APPENDIX N

Land Use Consistency Tables

Appendix N

Land Use Planning Consistency Tables

Table IV.G-1
Consistency with Applicable Goals of 2016-2040 RTP/SCS

Goal	Would the Project Conflict?
2016-2040 RTP/SCS Goal 2 Maximize mobility and accessibility for all people and goods in the region.	**No Conflict.** The Project is an infill development within the urbanized South Park area of Downtown Los Angeles and within one half mile of a well serviced transit stop. The Project would maintain and utilize the existing alleyway for vehicular access (and loading/unloading), provide ride share drop off areas out of the roadway, provide valet parking, have easy ground-floor pedestrian access, and include bike facilities. As described in the Existing Setting, the Project Site is also located near many public transit opportunities including Metro light rail, Local, Rapid, Silver, and Silver Express, LADOT Commuter and DASH, OCTA, and BBB bus lines. Given the Project Site's location near a variety of transportation options and the infill nature of the Project, the Project would maximize the potential for mobility and accessibility.
2016-2040 RTP/SCS Goal 6 Protect the environment and health of our residents by improving air quality, and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**No Conflict** The Project would incorporate a wide range of building technologies and design features pursuant to existing regulations that would protect the environment by saving energy (which would also reduce air emissions associated with electricity generation), reduce water consumption, make use of recycled materials, and produce better indoor and outdoor environmental quality. Pedestrian access to the Project Site would be provided via the sidewalks along Hope Street and Pico Boulevard. Siting hotel uses within walking distance of the Staples Center, LA Live, and other attractions as well as mass transit, would encourage active non-motorized transportation such as walking and bicycling. Furthermore, including gallery and museum uses on the Project Site would further encourage and engage walking. In addition, the Project would provide long- and short-term bicycle parking spaces in accordance with the City Bicycle Ordinance. Therefore, the Project

Table IV.G-1
Consistency with Applicable Goals of 2016-2040 RTP/SCS

Goal	Would the Project Conflict?
	would help improve air quality and encourage bicycling and walking.
2016-2040 RTP/SCS Goal 8 Encourage land use and growth patterns that facilitate transit and active transportation.	**No Conflict.** The Project would construct hotel uses within walking distance of the Staples Center, LA Live, and other attractions as well as mass transit, and would encourage active non-motorized transportation such as walking and bicycling. Additionally, the Project would be located near several public transit opportunities including the Metro light rail, Local, Rapid, Silver, and Silver Express, LADOT Commuter and DASH, OCTA, and BBB bus lines. In addition, the Project encourages active transportation by including 231 bicycle parking stalls. The Project also improves walkability in the immediate vicinity of the Project Site by replacing commercial industrial buildings and a vacant hotel with a mixed-use that activates the street by introducing commercial (hotel and restaurant) options.

Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016; EcoTierra Consulting, 2020.

Table IV.G-2
Consistency with Applicable Goals of 2020-2045 RTP/SCS

Goal	Would the Project Conflict?
2020-2045 RTP/SCS Goal 1 Encourage regional economic prosperity and global competitiveness.	**No Conflict.** The Project would construct hotel, restaurant, museum, and residential uses within walking distance of jobs and the Staples Center, LA Live, many restaurants and bars, museums, and other attractions. The Project location and uses would contribute to economic prosperity by partially rehabilitating the vacant Morrison Hotel to accommodate hotel and restaurant uses, and redeveloping the remainder of the Project Site with uses that would generate revenue in the area. This economic prosperity would contribute to the City's global competitiveness as a large city that attracts desired economic growth.
2020-2045 RTP/SCS Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	**No Conflict.** The Project would be located near public transit, including the Metro light rail, Local, Rapid, Silver, and Silver Express, LADOT Commuter and DASH, OCTA, and BBB bus lines. Therefore, the Project would contribute to mobility and accessibility by locating residential and hotel uses nearby transit. Additionally, the Project would contribute to mobility, reliability of travel, and travel safety by providing a vehicular drop-off area on Hope Street, and drop-off areas accessed from Hope Street and the northern portion of the existing alleyway to avoid creating congestion or hazards.
2020-2045 RTP/SCS Goal 6 Support healthy and equitable communities.	**No Conflict.** The Project would support a healthy community through the availability of active transportation modes including transit, bicycling, and walking. The Project would provide new employment opportunities accessible via these active transportation modes, which would contribute to the goal of an equitable community.
2020-2045 RTP/SCS Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**No Conflict.** The Project would be located near public transit, including the Metro light rail, Local, Rapid, Silver, and Silver Express, LADOT Commuter and DASH, OCTA, and BBB bus lines. Therefore, the Project would support the transportation and transit network, which would help to reduce greenhouse gases and not contribute to climate change. The Project would partially rehabilitate the vacant Morrison Hotel and redevelop the Project Site with uses that would be integrated with the regional development pattern that includes a downtown area with residential and commercial uses.
2020-2045 RTP/SCS Goal 9	**No Conflict.** The Project would develop 136 residential units in an area well served by transit

Table IV.G-2
Consistency with Applicable Goals of 2020-2045 RTP/SCS

Goal	Would the Project Conflict?
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	including the Metro light rail, Local, Rapid, Silver, and Silver Express, LADOT Commuter and DASH, OCTA, and BBB bus lines. The Project would contribute to the variety of existing and proposed housing in the South Park area.
Source: Southern California Association of Governments, ConnectSoCal, September 3, 2020, EcoTierra Consulting, 2020.	

Table IV.G-3
Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
Land Use Chapter	
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long- Range Land Use Diagram.	**No Conflict.** As discussed in **Sections IV.J, Public Services, IV.M, Utilities and Service Systems**, and **IV.C, Energy,** of this Draft EIR, as well as the Initial Study included in **Appendix A** of this Draft EIR, the agencies that provide public infrastructure, services, and utilities to the Project Site would have capacity to serve the Project.
Policy 3.1.3: Identify area for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parkland sand trails, neighborhood parks and urban open spaces.	**No Conflict.** While the Project does not provide any dedicated public parkland, the Project has been designed to create a pedestrian-oriented streetscape. The Project would retain nine existing street trees and provide 33 additional on-site trees. The Project would include a landscaped entry courtyard on Hope Street, planter boxes on Level 2 of the Hotel/Residential Tower, and outdoor deck along Hope Street on Level 5 that would provide greenery and texture. The Project would also include landscaping in the common amenity spaces on Level 6, Level 15, and Level 25. Lastly, the Project would include approximately 15,599 square feet of useable open space, of which approximately 11,427 square feet would be outdoor common space.
Objective 3.2: To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	**No Conflict.** The Project would be designed to provide opportunities for people to live, work, and visit this area of downtown Los Angeles, with residential units, hotel, general commercial, restaurant, and retail uses, and open space at a site near several public transit options, including the Metro light rail, Local, Rapid, Silver, and Silver Express, LADOT Commuter and DASH, OCTA, and BBB bus lines, thus providing opportunities for residents, employees, visitors, to use transit and active transportation, which would reduce vehicle trips and VMTs.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**No Conflict.** The Project is a mixed-use development that would include residential, hotel, and commercial land uses. The Project would provide opportunities for residents, employees, and visitors to use public transit for work trips, and walk to other retail businesses within and near the Project Site. In addition, the Project would provide short- and long-term bicycle spaces as required by the City Bicycle Ordinance. The Project would provide 231 bicycle parking spaces on site. In

