



## 1111 Sunset Project

Case Number: ENV-2018-177-EIR

State Clearinghouse: 2018051043

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**Project Location:** 1111 and 1115 West Sunset Boulevard, Los Angeles, CA 90012

**Community Plan Area:** Central City North

**Council District:** 1—Cedillo

**Project Description:** The 1111 Sunset Project is a new mixed-use development proposed on a 272,539-square-foot (6.26-acre) site. The Project proposes two development scenarios—the Mixed Use Development Scenario and the No-Hotel Development Scenario. Regardless of the development scenario, the Project would comprise a maximum of 993,447 square feet of floor area. Under the Mixed Use Development Scenario, up to 735 residential units (including up to 76 restricted affordable housing units), up to 180 hotel rooms, up to 48,000 square feet of office space, and up to 95,000 square feet of general commercial floor area are proposed. Under the No Hotel Development Scenario, a maximum of up to 825 residential units (including up to 76 restricted affordable housing units) would be constructed along with up to 48,000 square feet of office space, and up to 95,000 square feet of general commercial floor area. The additional residential units (under the No-Hotel Development Scenario) would replace the 180 hotel rooms proposed by the Mixed Use Development Scenario would be located in the same building. Under either development scenario, the proposed uses would be built above a screened six-level parking podium, which would be partially below grade and partially above grade within four primary structures, including two residential towers (referred to as Tower A and Tower B), a hotel/residential tower (referred to herein as the Sunset Building), and a commercial building that could contain office, retail, restaurant, and parking uses (referred to herein as the Courtyard Building). Separate from the four primary structures, three low-rise, non residential structures would be oriented towards Sunset Boulevard and Beaudry Avenue. In addition, a portion of the proposed residential uses would be provided in low-rise residential buildings (not part of the residential towers) dispersed throughout the eastern and southern portions of the Project Site around the base of the two residential towers. Under either development scenario, implementation of the Project would require the removal of the existing vacant buildings within the Project Site that together comprise approximately 114,600 square feet. The existing Elysian apartment building, which is located on the Project Site, but not a part of the Project, would remain.

**PREPARED FOR:**

The City of Los Angeles  
Department of City Planning

**PREPARED BY:**

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**APPLICANT:**

1111 Sunset Boulevard, LLC

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# 1. INTRODUCTION

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This Erratum addresses minor modifications to the Environmental Impact Report (EIR) for the 1111 Sunset (Project). Specifically, subsequent to completion of the Final EIR, modifications to the design of the intersection of Sunset Boulevard and Beaudry Avenue have been approved by the Los Angeles Department of Transportation (LADOT) Design Division and these modifications have resulted in a slight reduction in the overall site area of the Project. This reduction in the overall site area has also resulted in minor modifications to the Project, including a reduction of two residential units (under both development scenarios). Additional modifications to the Project and EIR include the addition of a discretionary action, the modification of a discretionary action, and modification to a mitigation measure. These modifications, which are described in detail below and are evaluated herein, clarify and refine the EIR and provide supplemental information for the City decision-makers and the public.

CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code (PRC) Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. CEQA Guidelines Section 15088.5 specifically states:

*New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:*

- *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*
- *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.*
- *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5 also provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR [...] A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.”

As demonstrated by the following discussion, the proposed modifications to the Project would not result in new significant impacts or increase the severity of significant impacts already identified in the Draft EIR and, therefore, do not warrant recirculation of the EIR. Specifically, the proposed modifications

do not constitute “significant new information” as that term is defined by CEQA Guidelines Section 15088.5. In addition, the proposed modifications to the site plan are not “significant” because the EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. As described below, the proposed modifications would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Draft EIR or Final EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met, and recirculation is not required.

## 2. PROJECT REVISIONS AND CLARIFICATIONS TO THE EIR

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### 2.1 Overview of Minor Modifications to Project

As discussed above, subsequent to completion of the Final EIR, modifications to the design of the intersection of Sunset Boulevard and Beaudry Avenue have been approved by the LADOT Design Division and these modifications have resulted in a slight reduction in the overall site area for the Project of approximately 379 square feet. This reduction in the overall site area has also resulted in minor modifications to the Project, including a reduction of two residential units under both development scenarios. Below is a more detailed discussion of these modifications.

