buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting would be incorporated to accent signage, architectural features, and landscaping elements throughout the Project Site. Project lighting would be designed to minimize light trespass from the Project Site and would comply with all LAMC requirements. Any new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would require approval from the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties.

Proposed signage would include mounted project identity signage and general ground-level and wayfinding pedestrian signage. Wayfinding signs would be located at parking garage entrances, elevator lobbies, vestibules, and residential corridors. All proposed signage would be designed to be aesthetically compatible with the proposed architecture of the building and pursuant to the requirements of the LAMC.

The proposed lighting sources for the Project would be similar to other lighting sources in the vicinity of the Project Site and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity during the day and night.

g. Sustainability Features

The Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and Title 24, Part 11 of the California Code of Regulations (CALGreen). These standards would reduce and conserve energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project include, but would not be limited to the following: photovoltaic cells; recycled rainwater irrigation storage; greywater ready piping systems; sun shading devices; electric vehicle charging stations; material recycling stations; highly efficient HVAC systems; energy-efficient wall insulation and glazing units; WaterSense-labeled plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use; Energy Star–labeled appliances; and water-efficient landscape design.

h. Anticipated Construction Schedule

Construction of the Project would commence with demolition of the existing rectory building, social hall building and church office building, followed by the deconstruction of the cathedral building. This would be followed by excavation for the subterranean parking garage, construction of the subterranean parking structure and construction of the new residential and ancillary church buildings. Upon completion of the subterranean parking structure and the partial construction of the residential and ancillary church buildings, the cathedral would be reassembled at its approximate current location. Building construction would continue, followed by paving/concrete and landscape installation. It is anticipated that project construction would commence in 2021 and be completed in 2024. It is estimated that approximately 110,000 cubic yards of export material (e.g., concrete and asphalt surfaces) and soil would be hauled from the Project Site during the demolition and excavation phase. The haul route from the Project Site is anticipated to include Burton Way, Robertson Boulevard, Wilshire Boulevard, La Cienega Boulevard, I-10, and South Vincent Avenue. Incoming haul trucks are anticipated to access the Project Site from South Vincent Avenue, I-10, Venice Boulevard, Cadillac Avenue, La Cienega Boulevard, Wilshire Boulevard, South San Vicente Boulevard, and Burton Way.

6. Requested Permits and Approvals

The list below includes the anticipated approvals and permits required for the Project. This Draft EIR analyzes the impacts associated with the Project and provides environmental review sufficient for all necessary entitlements, permits, approvals, and public agency actions associated with the Project. The discretionary entitlements, permits, and approvals requested for the Project include, but are not necessarily limited to, the following:

- Pursuant to LAMC Section 12.22 A.25 Affordable Housing Incentives—Density Bonus, a 35-percent increase in density, in exchange for setting aside 15 percent of the permitted base density for the Project Site for Very Low Income restricted affordable households; and parking consistent with LAMC Section 12.22 A.25(d)(1) (Affordable Housing Reduced Parking Option 1) for all residential units.

- Pursuant to LAMC Section 12.22 A.25(e)(1), Affordable Housing On-Menu Incentives as follows:

  – Pursuant to LAMC Section 12.22 A.25(f)(4)(i), an On-Menu incentive to allow a 35-percent increase in allowable Floor Area Ratio (FAR) equal to the percentage of Density Bonus, which increases the maximum allowable FAR from 3:1 to 4.05:1;

  – Pursuant to LAMC Section 12.22 A.25(f)(7), an On-Menu incentive to include the area of any land required to be dedicated for street or alley purposes as lot

area for calculating the maximum density permitted by the underlying zone in which the Project is located; and

– Pursuant to LAMC Section 12.22 A.25(f)(1), an On-Menu incentive to allow a 12-foot 10-inch westerly side yard setback, in lieu of the otherwise required 16-foot side yard setback per LAMC Section 12.11 C.2.

- Pursuant to LAMC 12.22 A.25(g)(3)(ii), and California Government Code Section 65915(e)(1), requests for Affordable Housing Off-Menu Waivers of Development Standards as follows:

  – A Waiver of Development Standard to allow an additional increase in FAR from 4.05:1 to 4.99:1, resulting in 180,080 square feet of total floor area;

  – A Waiver of Development Standard to allow a variable width of 0–16 feet for the easterly side yard setback, in lieu of the otherwise required 16-foot side setback per LAMC Section 12.11 C.2;

  – A Waiver of Development Standard to allow a reduction of the common usable open space landscaping requirements to 23 percent on the Level 4 Recreation Deck Area and 10 percent on the Level 4 Pool Deck area, in lieu of the otherwise required 50 percent per Ordinance No. 167711, "Q" Condition No. 6.B; and

  – A Waiver of Development Standard to allow 37 trees to be planted within the common usable open space areas, in lieu of the otherwise required 51 trees in the common usable open space area per Ordinance No. 167711, "Q" Condition No. 6.B, and to have the remaining balance of trees, or 14 trees, outside of common usable open space areas throughout the entire property (including the 10 street trees); and

  – A Waiver of Development Standard to allow non-building structures and improvements, including, without limitation, hardscape, stairs, walkways, gates, and fences and guard railing that exceed 42 inches in height, within 5 feet from the property line along W. Burton Way, as otherwise prohibited per Ordinance No. 77072 (Building Line), Section 1.

- Pursuant to LAMC Section 12.24 X.7, a Zoning Administrator's Determination to allow a fence up to 8 feet in height within the front yard setback area located along the W. Burton Way frontage.

- Pursuant to LAMC Section 16.05, approval of Site Plan Review for a development project that includes 50 or more dwelling units.

- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map (VTT-82229) to subdivide the property into one master lot and five (5) airspace lots; and a haul route for the export of up to 110,000 cubic yards of export material.

- Other discretionary and ministerial permits and approvals that are or may be required, including, but not limited to, extended construction hours for mat pour, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.