Table IV.G-3
Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	addition, according to the City's 2010 Bicycle Master Plan, Pico Boulevard is classified as a Bicycle Route. Pico Boulevard is also classified by the City's Mobility Plan 2035 as a Tier 3 Bicycle Lane.
Housing Chapter	
Policy 4.1.9: Whenever possible, assure adequate health-based buffer zones between new residential and emitting industries.	**No Conflict.** The parcels immediately surrounding the Project Site include a commercial industrial building to the north; an alleyway, mixed-use residential, commercial, and a surface parking to the east; Pico Boulevard and mixed-use residential to the south; and Hope Street, commercial industrial uses, and a surface parking to the west. A mid-rise, mixed-use commercial and residential building is under construction adjacent to the Project Site at the southeast corner of the block. Other surrounding properties include industrial, commercial retail, residential, and surface parking lots. The properties in the surrounding area are zoned R5 and C2. Although manufacturing of some types of products are allowed within the C2 zone, such operations are restricted to ones that "are not objectionable due to odor, dust, smoke, noise, vibration or other causes" pursuant to LAMC 12.14. Thus, the surrounding uses would not be categorized as emitting industries and a health-based buffer zone is not required.
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	**No Conflict.** The Project would include up to 136 residential units in the dense urban community of the South Park area in downtown Los Angeles, in close proximity to transit services including the Metro light rail A Line (Blue) and E Line (Expo) approximately 500 feet west of the Project Site, as well as Local, Rapid, Silver, and Silver Express, LADOT Commuter and DASH, OCTA, and BBB bus lines.
Urban Form and Neighborhood Design Chapter	
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	**No Conflict.** The Project Site is currently developed with commercial industrial buildings and a vacant hotel. The Project would partially rehabilitate the existing Morrison Hotel, built in 1914, while expanding and constructing a new building on the block in a contemporary architectural style. Project design elements include structural elements, outdoor restaurant

Table IV.G-3
Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	seating, and landscaping. Furthermore, a multitude of amenities for residents and hotel guests of the Project would be provided offering more diverse opportunities than currently exist in the area. The Project would also 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, and the planting of street trees.
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	**No Conflict.** The Project would support this objective by providing a mixed-use development consisting of 136 residential units, 444 hotel guest rooms, approximately 10,785 square feet of restaurant space, and a museum that would serve the community and future businesses. The proposed neighborhood-serving restaurant and hotel uses would complement the employment base of the Central City Community Plan area, meet the needs of local residents, and foster continued economic investment. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution to ensure maximum feasible environmental quality. Furthermore, the Project would integrate sustainable and green building techniques by complying with Title 24 standards and CALGreen requirements to reduce resources and energy consumption.
Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.	**No Conflict.** The Project would include a hotel, restaurant space, and a museum in the dense urban community of the South Park area in downtown Los Angeles, in close proximity to transit services including the Metro light rail A Line (Blue) and E Line (Expo) approximately 500 feet west of the Project Site, as well as Local, Rapid, Silver, and Silver Express, LADOT Commuter and DASH, OCTA, and BBB bus lines.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total	**No Conflict.** As evaluated in **Section IV.F, Hydrology and Water Quality**, of this Draft EIR, during construction, the Project would be required

Table IV.G-3
Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
amount of flow entering the wastewater system.	to obtain coverage under the National Pollutant Discharge Elimination System Construction General Permit. In accordance with the requirements of this permit, the Project would implement a Stormwater Pollution Prevention Plan that specifies Best Management Practices and erosion control measures to be used during construction to manage runoff flows and prevent pollution. In addition, in accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**No Conflict.** See the consistency analysis for Policy 9.3.1., above.
Objective 9.10: Ensure the water supply, storage, and delivery systems are adequate to support planned development.	**No Conflict.** As evaluated in **Section IV.M, Utilities and Service Systems – Water Supply and Infrastructure** of this Draft EIR, the Project would be within the Los Angeles Department of Water and Power's current and projected available water supplies for normal, single-dry, and multiple-dry years. As such, the LADWP would be able to meet the water demand of the Project, as well as existing and planned future water demands of its service area. Further, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Thus, the Project would not require or result in the construction of new water facilities or expansion of existing facilities.
Source: City of Los Angeles, The Citywide General Plan Framework Element, accessed: April 2019; EcoTierra Consulting, 2020.	

Table IV.G-4
Project Consistency with Applicable Policies of the Housing Element

Policies	Would the Project Conflict?
Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.	**No Conflict.** The Project would include up to 136 new residential units within a designated Transit Priority Area (TPA) and within Tier 4 of the Transit Oriented Communities (TOC).
Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.	**No Conflict.** The Project would include up to 136 new residential units that would be added to the citywide housing supply. The proposed commercial land uses would provide amenities, jobs, and services to the Project's future residents, workers, and visitors, as well as the existing community. The Project Site is accessible to the regional Metro and bus transit systems.
Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.	**No Conflict.** The Project would meet the requirements in the City's Green Building Code and would include the conservation measures discussed below, in Section (k) Los Angeles Green Building Code. Therefore, the proposed building would minimize the adverse effects on the environment through compliance with energy efficiency requirements, such as reducing indoor and outdoor water demand, installing energy-efficient appliances and equipment, and complying with California Title 24 Building Energy Efficiency Standards, as amended by the City. The proposed buildings would also minimize the use of non-renewable resources through achieving several objectives of the City of Los Angeles General Plan Framework Element, SCAG's 2016-2040 RTP/SCS and 2020-2045 RTP/SCS, and SCAQMD AQMP for establishing a regional land use pattern that promotes sustainability.
Policy 2.3.2: Promote and facilitate reduction of water consumption in new and existing housing.	**No Conflict.** As described in **Section IV.M, Utility and Service Systems-Water**, of this Draft EIR, through City mandated conservation measures, the Project would include waterless urinals, ultra-low-flow toilets in all bathrooms, low-flow aerators, and appropriate landscaping, which would reduce water use by at least 50 percent. Therefore, the Project would minimize water consumption in the proposed residences and commercial uses.
Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing.	**No Conflict.** The Project would meet the requirements in the City's Green Building Code. The Project would have numerous green building design features, including a highly efficient HVAC

Table IV.G-4
Project Consistency with Applicable Policies of the Housing Element

Policies	Would the Project Conflict?
	system. Refer to **Section IV.C, Energy**, of this Draft EIR, for further discussion. Therefore, the Project would minimize energy consumption.
Policy 2.3.4: Promote and facilitate reduction of waste in construction and building operations.	**No Conflict.** As discussed in **Section IV.M, Utilities and Service Systems – Solid Waste**, of this Draft EIR, much of the Project's demolition waste would be recycled and salvaged to the maximum extent feasible at a minimum of 75 percent diversion from the landfill. During construction, the Project would implement recycling, such as recycling concrete cylinder test samples and steel reinforcing bars (Refer to PDFs SW-1 and SW-2 in **Section IV.M, Utility and Service Systems-Solid Waste**, of this Draft EIR). With respect to solid waste generated during operation, it is estimated that 65 percent of the Project's solid waste would be diverted from a landfill as required by law (Refer to PDFs SW-3 through SW-5 in **Section IV.M, Utility and Service Systems-Solid Waste**, of this Draft EIR). Therefore, the Project would reduce solid waste generated during construction and operation.
Source: Los Angeles Department of City Planning, Housing Element 2013-2021, adopted December 3, 2013; EcoTierra Consulting, 2020.	