Alterations to the design of the intersection of Sunset Boulevard and Beaudry Avenue were addressed within the Draft EIR and in associated appendices. (Refer to Figure II-4 of Section II. Project Description, of the Draft EIR, for an overview of the design evaluated in the EIR.) As analyzed in the EIR, the most substantial changes at this intersection involved the elimination of the southbound to westbound channelized right turn slot, which was eliminated because of its potential negative impact on pedestrian flow and pedestrian safety. Specifically, the southbound to westbound right turn movement was incorporated into the southbound lanes of the intersection. The north leg of the intersection included three southbound lanes (one left turn lane, one through lane and one right turn lane) and one lane to serve northbound through traffic. The south leg of the intersection was proposed to be restriped to include one southbound through lane and two northbound lanes (one left turn lane and one optional through and right turn lane). The east and west legs of the intersection were proposed to remain as they exist today.

Upon review of the design proposed in the EIR, LADOT Design Division made some minor changes to the design of the Sunset Boulevard and Beaudry Avenue intersection, primarily to facilitate large truck turns through the intersection and to add length to the right turn from Beaudry Avenue to Sunset Boulevard. Figure 1A within Appendix 1, attached, shows the modified design suggested by LADOT that has been incorporated into the Project and includes a minor change to the property line for the Project. As shown therein, in the southeast corner of the intersection, a larger curb radius has been designed that allows northbound trucks to turn right onto eastbound Sunset without encroaching into the westbound Sunset lanes. The center lane on the south leg was also narrowed slightly to allow wider curb lanes to facilitate truck turns to/from Sunset Boulevard. The northbound lane was also widened and the stop line was shifted to the north a few feet to give trucks turning from Sunset Boulevard more room to make the turn. The three southbound lanes were also shifted and realigned to increase the storage length of the lanes. The storage length of the right turn lane was increased the most because the southbound lane will likely operate under a No Right Turn on Red restriction due to the sight distance limitation caused by the location of the existing building on the northeast corner of the intersection. The extension of the southbound Beaudry Avenue to westbound Sunset Boulevard right-turn lane would require the removal of a proposed passenger loading area cut into the sidewalk on southbound Beaudry Avenue north of Sunset Boulevard. The Project would continue to provide two curbside loading areas, including one on Alpine Street and one on Beaudry Avenue, to serve the two residential towers as well as an on-site loading area near the corner of Beaudry Avenue and Sunset Boulevard. The amount of dedicated passenger loading space provided on or adjacent to the Project Site is not a consideration under CEQA. The non-CEQA analysis of passenger loading provided in the EIR only considered the two curbside loading areas and the on-site loading, and therefore the conclusion that there would be sufficient capacity to accommodate the

Project's passenger loading needs remains valid. Moreover, the elimination of the proposed passenger loading area cut into the sidewalk on Beaudry Avenue would improve safety by eliminating a potential point of conflict between loading operations, passing traffic on Beaudry Avenue, and the adjacent driveway into the on-site loading area.

As a result of these changes, minor changes to the square footage of the Project Site occur that in turn result in slight overall reductions in development proposed as part of the Project. This results in a slightly revised tract map to reflect the modified property line. Specifically, with the change in the configuration of the intersection of Sunset Boulevard and Beaudry Avenue, the lot area of the Project Site would be reduced by approximately 379 square feet, resulting in an overall lot size of 272,539 square feet. Thus, when accounting for the permitted Floor Area Ratio (FAR) of 3:1 and a 35 percent density bonus, 1,103,783 square feet of floor area would be permitted within the Project Site. In addition, when accounting for the existing floor area of 110,336 associated with the existing Elysian Building, a total of 993,447 square feet of additional floor area would be permitted. As a result, as shown in updated Table 1 on page 5, the residential unit count would be reduced by two units under both the Project's Mixed Use Development and No-Hotel Development scenarios. In addition, with the reduction in units, the open space, vehicle and bicycle parking requirements, and tree replacement requirements would be somewhat reduced. However, the open space, parking and number of trees proposed to be replaced under the Project would not change with the proposed modifications. In addition, no changes in building heights would occur in response to the modifications to the updated design of the intersection of Beaudry Avenue and Sunset Boulevard.

In addition, the following discretionary action has been added to Section II, Project Description, of the Draft EIR to address the floor area calculation regarding unenclosed floor area beneath Tower A, Tower B and the Sunset Building that has already been accounted for in the EIR:

- Pursuant to LAMC Section 12.21 A.2, a Zoning Administrator's Interpretation (ZAI) relative to the calculation of floor area to exclude up to 24,052 square feet of unenclosed floor area located beneath Tower A (6,975 square feet), Tower B (6,153 square feet), and the Sunset Building (10,924 square feet). (Case No. ZA -2021-9399-ZAI)

The Draft and Final EIR analyses already excluded the 24,052 square feet unenclosed floor area. As such, the proposed ZAI merely presents a formal interpretation of this calculation.

In addition, within Section II, Project Description, of the Draft EIR, the request for a Main Conditional Use Permit has also been revised to reduce the number of locations for the sale of alcohol as follows:

- Pursuant to LAMC Section 12.24 W.1, Main Conditional Use Permit (Master CUP) to permit the sale of a full line of alcoholic beverages or beer and wine, for on-site consumption and off-site sales in conjunction with the commercial and hotel uses, including thirteen (13) commercial tenant spaces and up to ~~seven (7)~~ six (6) locations within the hotel.

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

Land Use	Existing Development <sup>b</sup>	Mixed Use Development Scenario		No Hotel Development Scenario	
		Proposed	Floor Area Upon Completion	Proposed	Floor Area Upon Completion
Residential	110,336 sf (96 du)	<del>766,982</del> 765,447 sf (737-735 du)	<del>877,348</del> 875,783 sf (833-831 du) <sup>c</sup>	<del>851,982</del> 850,447 sf (827-825 du)	<del>962,348</del> 960,783 sf (921923 du) <sup>c</sup>
Hotel		85,000 sf <sup>d</sup> (180 rm)	85,000 sf (180 rm)	—	—
Office		48,000 sf	48,000 sf	48,000 sf	48,000 sf
Commercial (retail/ restaurant)		95,000 sf	95,000 sf	95,000 sf	95,000 sf
Existing Vacant Buildings	114,600 sf	0 sf	0 sf	0 sf	0 sf
<b>Total</b>	<b>224,936 sf</b>	<b><del>994,982</del></b> <b>993,447 sf</b>	<b><del>1,105,348</del></b> <b>1,103,783 sf</b>	<b><del>994,982</del></b> <b>993,447 sf</b>	<b><del>1,105,348</del></b> <b>1,103,783 sf</b>

du = dwelling units

rm = rooms

sf = square feet

<sup>a</sup> 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.”

<sup>b</sup> Comprises the existing Elysian apartment building’s floor area, including the residential units and associated ground floor commercial restaurant, as well as the existing vacant buildings within the Project Site.

<sup>c</sup> Includes existing Elysian apartment building to remain on the Project Site.

<sup>d</sup> Includes 75,000 sf of hotel rooms and 10,000 sf of Lobby/Service/Meeting for a total of 85,000 sf of dedicated hotel area. The 20,000 sf of hotel F&B is included in the commercial area below (95,000 sf).

Source: Eyestone Environmental, 2021.

Finally, Mitigation Measure NOI-MM-1 within Section IV.I, Noise, of the Draft EIR has been clarified as follows:

**Mitigation Measure NOI-MM-1:** A temporary and impermeable sound barrier shall be erected at the locations listed below prior to the start of construction activities. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the eastern property line of the Project Site between the construction areas and the residential uses on the east side of White Knoll Drive and Alpine Street east of the Project Site (receptor locations R1, R2 and R3). The temporary sound barrier shall be designed to provide a minimum 18-dBA noise reduction at the ground level of receptor location R1, 15 dBA noise reduction at receptor location R2 and 9 dBA noise reduction at the ground level of receptor location R3.