Table IV.G-5
Consistency with Applicable Central City Community Plan Policies

Policy	Would the Project Conflict?
Residential	
Policy 1-4.1. Encourage the rehabilitation and adaptive reuse of historic buildings for housing, artist lofts and live-work units.	**No Conflict.** The Project includes the partial rehabilitation of an existing vacant SRO hotel, the expansion of the existing hotel with the new construction of an approximately 174,481 square-foot hotel, and the new construction of approximately 186,155 square-foot, mixed-use hotel and residential building.
Policy 2-1.2. To maintain a safe, clean, attractive, and lively environment.	**No Conflict.** The Project would develop a mixed-use development on a property that is currently developed with commercial industrial buildings and a vacant hotel. The Project would be an infill project and have a distinctively modern architectural style to attract hotel patrons, residents, and visitors. In addition, the Project would include a restaurant and bar space, which would contribute to creating a lively environment. As such, by replacing a vacant hotel and commercial industrial buildings with a new mixed-use, the Project would maintain a safe, clean, attractive, and lively environment.
Government and Public Facilities (Police Protection)	
Policy 5-1.1: Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.	**No Conflict.** As discussed in **Section IV.J.2, Public Services – Police Protection**, of this Draft EIR, the LAPD was contacted to review the impacts of the Project. Refer to **Section IV.J.2, Public Services – Police Protection**, of this Draft EIR for additional analysis pertaining to impacts on police protection services.
Policy 5-2.2: Promote the safety and security of personal property through proper design and effective use of the built environment which can lead to a reduction in the incidence and fear of crime, reduction in calls for police service, and to an increase in the quality of life.	**No Conflict.** As described in **Section IV.J.2, Public Services – Police Protection**, of this Draft EIR, the Project shall comply with the design guidelines outlined in the LAPD Design Out Crime Guidelines, which recommend using natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. This includes in limiting visual obstruction and infrequently accessed “dead zones”.
Government and Public Facilities (Fire Protection)	
Policy 6-1.1: Coordinate with the Fire Department the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	**No Conflict.** As discussed in **Section IV.J.1, Public Services – Fire Protection**, of this Draft EIR, the LAFD was contacted to review the impacts of the Project. Refer to **Section IV.J.1, Public Services – Fire Protection**, of this Draft

Table IV.G-5
Consistency with Applicable Central City Community Plan Policies

Policy	Would the Project Conflict?
	EIR for additional analysis pertaining to impacts on fire protection services.
Arts, Cultural, and Architectural History	
Policy 10-2.6. Encourage the reuse of historic buildings as live/work offices, housing, retail, and educational facilities.	**No Conflict**. The Project Site contains the vacant Morrison Hotel, built in 1914. SurveyLA identified the Morrison Hotel as eligible for listing in the California Register and for designation as an HCM. The Project would partially rehabilitate the existing hotel, with the hotel lobby fronting Hope Street, and ground floor restaurant use at the corner of Hope Street and Pico Boulevard. It would also include a gallery/loggia on the ground floor and 87 hotel guest rooms on levels 2 through 4.
Urban Design (South Park)	
Provide a major open space focus for this residential neighborhood and established network of well-landscape streets, mini-parks and mid-bock paseos in order to create a garden city environment.	**No Conflict.** The Project would provide approximately 15,599 square feet of useable open space, of which approximately 11,427 square feet would be outdoor common space. The Project would also include outdoor restaurant seating and landscaping throughout, including at least 34 trees.

Source: City of Los Angeles, Central City Community Plan, adopted January 8, 2003; EcoTierra Consulting, 2020.

Table IV.G-6
Consistency with Applicable Policies of the Healthy LA Plan

Policies	Would the Project Conflict?
Chapter 2 – A City Built for Health	
Policy 2.2 Healthy Building Design and Construction: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools practices, and programs.	**No Conflict.** The Project would promote a healthy built environment by replacing a site currently developed with old one- and two-story commercial buildings and a vacant hotel building with a development compliant with modern code, including ADA compliance. The Project's building frontage would provide ground floor restaurant, gallery/loggia, and courtyard entrance areas along Hope Street and Pico Boulevard. The Project includes common open space that would be comprised of a range of amenities including two swimming pools, fitness rooms, meeting and ballrooms, and terraces. Night lighting for the Project would be provided to illuminate building entrances, driveways, commercial use, and for security purposes. In addition, the Project encourages active transportation by including 231 bicycle-parking stalls.
Chapter 5 – An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.	**No Conflict.** In addition to adhering to smart growth principles of locating infill development adjacent to existing employment centers and public transportation options, the Project would incorporate a wide range of building technologies and design features such as high efficiency toilet and urinals, low flow showerheads and private and commercial faucets, draught tolerant and native plants, drip/subsurface, zoned irrigation with weather-based irrigation controllers, water-conserving turf, high-efficiency residential and commercial clothes washers, water-saving pool filters, and leak detection systems for the pools that would protect the environment by saving energy (which would also reduce air emissions associated with electricity generation), reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality. The Project's energy efficiency features, which designates it in a TPA, could help reduce the energy and emission footprint of the Project and the per capita GHG emissions of the residents and visitors from private automobile travel.

Source: City of Los Angeles, Plan for a Healthy Los Angeles, March 2015; EcoTierra Consulting, 2020.

Table IV.G-7
Project Consistency with the Applicable Policies of the Mobility Plan 2035

Policy	Would the Project Conflict?
Chapter 1: Safety First	
Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.	**No Conflict.** As discussed in **Section IV.K, Transportation**, of this Draft EIR, the Project would prepare and implement a Construction Management Plan that would reduce construction-related impacts on the surrounding community, and would incorporate safety measures around the construction site to reduce the risk to pedestrian traffic near the work area; minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians; and reduce the use of residential streets and congestion to pubic streets and highways.
Chapter 2: World Class Infrastructure	
Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. .	**No Conflict.** The Project would include improved sidewalks around the Project Site to provide a comfortable walking environment.
Chapter 3: Access for All Angelenos	
Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral of the City's transportation system.	**No Conflict.** The Project would promote this policy by improving pedestrian and bicycle access and providing adequate vehicular access. The Project would enhance the pedestrian access along Hope Street and Pico Boulevard with new and improved sidewalks and additional landscape features such as street trees. The Project would promote the use of bicycles by providing access to short-term and long-term bicycle parking spaces on site. In addition, the Project would be located in an area well-served by public transit provided by Metro.
Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**No Conflict.** The Project would promote this policy by providing a new, mixed-use development with residential units, hotel, and commercial uses on an infill lot within an urbanized area. The Project would provide access to new jobs within an urban area within proximity to transit including the Metro light rail A Line (Blue) and E Line (Expo) approximately 500 feet west of the Project Site, as well as Local, Rapid, Silver, and Silver Express, LADOT Commuter and DASH, OCTA, and BBB bus lines .

Table IV.G-7
Project Consistency with the Applicable Policies of the Mobility Plan 2035

Policy	Would the Project Conflict?
Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	**No Conflict.** The Project would provide bicycle parking spaces on-site in accordance with LAMC requirements. Consistent with the requirements, short-term bicycle parking spaces would be provided outside the buildings along the southern (Pico Boulevard) and western (Hope Street) perimeter on the ground floors and long-term bicycle parking would be located within the first subterranean level of the parking garage.
Chapter 4: Collaboration, Communication & informed Choices	
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**No Conflict.** As discussed in **Section IV.K, Transportation**, of this Draft EIR, the Project applicant will adopt and implement a TDM program in order to mitigate the potentially significant Project-related traffic impacts to less than significant levels. In addition, the Project would be located in an area well-served by public transit including the Metro light rail A Line (Blue) and E Line (Expo) approximately 500 feet west of the Project Site, as well as Local, Rapid, Silver, and Silver Express, LADOT Commuter and DASH, OCTA, and BBB bus lines. The buses and rail service provide access to areas around Los Angeles County including the west side/Santa Monica, Downtown Los Angeles, San Fernando and San Gabriel Valley providing opportunities for transit use, thereby potentially reducing dependence on single-occupancy vehicles.
Chapter 5: Clean Environments & Healthy Communities	
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	**No Conflict.** The Project supports reductions in VMT by providing housing within walking distance of a well-developed transit system, as well as within numerous retail, dining, and employment opportunities, and thus, provides opportunities for residents to use transportation alternatives to single-occupancy vehicles. In addition, the Project's provision of short- and long-term bicycle parking spaces facilitates travel to and from the Project by bicyclists.
Source: City of Los Angeles, Mobility Plan 2035, September 7, 2017; EcoTierra Consulting, 2020.	

Table IV.G-8
Project Consistency with Applicable Goals of the Redevelopment Plan

Goal	Would the Project Conflict?
Goal 1. To eliminate and prevent the spread of blight and deterioration and to rehabilitate and redevelop the Project Area in accordance with the Redevelopment Plan.	**No Conflict.** The Project would contribute to the redevelopment of the Redevelopment Plan area with a mix of uses permitted by the Plan that includes residential, hotel, and commercial uses. Therefore, the Project would prevent blight and deterioration by redeveloping a surface parking lot with a new mixed-use development.
Goal 2. To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.	**No Conflict.** The Project would develop a hotel on a property that is currently occupied by commercial industrial uses and a vacant hotel, as it is designated for commercial land uses. The Project would, therefore, facilitate growth and change in the Downtown area, which would further the development of Downtown as a major center.
Goal 3. To create an environment that will prepare, and allow, the Central City to accept that share of regional growth and development which is appropriate, and which is economically and functionally attracted to it.	**No Conflict.** By developing a mixed-use project with residential uses, hotel, and commercial uses near several entertainment venues and districts in the Downtown area, such as the Staples Arena, the Project would help meet a demand for hotels. The proposed hotel would attract economic investment, thus contributing to the regional growth and development of the Central City area.
Goal 5. To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated and underutilized areas.	**No Conflict.** Implementation of the Project would redevelop existing commercial industrial buildings and a vacant hotel with a new mixed-use development providing new housing, employment, and dining/retail uses.
Goal 11. To preserve key landmarks which highlight the history and unique character of the City, blending old and new in an aesthetic realization of change or growth with distinction, and facilitating the adaptive reuse of structures of architectural, historic or cultural merit.	**No Conflict**. The Project Site contains the vacant Morrison Hotel, built in 1914. SurveyLA identified the Morrison Hotel as eligible for listing in the California Register and for designation as a Historic Cultural Monument (HCM). The Project would partially rehabilitate the existing hotel, with the hotel lobby fronting Hope Street, and ground floor restaurant use at the corner of Hope Street and Pico Boulevard. It would also include a gallery/loggia on the ground floor and 87 hotel guest rooms on levels 2 through 4.
Goal 13. To provide high and medium density housing close to employment and available to all ethnic, social and economic groups, and to make an appropriate share of the City's low- and moderate-income housing available to residents of the area.	**No Conflict.** The Project would provide up to 136 residential units (1- and 2-bedroom units), within the South Park area, an area in the Downtown Los Angeles area that is in need of housing opportunities.
Source: City of Los Angeles, Redevelopment Plan for City Center Redevelopment Project, adopted May 15, 2002; EcoTierra Consulting, 2020.	

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.	The evaluation of the Project's consistency with sub-categories under this guideline is provided below.
Site Planning Ensure that pedestrian pathways are accessible, clear, prominent and intuitive to navigate.	**No Conflict.** The Project is proposing, pursuant to LAMC Section 17.15, a VTT for the merger of lots and the subdivision of airspace for condominium purposes and a waiver of the dedication requirement 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. Furthermore, vehicular access to the Project is limited to one driveway off of Hope Street and access via the alleyway, providing separation between pedestrian and vehicular areas and limiting vehicular access. The Project would include safety lighting throughout the Project Site to provide safe pedestrian passage through and around the site. The lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes.
Prioritize pedestrian circulation at the street level.	**No Conflict.** The Project has been designed to prioritize pedestrian circulation to all aspects of the Project via Hope Street and Pico Boulevard. Hope Street would provide the primary access to the residential and hotel lobbies, the gallery/loggia, and the coworking/loggia. Pedestrian entry to the ground floor restaurant would be provided at the corner of Hope Street and Pico Boulevard. Furthermore, vehicular access to the Project is limited to one driveway off of Hope Street and access via the alleyway, prioritizing pedestrian circulation along the Project's street frontages.
Provide direct access to the surrounding neighborhood and amenities, including transit.	**No Conflict.** The Project is oriented towards its street frontages. Pedestrian access to the Project's various components would be provided from Hope Street and Pico Boulevard via building entrances oriented along these streets. Hope Street would

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
	provide the primary access to the residential and hotel lobbies, the gallery/loggia, and the coworking/loggia. Pedestrian entry to the ground floor restaurant would be provided at the corner of Hope Street and Pico Boulevard. Pico Boulevard is a major transportation corridor that is served by multiple Metro bus lines. The Pico Station serving the Metro light rail A Line (Blue) and E Line (Expo) is less than 500 feet west of the Project Site on Flower Street north of Pico Boulevard. In addition, the Project would provide short- and long-term bicycle spaces as required by the City Bicycle Ordinance. 231 bicycle parking spaces would be provided on the Project Site, including short-term bicycle parking spaces for the commercial uses and residential uses located near the southern (Pico Boulevard) and western (Hope Street) perimeter on the ground floors.
Use ornamental low-level lighting to highlight and provide security for pedestrian paths and entrances. Ensure that all parking areas and pedestrian walkways are illuminated.	**No Conflict.** Project lighting would include architectural lighting, interior lighting, and exterior lighting for security and wayfinding purposes. Exterior lights would be wall mounted or ground mounted, directed downward, and shielded away from adjacent land uses. Other illuminated areas would be localized and would minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be used. Building security lighting would be used at all entry/exit points and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.
Encourage transit-friendly design and building orientation that promotes pedestrian activity and provides convenient access to transit for pedestrians and persons with disabilities.	**No Conflict.** The Project would be accessible to the regional transit systems. Pico Boulevard is a major transportation corridor that is served by multiple Metro bus lines. The Pico Station serving the Metro light rail A Line (Blue) and E Line (Expo) is less than 500 feet west of the Project Site on Flower Street north of Pico Boulevard.

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
	Pedestrian access to the Project's various components would be provided from Hope Street and Pico Boulevard. Hope Street would provide the primary access to the residential lobby and the two separate hotel lobbies. In addition, the Project would provide short- and long-term bicycle spaces as required by the City Bicycle Ordinance. 231 bicycle parking spaces would be provided on the Project Site, including short-term bicycle parking spaces for the commercial uses and residential uses located near the southern (Pico Boulevard) and western (Hope Street) perimeter on the ground floors. All pedestrian access ways would be ADA compliant per existing code.
Building Design Integrate the accessible path of travel into the primary circulation approach to accommodate persons of all mobility levels.	**No Conflict.** All pedestrian access ways would be ADA compliant per existing code.
Prioritize the use of stairs by locating them near the building's entrance and directly on the primary paths of travel.	**No Conflict.** Stairs within the Project are located directly accessible from all major entrances including the main courtyard hotel lobby entrance, residential lobby, and parking area access.
Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Entryways below street level should be avoided.	**No Conflict.** Pedestrian access to the Project's various components would be provided from Hope Street and Pico Boulevard. Hope Street would provide the primary access to the residential lobby and the two separate hotel lobbies. There are no entryways proposed below street level.
Right-of-Way Ensure that pathways for pedestrian travel are being kept clear of obstructions and maintain a minimum width of five feet on residential local streets and seven feet on arterial and collector streets.	**No Conflict.** The Project includes the continued maintenance of the 12-foot-wide sidewalk surrounding the Project Site on Hope Street and Pico Boulevard. The sidewalks would be maintained without obstruction to pedestrian travel.
Introduce pedestrian lighting in addition to the roadbed lighting to the satisfaction of the Bureau of Street Lighting.	**No Conflict.** The Project would include safety lighting throughout the Project Site to provide safe pedestrian passage through and around the site. The lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes.
In collaboration with the Department of Transportation, explore opportunities where	**No Conflict.** The existing street crosswalks at the corner of Hope Street and Pico Boulevard

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
appropriate to improve the comfort and safety of pedestrians' street crossing experience.	are improved with striping, traffic signals, and ADA curb ramps.
Guideline 2: Carefully incorporate vehicular access such that it does not discourage and/or inhibit the pedestrian experience.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Site Planning Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.	**No Conflict.** The Project has been designed to prioritize pedestrian circulation to all aspects of the Project via Hope Street and Pico Boulevard. Hope Street would provide the primary access to the residential and hotel lobbies, the gallery/loggia, and the coworking/loggia. Pedestrian entry to the ground floor restaurant would be provided at the corner of Hope Street and Pico Boulevard. Furthermore, vehicular access to the Project is limited to one driveway off of Hope Street and access via the alleyway, prioritizing pedestrian circulation along the Project's street frontages.
Minimize both the number of driveway entrances and overall driveway widths.	**No Conflict.** The Project includes one driveway on Hope Street.
Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.	**No Conflict**. A hotel valet drop-off area would be provided along Hope Street, and does not include a driveway into the Project Site. Additional drop-off and pick-up areas are located along the proposed building's northern side, off of Hope Street, and via the alleyway. There are no drop-off areas between principal building areas and/or sidewalks.
Orient vehicular access as far from street intersections as possible.	**No Conflict**. Vehicular access into the shared 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 alleyway. This is the farthest from the nearest street intersection as possible.
Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.	**No Conflict.** The Project's loading area would be located on the alleyway and would not interfere with pedestrian or vehicular circulation, which is located primarily off of Hope Street.

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Building Design Locate active ground floor uses along primary street frontages.	**No Conflict.** The Project has been designed with all ground-floor uses accessible from the primary street frontages. Hope Street would provide the primary access to the residential and hotel lobbies, the gallery/loggia, and the coworking/loggia. Pedestrian entry to the ground floor restaurant would be provided at the corner of Hope Street and Pico Boulevard. Entry to the museum would be on Pico Boulevard.
Use architectural elements to reduce the perceived mass of larger projects.	**No Conflict.** The Project would expand the existing Morrison Hotel, creating a single building with hotel uses behind the Morrison Hotel 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 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 alternates between different textures, colors, materials, and distinctive architectural treatments. In addition, the parking on the subterranean levels is completely hidden from view.
Enclose or wrap podium parking areas with active uses, landscaping and/or architectural elements.	**No Conflict.** The Project does not include any podium or ground-floor parking. All parking is subterranean and hidden from view.
Design and orient buildings to provide users with direct visual and physical connections to the abutting public rights-of-way.	**No Conflict.** The Project has been designed with all ground-floor uses accessible from the primary street frontages. Hope Street would provide the primary access to the residential and hotel lobbies, the gallery/loggia, and the coworking/loggia. Pedestrian entry to the ground floor restaurant would be provided at the corner of Hope Street and Pico Boulevard. Entry to the museum would be on Pico Boulevard.

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
Locate windows, balconies and courtyards to provide views onto sidewalks and gathering spaces.	**No Conflict.** The Project includes windows, balconies, courtyards, and terraces at all levels of the Project, particularly along Hope Street and Pico Boulevard but also along the northern and eastern frontages.
Avoid long blank walls where pedestrian activity is anticipated.	**No Conflict.** The Project does not include any blank walls where pedestrian activity would occur.
Locate the majority of code-required open space at the ground level in a manner that is equally accessible to all residential units to promote safety and the use of outdoor areas. In mid- and high-rise buildings, podiums between buildings and rooftop areas can be used as common areas.	**No Conflict.** The Project's approximately 15,599 square of usable open space includes approximately 11,427 square feet of outdoor common open space, with residential amenities located in several distinct areas. The residential amenity space (uncovered) on would be provided on Level 1 (28%), Level 6 (20%), and Level 25 (52%) of this mid- to high-rise project.
Ensure that ground floor uses maintain a high degree of transparency and maximize a visual connection to the street by providing clear and unobstructed windows, free of reflective glass coatings, exterior mounted gates, or security grills.	**No Conflict.** The Project's ground floor restaurant, lobby, lobby bar, loggia/coworking, and gallery/loggia spaces would each be accessed from its own entrance directly from the street and sidewalk, with transparent entries that are not hidden from view. The building would employ glass to indicate the entry points to commercial uses, which would be easily accessible to pedestrians. The Project does not propose the use of mounted gates or security grills.
Right-of-Way Maintain and improve existing alleys with appropriate lighting and other design features (landscaping, art, etc.) to screen blank walls or parking, where space is available.	**No Conflict.** The existing alleyway on the eastern side of the Project Site would be maintained and utilized under the Project. The Project includes windows and architectural elements along the alleyway, and because all parking would be subterranean, parking would be hidden and not visible from the alley. The Project would include safety lighting throughout the Project Site to provide safe pedestrian passage through and around the site. The lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes.
Identify opportunities to utilize the curb lane for one or more of the following: bus boarding pad, bicycle or scooter parking, passenger pick-up and drop-off areas, bicycle lane or	**No Conflict**. The Project includes a hotel valet drop-off area at the curb along Hope Street.

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
parklet, in collaboration with Department of Transportation.	
Employ community-serving assets within the sidewalk area as described in the Great Streets DIY Guide.	**No Conflict.** The Project includes a main entry courtyard area on Hope Street, accessible from the sidewalk, which can be used for outdoor seating and community-serving amenities, in conjunction with the ground-floor areas proposed within the Project.
360 Degree Design	
Guideline 4: Organize and shape projects to recognize and respect surrounding context.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Site Planning Lay out the site to ensure that access and building entrances are clearly legible.	**No Conflict.** Pedestrian access to the Project's various components would be provided from Hope Street and Pico Boulevard with building entrances oriented along these streets. Vehicular access would be provided via one driveway on Hope Street and off of the adjacent alleyway. Hope Street would provide the primary access to the residential lobby and the two separate hotel lobbies. Pedestrian wayfinding signage and security lighting would be located at parking garage entrances, elevator lobbies, vestibules, and residential corridors in accordance with the LAMC.
Locate and shape buildings to minimize disrupting users of neighboring buildings.	**No Conflict.** The Project building would be directly adjacent to one building to the north, where currently the existing building abuts the same building. The Project would maintain and improve the existing 12-foot sidewalk, and would not alter circulation to or around other buildings.
Minimize shadows and unnecessary shading on surrounding buildings, parks and open spaces.	**No Conflict.** The Project includes variations in height from 52 feet to 235 feet tall. Thus, the proposed building would cast shadows throughout the day. However, there are no parks or outdoor open space areas in the vicinity of the Project. Shadows cast on surrounding buildings by the Project would change and move throughout the day and seasonally throughout the year. Additionally, the Project minimizes potential shadows through the variation in building height, locating the tallest portion of the building in a narrow area rather than as one bulk of mass.

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
Site and shape buildings to maintain public views of important structures, places and natural landscape features.	**No Conflict.** Although the proposed Project would be taller than the existing buildings on-site, the Project would not directly obstruct an existing public view of any important structures, places, or natural landscape features, as such views are not readily available from the Project Site or surrounding area.
Place and shape outdoor space to respond to, and/or connect with, nearby existing parks and open space areas.	**No Conflict.** There are no existing parks or open space areas within the immediate vicinity of the Project Site.
Locate, design and screen utilities, rooftop equipment, trash enclosures, storage materials and all noise, and odor generating functions such that they do not detract from the overall environment. Power lines, transformers, and wireless facilities should be placed underground or on rooftops when appropriately screened by a parapet.	**No Conflict.** All mechanical equipment would be screened from view. Trash enclosures would be located within the building. Utilities would be installed underground or, where not possible, would be screened from view.
Long expanses of fences should incorporate openings, changes in materials, texture, and/or landscaping. Avoid materials such as chain link, wrought iron spears, and barbed wire.	**No Conflict.** The Project does not propose any fencing.
Use exterior surface materials that will reduce the incidence and appearance of graffiti.	**No Conflict.** The Project would include exterior surface materials such as the existing glazed brick cladding, glazed ceramic tile spandrels, and cast stone on the existing Morrison Hotel, and proposed materials such as laminated glass, vision glass, weathered metal, black metal, polished metal, metal screen, brick, and terracotta. All materials would be finished and maintained to reduce incidence of graffiti.
Building Design Modulate building massing vertically and horizontally to a scale compatible to its context.	**No Conflict.** The buildings in the area of the Project Site vary in age and architectural style. The Project would partially rehabilitate the existing Morrison Hotel, built in 1914, while 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 Project building has 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

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
	Project would expand the existing Morrison Hotel, creating a single building with hotel uses behind the Morrison Hotel 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 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.
Use exterior surface materials that will reduce the incidence and appearance of graffiti.	**No Conflict.** The Project would include exterior surface materials such as the existing glazed brick cladding, glazed ceramic tile spandrels, and cast stone on the existing Morrison Hotel, and proposed materials such as laminated glass, vision glass, weathered metal, black metal, polished metal, metal screen, brick, and terracotta. All materials would be finished and maintained to reduce incidence of graffiti.
Guideline 5: Express a clear and coherent architectural idea.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Site Planning Reinforce the overall design concept through the selection of both plants and hardscape elements.	**No Conflict.** The Project includes a comprehensive landscape plan for all levels of the Project, including selection of plants and hardscape elements.
Building Design Shape building design to respond to the setbacks, fenestration patterns and important horizontal datums of adjacent structures.	**No Conflict.** The buildings in the area of the Project Site vary in age and architectural style. The Project would partially rehabilitate the existing Morrison Hotel, built in 1914, while 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 Project building has 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

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
	Hotel, creating a single building with hotel uses behind the Morrison Hotel 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 residential tower, creating a feeling of differentiation between the uses.
Incorporate transitions such as landscaping, paving, porches, stoops, and canopies at individual entrances, and from the sidewalk to the front door. These methods should not protrude into required yards or negatively impact the overall street wall.	**No Conflict.** The Project would include a landscaped entry courtyard and outdoor terraces along Hope Street that would provide transitions between the levels of the building. The design of the Project building facades would alternate between different textures, colors, materials, and distinctive architectural treatments, including ground floor entrances.
Select materials and develop façade details that consider the views of the building from all sides.	**No Conflict.** The design of the Project building facades would alternate between different textures, colors, materials, and distinctive architectural treatments, on all sides.
Preserve and restore architectural features and materials that are important in defining historic character.	**No Conflict.** The Project would retain exterior surface materials from the Morrison Hotel including the existing glazed brick cladding, glazed ceramic tile spandrels, and cast stone.
Windows should incorporate well-designed trims and details.	**No Conflict.** The Project's proposed materials include laminated glass, vision glass, weathered metal, black metal, polished metal, metal screen, brick, and terracotta. All windows would include design elements such as trims and details.
Design lighting to enhance the ground floor environment or to emphasize key architectural features without projecting light into the night sky. Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.	**No Conflict.** Illuminated areas would be localized and would minimize light trespass and spill. Exterior lights would be wall mounted or ground mounted and shielded away from adjacent land uses to ensure no light spillage. Other illuminated areas would be localized and would minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be used. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
Guideline 7: Carefully arrange design elements and uses to protect site users.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Site Planning Consider placing non-habitable uses such as parking structures, mechanical equipment and utilities adjacent to sources of noise and/or pollutants (i.e. freeways, industrial uses).	**No Conflict.** Although the Project would not be located adjacent to freeways or industrial uses, mechanical equipment and loading activities would be located away from habitable uses to the extent feasible.
Utilize landscaping and/or berms to buffer occupants from nearby nuisances that emit noise and/or pollutants.	**No Conflict.** The Project would not be located near noise- or pollutant-emitting uses. The parcels immediately surrounding the Project Site include a commercial industrial building to the north; an alleyway, mixed-use residential, commercial, and a surface parking to the east; Pico Boulevard and mixed-use residential to the south; and Hope Street, commercial industrial uses, and a surface parking to the west. A mid-rise, mixed-use commercial and residential building is under construction adjacent to the Project Site at the southeast corner of the block. Other surrounding properties include industrial, commercial retail, residential, and surface parking lots. The properties in the surrounding area are zoned R5 and C2. Although manufacturing of some types of products are allowed within the C2 zone, such operations are restricted to ones that "are not objectionable due to odor, dust, smoke, noise, vibration or other causes" pursuant to LAMC 12.14.
Place habitable building spaces (living/sleeping areas), outdoor amenity areas and balconies as far from nuisances as possible.	**No Conflict.** Mechanical equipment and loading activities associated with the Project would be located away from habitable uses to the extent feasible.
Climate-Adapted Design	
Guideline 8: Protect the site's natural resources and features.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Right-of-Way Retain existing healthy, mature street trees to the extent possible.	**No Conflict.** Currently, there are nine (9) street trees within the public right-of-way adjacent to the Project Site frontage on 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 would remove the street tree

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
	along 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.
Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Site Planning Situate buildings to maximize cross-ventilation and daylighting opportunities while minimizing heat gain, especially from the south and west exposures.	**No Conflict.** The Project design includes distinct components of varying height that would provide for all units, rooms, and commercial spaces to have windows and access to daylight. Although the Project includes south and west exposures, the design of the building provides natural ventilation across the Project Site because the building is not designed as one mass, which will reduce the potential for heat gain.
Plant trees and/or install shade structures to increase comfort and provide passive cooling opportunities. Provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing façades.	**No Conflict.** The Project would provide 34 total trees within the common open space areas including retention of the nine street trees on Hope Street. Trees proposed for the Project include Fruitless Olive, Yew Podocarpus, Bay Laurel, Sycamore, Dogwood, and citrus trees.
Select plants that upon maturity will provide the intended scale, size, and structure.	**No Conflict.** The Project includes a comprehensive landscape plan for all levels of the Project, including selection of plants and hardscape elements of varying heights, textures, and coverage.
Install a publicly accessible Electric Vehicle charging station and/or space for car-share providers on the project site, if the site and context is suitable.	**No Conflict.** The Project would comply with the Los Angeles Green Building Code, which builds upon and sets higher standards than those incorporated in CALGreen, including a minimum capability of 20 percent electrical vehicle charging.
Integrate solar powered lighting to increase energy efficiency.	**No Conflict.** The Project would be compliant with the Los Angeles Green Building Code and CALGreen, including space for future photovoltaic and solar thermal collectors.
Building Design Utilize elements such as shallow floorplates, operable windows and light-wells to provide occupants access to natural cross-ventilation and daylight.	**No Conflict.** Because the Project has been designed with distinct components of varying heights, all sides of the building's units, rooms, and commercial spaces have windows and access to daylight. The design of the building provides natural ventilation

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
	across the site because the building is not designed as one mass. The Project also includes residential balconies and terraces throughout the residential and hotel areas.
Employ various shading treatments appropriate to the solar orientation through overhangs, balconies, awnings and/or sunshades.	**No Conflict.** The Project design includes a variety of design components including balcony overhangs and roof deck terraces that provide shading to the levels below.
At entrances and windows, include overhead architectural features such as awnings, canopies, trellises, or cornice treatments that provide shade and reduce daytime heat gain, especially on south-facing facades.	**No Conflict.** The Project design includes a variety of design components including balcony overhangs and roof deck terraces which provide shading to the levels below.
Utilize natural light and ventilation for parking structures/podiums when possible, while maintaining architectural cohesion.	**No Conflict.** The Project proposes three levels of subterranean parking and does not include podium or at-grade parking.
Design exit stairwells to be an attractive first choice for vertical circulation.	**No Conflict.** Stairs within the Project are directly accessible from all major entrances including the main courtyard hotel lobby entrance, residential lobby, and parking area access.
Use white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.	**No Conflict.** Most of the roof areas of the proposed building would include landscaping; when landscaping is not proposed for a roof top area, heat reflecting materials would be prioritized.
Incorporate brise soleil features to reduce heat gain and deflect sunlight.	**No Conflict.** The Project incorporates brise soleil features including overhangs and framing that provides shade and reduces direct sunlight and heat gain on the building.
Avoid the use of highly reflective building materials and finishes that direct heat and glare onto nearby buildings.	**No Conflict.** The Project includes low E coating on all proposed glass materials and non-reflective metals and ceramics.
Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Site Planning Prioritize the infiltration of stormwater in locations where suitable soil conditions and topographies exist.	**No Conflict.** Although the Project Site is currently completely paved with impervious surfaces, the Project would comply with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site. The Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Facilitate stormwater capture, retention, and infiltration, and prevent runoff by using	**No Conflict.** In accordance with National Pollutant Discharge Elimination System

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.	Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Select plant species that are adapted and suitable for the site's specific soil conditions and microclimate.	**No Conflict.** Landscaping would consist of low water use and drought tolerant landscaping selected specifically for the Project Site.
Building Design Employ features such as green roofs that include locally adapted plants.	**No Conflict.** The design of the Project includes three distinct building areas of varying heights, with terraces on several levels. As such, most of the roof areas of the proposed building would be landscaped.
Right-of-Way Select trees that are suitable for the climate and capable of attaining the largest canopy size possible given spatial constraints, in consultation with Bureau of Street Services' Urban Forestry Division.	**No Conflict.** The Project would provide 34 total trees within the common open space areas including retention of the nine street trees on Hope Street. Trees proposed for the Project include Fruitless Olive, Yew Podocarpus, Bay Laurel, Sycamore, Dogwood, and citrus trees.
Incorporate stormwater "best management practices" and other green infrastructure features.	**No Conflict.** In accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that

Table IV. G-9
Consistency with Applicable Objectives of the Citywide Design Guidelines

Objective	Would the Project Conflict?
	leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Source: Citywide Design Guidelines, adopted October 24, 2019; EcoTierra Consulting, 2020.	

Table IV.G-10
Consistency with Applicable Standards and Guidelines of the Downtown Design Guide

Standards and Guidelines	Would the Project Conflict?
Sustainable Design	
A. Neighborhood Design **1.** Support walkability through sensitive design of the site, building and streetscape.	**No Conflict.** Pedestrian access would be provided via the approximately 12-foot sidewalks along Hope Street and Pico Boulevard. Pedestrian amenities would include outdoor landscaping. The surrounding sidewalks would provide access to ground floor lobbies, commercial uses, and amenities. Building entrances would be oriented along these streets. Hope Street would provide the primary access to the residential and hotel lobbies, the gallery/loggia, and the coworking/loggia. Pedestrian entry to the ground floor restaurant would be provided at the corner of Hope Street and Pico Boulevard.
2. Since all of Downtown is within walking distance of transit, design all projects as transit-oriented developments (TODs) that encourage residents, tenants and visitors to use transit.	**No Conflict.** The Project would be located in an area well-served by public transit provided by Metro, including bus routes along Pico Boulevard. The buses and subway provide access to areas around Los Angeles County including the west side/Santa Monica, Downtown Los Angeles, San Fernando and San Gabriel Valley providing opportunities for transit use, thereby potentially reducing dependence on single-occupancy vehicles.
3. Orient projects to provide convenient access to the nearest transit options (Metro rail or bus, DASH) wherever possible.	**No Conflict.** The Project would include up to 136 residential units in the dense urban community of the South Park area in Downtown Los Angeles, in close proximity to bus services that are within walking distance. Metro, LADOT, Santa Monica BBB, and OC Transit Authority run multiple bus lines, including local and rapid lines, along Pico Boulevard, Broadway, Hill Street, Grand Avenue, Olive Street, and Main Street. The Metro Light Rail Pico Station, a major transit stop, is located approximately 0.1-mile to the northwest of the Project Site.
D. Building Design **1.** All projects are required to comply with the City's Green Building Ordinance. In addition, projects that have an Owner Participation Agreement with CRA/LA are required to achieve LEED$_{TM}$ Silver certification.	**No Conflict.** As detailed in **Section II, Project Description**, of this Draft EIR, the Project would integrate sustainable and green building techniques by incorporating various standards and guidelines to reduce resources and energy consumption. The Project would comply with the Los Angeles Green Building Code, which builds upon and sets higher standards than those incorporated in CALGreen. Some of the Project's key design features that contribute to energy

Table IV.G-10
Consistency with Applicable Standards and Guidelines of the Downtown Design Guide

Standards and Guidelines	Would the Project Conflict?
	efficiency include the installation of energy-efficient appliances, water-efficient irrigation systems, water-efficient indoor fixtures, use of locally sourced construction materials, and the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations.
Sidewalks and Setbacks	
A. Sidewalks **2.** Provide a minimum 6' continuous path of travel.	**No Conflict.** The Project is proposing, pursuant to LAMC Section 17.15, a VTT for the merger of lots and the subdivision of airspace for condominium purposes and a waiver of the dedication requirement 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.
Parking and Access	
A. All Parking and Access **2.** Except for the minimum ground-level frontage required for access to parking and loading, no parking or loading shall be visible on the ground floor of any building façade that faces a street.	**No Conflict.** Vehicular parking will be provided on three basement levels with access from a driveway off of an east-west access way at the north end of the Project Site. The access way will be accessible from the existing north-south alley along the eastern boundary of the Project Site and from Hope Street. Valet service will be provided to the guests of the hotel, patrons of the commercial establishments, and residents. The valet drop off/pick up area will be off of Hope Street and the east-west access way at the north end of the Project Site. No parking or loading shall be visible from any building facades that face a street.
6. Drop-off, including residential, hotel and restaurant drop-off, shall be provided either 1) within the off-street parking facilities using the parking access or 2) along the required curb line where there is a full-time curbside parking lane, with no sidewalk narrowing. Exception: where there is no curbside parking lane and off-street drop-off is not feasible, a hotel may have a drop-off lane up to 80 feet long provided the required sidewalk width is maintained.	**No Conflict.** Vehicular parking will be provided on three basement levels with access from a driveway off of an east-west access way at the north end of the Project Site. The access way will be accessible from the existing north-south alley along the eastern boundary of the site and from Hope Street. Valet service will be provided to the guests of the hotel, patrons of the commercial establishments, and residents. The valet drop off/pick up area will be off of Hope Street and the east-west access way at the north end of the Project Site.
Architectural Detail	
A. Horizontal Variation	**No Conflict.** Pedestrian access to the Project's various components would be provided by entry

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Standards and Guidelines	Would the Project Conflict?
5. Provide well-marked entrances to cue access and use. Enhance all public entrances to a building or use through compatible architectural or graphic treatment. Main building entrances should read differently from retail storefronts, restaurants, and commercial entrances.	points on Pico Boulevard and Hope Street. Hope Street would provide the primary access to the residential and hotel lobbies and ground floor commercial uses and amenities.
F. Lighting **5.** Exterior lighting shall be shielded to reduce glare and eliminate light being cast into the night sky.	**No Conflict.** Illuminated areas would be localized and would minimize light trespass and spill. Exterior lights would be wall mounted or ground mounted and shielded away from adjacent land uses to ensure no light spillage. Other illuminated areas would be localized and would minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be used. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.
6. Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the project's overall lighting system.	**No Conflict.** Project security lighting would be installed to complement architectural details, while minimizing light trespass onto adjacent properties. In addition, building security lighting would be used at all entry/exits, and would be designed to prevent light trespass onto adjacent properties, and not be distinguishable from the Project's overall lighting.
H. Minimizing Impacts on Neighbors **2.** Ventilation intakes/exhausts shall be located to minimize adverse effects on pedestrian comfort along the sidewalk. Typically locating vents more than 20' vertically and horizontally from a sidewalk and directing the air flow away from the public realm will accomplish this objective.	**No Conflict.** Ventilation intakes/exhausts would be located to minimize adverse effects on pedestrian comfort along the sidewalk. Therefore, air flow will be away from the public realm.
5. Lighting (exterior building and landscape) shall be directed away from adjacent properties and roadways, and shielded as necessary. In particular, no light shall be directed at the window of a residential unit either within or adjacent to a project.	**No Conflict.** Illuminated areas would be localized and would minimize light trespass and spill. Exterior lights would be wall mounted or ground mounted and shielded away from adjacent land uses to ensure no light spillage. Other illuminated areas would be localized and would minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be

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Standards and Guidelines	Would the Project Conflict?
	used. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.
Source: City of Los Angeles, Downtown Design Guide, adopted June 15, 2009; EcoTierra Consulting, 2020.	