- Along the northern property line of the Project Site between the construction areas and residential use on Boylston Street (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 10-dBA noise reduction at the ground level of receptor location R5.
- Along the western property line of the Project Site between the construction areas and residential uses on Sunvue Place (receptor location R6) and the motel on the west side Sunset Boulevard (receptor location R7). The temporary sound barrier shall be designed to provide a minimum 11-dBA and 6-dBA noise reduction at the ground level of receptor locations R6 and R7, respectively.
- Along the south side of the on-site Elysian residential building between the construction area. The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of the Elysian residential building.

## **2.2 Environmental Implications Associated Project Modifications**

### **2.2.1 Transportation**

Appendix 1 includes an analysis of the modified Sunset Boulevard and Beaudry Avenue intersection with a focus on queuing, overall intersection performance, and overall site access. With regard to queuing, it was determined that like the design in EIR, under the modified design, the southbound Beaudry Avenue right turn can accommodate the right turns without backing up into the adjacent through lane. With regard to the eastbound Sunset to southbound Beaudry right turn, the right turn queue under the modified design would extend along the Bus Only lane further under the modified design as a result of signal timing changes at the intersection, but in no case would the right turn queue block the eastbound through lane.

The extension of the southbound Beaudry Avenue to westbound Sunset Boulevard right-turn lane would require the removal of a proposed curbside passenger loading area on southbound Beaudry Avenue north of Sunset Boulevard. The Project would thus provide one curbside loading area on Alpine Street and an on-site loading area near the corner of Beaudry Avenue and Sunset Boulevard. The amount of dedicated passenger loading space provided on or adjacent to the Project Site is not a consideration under CEQA; nonetheless, based on the non-CEQA analysis of passenger loading provided in the EIR, there would remain sufficient capacity to accommodate the Project's passenger loading needs. Moreover, the elimination of the proposed passenger loading area on Beaudry Avenue would improve safety by eliminating a potential point of conflict between loading operations, passing traffic on Beaudry Avenue, and the driveway into the on-site loading area. With regard to intersection performance, as discussed in Appendix 1, also it was determined that the signalization of the intersection at Sunset and White Knoll (which is part of the Project's proposed transportation improvements) allows local traffic to distribute itself and balance the performance between the two nearby traffic signals. Thus, the non-CEQA impacts associated with intersection capacity and level of service under the modified design for the intersection of Sunset Boulevard and Beaudry Avenue would be similar to that included in the EIR as demonstrated by Tables 1 and 2 in Appendix 1.

Overall, the benefits of the reconfigured intersection of Sunset Boulevard and Beaudry Avenue as approved by LADOT would include the following:

- The addition of north-south left turn lanes from Beaudry provides clearer definition to accommodate northbound left turn movement.
- Control of the north-south left turns from Beaudry with separate protected signal phases will increase the safety of intersection operations.
- The intersection will be better organized overall with increased vehicular and pedestrian traffic control.
- The elimination of the existing separate right turn channelized roadway from southbound Beaudry to westbound Sunset will increase pedestrian safety by eliminating the need to cross the north-south movements and then cross the additional right turn roadway.
- Folding the southbound Beaudry to westbound Sunset right turn movement back into the intersection will reduce the speed of the right turn movements thereby increasing pedestrian and vehicular safety.
- Pedestrian safety is also enhanced by the requirement that the southbound right turn from Beaudry to Sunset is signed No Right Turn On Red.
- The intersection reconfiguration allows the Uber/Lyft pick-up/drop-off activities to be accommodated off-street in the Project's transportation center.
- The Project's signalization of Sunset and White Knoll will allow project and neighborhood traffic to shift away from the Sunset/Beaudry intersection and enter/leave the Project and the neighborhood using White Knoll. This would be especially helpful in reducing SB traffic on Beaudry.

Based on the above, the proposed modifications to the Project would not result in any new transportation impacts associated with conflicts with policies and regulations that address the circulation system, including transit, roadway, bicycle and pedestrian facilities.

In addition, no new impacts associated with hazards or emergency access would occur as a result of the modified intersection and slight reduction in development. Finally, with regard to vehicle miles traveled (VMT), the City's VMT metric for residential units is VMT per resident, which is largely independent of the number of units. The reduction of two residential units (a fraction of 1 percent of the total residential units proposed) would have virtually no effect on the overall VMT per resident, and the conclusions of the VMT analysis would not change. Thus, overall, transportation impacts with the proposed modifications would continue to be less than significant under either development scenario.

## 2.2.2 Other Environmental Topics

The proposed modifications to the Project include modifications to design of the intersection of Sunset Boulevard and Beaudry Avenue and an associated slight reduction in site area, unit count, and floor area. In addition, the overall construction assumptions associated with the Project including, depth of excavation, peak day equipment use and construction hours would not change. Thus, as summarized below, no new impacts or substantial increases in already identified significant impacts associated with other environmental topics would occur:

- **Air Quality, GHG, and Energy**—With the proposed modifications, the overall floor area of the Project would be slightly reduced, and the number of residential units (under both

development scenarios) would be reduced by two. As such, from an operational standpoint, with the proposed modifications, the Project would not result in an increase in vehicular traffic (or associated vehicle emissions), stationary emissions or overall demand for energy. In addition, since the construction assumptions would not change with the proposed modifications to the Project, no increases in construction-related emissions or energy use would occur.

- **Geology and Soils, Hazards and Hydrology**—The overall site plan would be modified slightly to respond to the modifications to the intersection of Sunset Boulevard and Beaudry Avenue and the slight reduction in site area and floor area to be developed. No changes to the areas to be excavated and developed, depths of excavation or permeability of the Project Site would occur, and the Project would continue to comply with regulatory requirements. In addition, no changes to the types of uses to be developed on-site would occur. As such, no new impacts related to geology and soils or hydrology would occur.
- **Land Use**—With the slight reduction in floor area and unit count, no changes would occur that would affect the Project’s consistency with land use policies and regulations. In addition, no changes would occur that would result in impacts related to division of an established community. Furthermore, the addition of the ZAI to the list of the discretionary actions does not change the floor area of the Project as the EIR already excluded the 24,052 square feet unenclosed floor area. Thus, no modifications to the physical aspects of the Project would change as a result of this request when compared with the Project as evaluated in the EIR. In addition, the modification to the discretionary action to reduce the number of locations of alcohol sales within the hotel from seven to six would also not change the land use conclusions or conclusions for other environmental topics included in the Draft EIR.
- **Noise**—The modifications to the Project, which include a slight reduction in floor area and unit count would slightly reduce noise associated with Project operations. In addition, as the construction assumptions and areas to be developed would not change, no increases in construction noise impacts would occur. Finally, the modification to Mitigation Measure NOI-MM-1 set forth above clarifies that this mitigation measure needs to be implemented before construction activities occur and does not affect the data or conclusion in the noise analysis included in the Draft EIR.
- **Public Services and Utilities**—With the overall reduction in floor area and reduction in unit count, the modifications to the Project would result in a slight reduction for the demand for public services and utilities. Thus, no new impacts related to public services and utilities would occur.
- **Cultural and Tribal Cultural Resources**—The overall site plan would be modified slightly to respond to the modifications to the intersection of Sunset Boulevard and Beaudry Avenue and the slight reduction in site area and floor area to be developed. No changes to the areas to be excavated and developed or depths of excavation would occur. As such, no new impacts related to cultural resources and tribal cultural resources would occur.

Based on the above, the proposed modifications to the Project would not result in new significant impacts or a substantial increase in any of the already identified significant impacts set forth in the EIR.

### 3. CONCLUSION

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Based on the analysis presented above, the changes to the EIR set forth in this Erratum do not result in any of the conditions set forth in Section 15088.5 of the CEQA Guidelines requiring recirculation of the Draft EIR. Specifically, the information included in this Erratum does not disclose any new significant impacts or a substantial increase in the severity of an impact already identified in the Draft EIR, nor does it contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible alternative or mitigation measure that the Applicant has declined to adopt. All of the information added in this Erratum merely clarifies, corrects, adds to, or makes insignificant modifications to information in the EIR. The City has reviewed the information in this Erratum and has determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR.