

Appendix E

Land Use Tables

Appendix E

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Table 1
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
<p>Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p> <p>Goal 4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>No Conflict. Although these goals apply at a regional level, the Project would be developed in an existing urbanized area with an established network of roads and freeways, and transit, that provide local and regional access, including to the Project Site. Specifically, the Project Site contains a portal to the Los Angeles County Metropolitan Transportation Authority (Metro) 7th Street/Metro Center Station, which provides access to the Metro B, D, A, and E Lines and is considered to be a hub for the regional rail network. The Project Site is also well-served by a variety of public transit options provided by Metro, the Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH), LADOT Commuter Express (CE), Antelope Valley Transportation Authority (AVTA), Santa Monica Big Blue Bus (BBB), Foothill Transit, Orange County Transportation Authority (OCTA), Montebello Bus Lines, and Torrance Transit. The availability and accessibility of public transit in the Project area are demonstrated by the Project Site’s location within a Transit Priority Area (TPA) and SCAG-designated high Quality Transit Area (HQTA). The Project would also provide 214 bicycle parking spaces (192 long-term and 22 short-term). Given the Project’s location in proximity to a variety of transportation options, the Project would improve mobility, accessibility, and overall productivity of the transportation system by providing residents, employees, and visitors with opportunities and choices for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking. Therefore, the Project would not conflict with these goals.</p>
<p>Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>No Conflict. Although this goal applies at the regional level, the Project would not conflict with this goal. As discussed in Section IV.H, Transportation, of this Draft EIR, the Project would result in less-than-significant impacts with respect to conflicts with programs, plans, policies, and ordinances addressing the regional circulation system; VMT; and hazardous geometric design features. In addition, the Project would locate new residential uses in close proximity to the 7th Street/Metro Center Station and</p>

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
	the increased ridership associated with the Project would contribute to the resiliency of the regional transportation system.
<p>Goal 5: Reduce greenhouse gas emissions and improve air quality.</p> <p>Goal 6: Support healthy and equitable communities.</p> <p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>No Conflict. As evaluated in Sections IV.A, Air Quality and IV.D, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in less-than-significant impacts related to air quality and greenhouse gas (GHG) emissions during construction and operation. Pursuant to Project Design Feature AQ-PDF-1, as described in Section IV.A, Air Quality, of this Draft EIR, the Project would commit to using electric powered equipment in place of construction equipment traditionally powered by diesel. Additionally, as described in Section IV.D, Greenhouse Gas Emissions, of this Draft EIR (Project Design Feature GHG-PDF-1), the Project would incorporate the use of Energy Star-labeled products and appliances, use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies to reduce electricity use, fenestration designed for solar orientation, and pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking. The Project would also further support and promote environmental sustainability by complying with regulatory requirements and the sustainability intent of the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) Silver or equivalent green building standards. These features include, but would not be limited to, Energy Star appliances; plumbing fixtures (water closets) and fittings (faucets and showerheads) that comply with the performance requirements specified in the Los Angeles Green Building Code (including the 2022 California Title 24 solar panel or equivalent standards); weather-based irrigation system; and water-efficient landscaping. These features would reduce GHG emissions and improve air quality.</p> <p>The Project would provide different housing unit types at various costs through the development of 466 new multi-family residential units, consisting of 83 studios, 203 one-bedroom units, 68 one-bedroom units with dens, 100 two-bedroom units, and 12 three-bedroom units. The Project would be developed within an existing urbanized area that has an established transportation network of roads, freeways, and transit that provides local and regional access to the area, including the Project Site. As discussed above, the Project Site contains a portal that provides access to the Metro 7th Street/Metro Center Station, which is considered to be a hub for the regional rail network. The Project Site is also served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit,</p>

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
	<p>OCTA, Montebello Bus Lines, and Torrance Transit.</p> <p>According to the Citywide Design Guidelines’ Best Practices for Guideline 1, placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way promote pedestrian activity. In support of this guideline, the Project would be designed to promote pedestrian activity by introducing a new residential entrance, as well as a new storefront for the relocated retail space and the relocated pedestrian passageway to the interior retail plaza, at the ground level along the Hope Street frontage of the existing podium building, thereby promoting pedestrian activity. The Project would feature high-quality finish materials on the ground-level façade and storefronts, which would create interest at the pedestrian scale, as well as enhanced sidewalk paving along a 190-foot portion of Hope Street and five new replacement street trees. Such improvements would enhance the pedestrian environment and together with the location of the Project on an urban infill site within a TPA in close proximity to transit, would promote walkability for the community. Furthermore, the Project would include the provision of 214 bicycle parking spaces (22 short-term and 192 long-term spaces) to encourage non-motorized transportation. Twelve of the short-term bicycle parking spaces would be located indoors and 10 of the short-term bicycle parking spaces would be located outdoors on the public sidewalk. The long-term bicycle parking spaces and bicycle storage would be located on Level A with direct access through the residential lobby elevator. As such, the Project would support the reduction of vehicle miles traveled (VMT) and dependency on single-occupancy vehicles. The Project would support healthy and equitable communities and an integrated regional development pattern and transportation network that would reduce GHG emissions by being located in a transit-rich area, as well as providing streetscape improvements and bicycle parking.</p> <p>While the Project would require a Transfer of Floor Area Rights (TFAR) and several other land use entitlements, the Project would, nevertheless, be consistent with the General Plan land use designation (Regional Center Commercial) and zoning (C2-4D) of the Project Site, which would intensify urban development in an area planned for such intensification; locate new housing immediately adjacent to public transit; and contribute to an integrated regional development pattern.</p> <p>Therefore, the Project would not conflict with these goals.</p>

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that results in more efficient travel.</p>	<p>No Conflict. The Project would promote non-auto travel and reduce the use of single-occupant vehicle trips by adding new housing in an existing mixed-use development located in a transit-rich area, providing bicycle parking, and improving the pedestrian environment. The Project would also leverage new transportation technologies by providing new parking spaces on the new parking levels that are equipped with EV charging stations (i.e., 10 percent of total new parking spaces) and additional spaces capable of supporting future EVSE (i.e., 30 percent of total new parking spaces). Therefore, the Project would not conflict with this goal.</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>No Conflict. As discussed above, the Project would introduce a new residential development with a range of unit types in an existing mixed-use development located in a SCAG-designated HQTAs well-served by multiple transportation options, including an existing portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro A, B, D, and E Lines. Specifically, the Project would provide 466 new multi-family residential units, consisting of 83 studios, 203 one-bedroom units, 68 one-bedroom units with dens, 100 two-bedroom units, and 12 three-bedroom units. The Project would also provide 214 bicycle parking spaces within and adjacent to the Project Site to serve the proposed residential uses. In addition, the Project would encourage walking and enhance pedestrian activity on and around the Project Site by introducing a new residential entrance, as well as a new storefront for relocated retail space and a relocated pedestrian passageway to the interior retail plaza, at the ground level along the Hope Street frontage of the existing podium building. Further, the Project would include enhanced sidewalk paving and five new replacement street trees in landscape tree wells within a 190-foot portion of Hope Street, adjacent to the Project Site, further activating the streetscape. As such, the Project would provide a range of housing unit types in an area supported by multiple transportation options. Therefore, the Project would not conflict with this goal.</p>
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats</p>	<p>No Conflict. The Project Site is located in an urbanized area and is currently developed with a shopping center with hotel and office uses and associated parking. As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland or Farmland of Statewide Importance by the California Department of Conservation. Furthermore, no vegetation, riparian or other sensitive natural community, or agricultural uses or operations exist on-site or in the vicinity, and the Project</p>

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
	Site is not located in or adjacent to a Biological Resource Area as defined by the City. Accordingly, development of the Project would not preclude the conservation of natural and agricultural lands and restoration of habitats. Therefore, the Project would not conflict with this goal.
<p>Principle 3: Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.</p>	<p>No Conflict. As discussed above under Goals 2, 6, and 7, above, the Project would be developed in an existing urbanized area with an established network of roads and freeways, and transit that provides local and regional access, including to the Project Site. Specifically, the Project Site contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro A, B, D, and E Lines. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. The availability and accessibility of public transit in the Project area is demonstrated by the Project Site's location within a TPA and an HQTA. Given the Project's location in proximity to a variety of transportation options, the Project would improve mobility, accessibility, and overall productivity of the transportation system by including convenient access to public transit and opportunities for walking and biking in the community to promote the use of alternative and sustainable modes of transportation by Project residents and guests. Therefore, the Project would not conflict with these principles.</p>
<p>Principle 4: Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.</p>	<p>No Conflict. The Project would construct a new residential development within a City-designated TPA and a SCAG-designated HQTA. As discussed above, the Project Site contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro A, B, D, and E Lines, connecting the Project Site to other parts of the Los Angeles region and contributing to the reduction in congestion and demand for single occupancy vehicle use. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. The Project design would include transportation demand management (TDM) measures, such as the provision of 214 bicycle spaces and a reduced vehicle parking supply) to reduce the number of single occupancy vehicle trips to and from the Project Site. As such, the Project would contribute to in congestion and dependency on single-occupancy vehicles. As such, the Project would not conflict with this principle.</p>

Table 1 (Continued)
Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Goals/Principles	Would the Project Conflict?
<p>Principle 5: Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.</p>	<p>No Conflict. As discussed under Goals 5 and 7 above, the Project would result in less-than-significant impacts related to air quality and GHG emissions during construction and operation. In addition, the Project would include the provision of 214 bicycle parking spaces (22 short-term and 192 long-term spaces), as a form of transportation investment, to encourage non-motorized transportation. As such, the Project would support the reduction of VMT and GHG emissions and improve air quality. Therefore, the Project would not conflict with this principle.</p>
<p>Source: <i>Eyestone Environmental, 2024.</i></p>	

Table 2
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
Land Use Chapter	
<p>Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p>	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, the Project Site is currently developed with an existing shopping center with hotel and office uses, and parking. The Project Site is also transit accessible and contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. Furthermore, the Project Site is also well-served by a variety of other public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit.</p> <p>The Project would develop 466 residential units within a new high-rise tower within and above the existing parking/retail podium building. The Project would include landscaped open space and recreational areas for residents, as well as streetscape improvements, including, but not limited to, new replacement street trees, a new storefront for relocated retail space and a relocated pedestrian passageway to the interior retail plaza, and enhanced sidewalk paving along Hope Street. These improvements would serve to enhance the pedestrian environment, encourage walking, and facilitate a reduction of vehicle trips and VMT. Further, while the Project would require a TFAR and several other land use entitlements, it would be consistent with the General Plan land use designation (Regional Center Commercial) and zoning (C2-4D) of the Project Site. For all these reasons, the Project would contribute to the City's vision of a more livable city with adequate infrastructure, alternative transportation, reduced congestion, and improved air quality. Additionally, the Project would be located in an urbanized area that is adequately served by public infrastructure. See Policy 3.1.2, below, for a discussion of public infrastructure.</p> <p>Based on the above, the Project would not conflict with this goal.</p>
<p>Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p>	<p>No Conflict. The Project would contribute to the needs of the City's existing and future residents, businesses, and visitors by adding a new high-density residential tower to an existing mixed-use development containing an existing shopping center with hotel and office uses, and parking. The Project would provide different housing unit types at various costs through the development of 466 new multi-family residential units, consisting of 83 studios, 203 one-bedroom units, 68 one-bedroom units with dens, 100 two-bedroom units, and 12 three-</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	<p>bedroom units, in proximity to employment opportunities. In addition, the Project would be located along mixed-use corridors, transit corridors, and in the Downtown Center with convenient access to local services and transportation. Accordingly, the Project, together with the existing uses on the Project Site outside of the Development Area, would accommodate a diversity of uses that support the needs of the City’s existing and future residents, businesses, and visitors. Therefore, the Project would not conflict with this objective.</p>
<p>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.</p>	<p>No Conflict. While this policy refers to the Citywide provision of public infrastructure, the Project would introduce high-density multi-family housing uses in an urbanized area that is adequately served by public infrastructure. As discussed in Section IV.G.1, Public Services—Fire Protection and Section IV.G.2, Public Services—Police Protection, of this Draft EIR, the Project would not require the addition of a new fire or police station or the expansion of an existing facility in order to maintain service. As discussed in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, system upgrades are anticipated. Pursuant to Project Design Feature WAT-PDF-1, upgrades would involve replacing a portion of the existing 8-inch water main on Hope Street. With implementation of Project Design Feature WAT-PDF-1, sufficient capacity would be available to serve the Project Site. Furthermore, as discussed in Section IV.J.2, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR and the Initial Study included in Appendix A of this Draft EIR, the City Department of Public Works, Bureau of Sanitation (LASAN) and LADWP would have the capacity to serve the Project with regard to wastewater/solid waste and water/energy infrastructure, respectively. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.1.3: Identify areas 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 parklands and trails, neighborhood parks, and urban open spaces.</p>	<p>No Conflict. The Project would provide a variety of open space areas within the Project Site, including on-site recreational amenities and landscaped areas for residents and their visitors. The Project would provide approximately 54,750 square feet of open space, of which of which 44,750 square feet would be exterior open space. In addition, 13,600 square feet of the total exterior common open space would be landscaped. Specifically, the Project would provide exterior and interior common open space for amenities on the Levels 12 and 51 of the proposed high-rise building. On the podium roof level (Level 12), approximately 41,250 square feet of residential exterior open space, consisting of a variety of amenities, such as a pool deck, lounge</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	<p>areas, and picnic areas with tables and seats, would be provided. Furthermore, a total of 8,000 square feet of interior residential amenity rooms would be provided on this level consisting of multi-purpose space, lounge areas, co-working areas, and a fitness area. On the roof level of the tower (Level 51), approximately 3,500 square feet of exterior open space, consisting of lounge and picnic areas, and 2,000 square feet of interior multi-purpose space would be provided. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.1.4: Accommodate new development in accordance with land use and design provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1.</p>	<p>No Conflict. The Long-Range Land Use Diagram shows that the Project Site is within the Downtown Center, which is generally characterized by a floor area ratio of up to 13:1 and high-rise buildings. As discussed in Section II, Project Description, of this Draft EIR, the Project would develop 466 residential units within a new 53-story tower. Upon completion of the Project, the Project Site would include 1,894,988 square feet of floor area with a FAR of 10.15:1. Therefore, the Project is within the acceptable FAR limit in the Downtown Center. Furthermore, as previously discussed, the Project Site is also transit-accessible and contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. While the Project would require a TFAR and several other land use entitlements, it would be consistent with the General Plan land use designation (Regional Center Commercial) and zoning (C2-4D) of the Project Site. For all these reasons, the Project would be consistent with the type of development that is envisioned for the Downtown Center in the General Plan Framework. Therefore, the Project would not conflict with this policy.</p>
<p>Objective 3.2: 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.</p> <p>Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p>	<p>No Conflict. The Project is located in a transit-rich neighborhood served by Metro, LADOT, and other transit providers. As previously discussed, the Project Site contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. According to the Citywide Design Guidelines' Best Practices for Guideline 1, placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way promote pedestrian activity. The Project would contribute to the pedestrian experience through, on, and around the Project Site by introducing a new residential entrance, as well as a new storefront for the relocated retail space and the relocated pedestrian passageway to the interior retail plaza, at the ground level along the Hope Street frontage of the existing podium building.</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	<p>The Project would also include enhanced sidewalk paving and five new replacement street trees in landscape tree wells within a 190-foot portion of Hope Street, adjacent to the Project Site. These Project characteristics would activate the streetscape and encourage pedestrian activity. In addition, the Project would provide 214 bicycle parking spaces (22 short-term and 192 long-term spaces) within and adjacent to the Project Site to encourage non-motorized transportation. Twelve of the short-term bicycle parking spaces would be located indoors and 10 of the short-term bicycle parking spaces would be located outdoors on the public sidewalk. The long-term bicycle parking spaces and bicycle storage would be located on Level A with direct access through the residential lobby elevator. Furthermore, the Project's close proximity to nearby retail, restaurants, and jobs, and multiple pedestrian connections to the surrounding streets would promote walking and biking. Therefore, the Project would promote an improved quality of life by facilitating a reduction of vehicle trips, VMT, and air pollution, and would emphasize pedestrian and bicycle access. Therefore, the Project would not conflict with this objective and policy.</p>
<p>Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.</p>	<p>No Conflict. The Project Site is located in an urbanized area in the jobs and transit-rich Downtown Center. The Project is designed to respond to the context of the surrounding neighborhood, which includes a mix of mid- to high-rise buildings containing a variety of uses, including commercial (office, retail and restaurant), multi-family residential, institutional, and parking uses. The proposed high-density multi-family residential uses would be integrated within a site consisting of an existing shopping center with hotel and office uses served by a parking facility in proximity to off-site services, shopping, amenities, entertainment, and transit, resulting in a synergistic development where people can live, work, and be entertained. Therefore, the Project would not conflict with this objective and policy.</p>
<p>Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.</p>	<p>No Conflict. The Project Site is located in Downtown Los Angeles, which is an established mixed-use and transit-rich neighborhood. The Project Site is surrounded by commercial, office, retail, restaurant, multi-family residential, and parking uses. The Project would develop 466 residential units within a new high-rise tower above the existing parking/retail podium building. Approximately 24,342 square feet of existing commercial (theater and retail) uses would be changed to residential uses, but all other commercial uses and all hotel uses would remain. The Project would introduce</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	<p>uses similar to and compatible with the mix of land uses on and surrounding the Project Site. The Project would also create additional housing to meet a demand in the City. The Project would focus the proposed high-density development along a commercial corridor that is characterized by a high degree of pedestrian activity. The Project would incorporate design elements that would enhance the quality of the visual environment and complement its surroundings. The new tower, with a height of 710 feet would be designed as a slender point tower, addressing its relationship to surrounding towers and its access to views in all directions. The façade of the tower would be designed to maximize access to light and air through the use of perimeter balconies and floor to ceiling glass windows, which would promote inside/outside living. The top of the tower would be capped off with a spiraling geometry, creating a distinct rooftop within the Downtown skyline. Proposed materials, primarily glass and smooth white metal panels would emphasize the curvature and flowing lines of the tower. Furthermore, as discussed above, the Project also proposes a Sign District for signage, which would establish clear standards to ensure cohesion and compatibility with the surrounding land uses. Overall, the proposed development would be designed in a contemporary architectural style that would be compatible with the general urban characteristics of the surrounding neighborhood. Therefore, the Project would be consistent with the scale and character of the existing stable residential neighborhood and would enhance the character of the surrounding uses and not conflict with this policy.</p>
<p>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p>No Conflict. As detailed in the Initial Study prepared for the Project, which is included in Appendix A of this Draft EIR, the Project’s population growth would be well within SCAG’s projections for the Subregion, which serve as the basis for the Framework Element’s demographics projections and planned provisions of transportation and utility infrastructure and public services. With regard to employment, the Project would not include the construction of uses that would generate a substantial number new employees (e.g., new office uses); therefore, the Project would not indirectly contribute to employment growth in the vicinity of the Project Site. As discussed in Objective 3.2 above, the Project would be located in an area well-served by public transit and contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. In addition, as discussed in Section IV.G.1,</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	<p>Public Services—Fire Protection and Section IV.G.2, Public Services—Police Protection, of this Draft EIR, the Project would not require the addition of a new fire or police station or the expansion of an existing facility in order to maintain service. As discussed in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, system upgrades are anticipated. Pursuant to Project Design Feature WAT-PDF-1, upgrades would involve replacing a portion of the existing 8-inch water main on Hope Street, which would ensure that the public water infrastructure provides adequate water pressure to serve the Project Site’s anticipated fire flow demands. Furthermore, as discussed in Section IV.J.2, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, and the Initial Study included in Appendix A of this Draft EIR, LASAN and LADWP would have the capacity to serve the Project with regard to wastewater/ solid waste and water/energy infrastructure, respectively. Therefore, public services and utility providers would have capacity to adequately provide supporting public services and utility infrastructure to serve the Project. Therefore, the Project would not conflict with this objective.</p>
<p>Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City’s neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p>	<p>No Conflict. The Project would include the development of 466 residential units within the Downtown Center along primary transit corridors/boulevards, while conserving existing neighborhoods and related districts. See also Policy 3.2.4. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City’s major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.</p>	<p>No Conflict. As previously discussed, the Framework’s Long-Range Land Use Diagram shows that the Project Site is within the Downtown Center. The Project would integrate needed high-density multi-family housing uses and associated amenities with existing commercial/retail/restaurant uses in a transit-rich neighborhood. The Project Site contains a portal to the Metro 7th Street/ Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. The Project would introduce uses similar to and compatible with the mix of land uses on and surrounding the Project Site. The Project would focus the proposed high-density development along a commercial corridor that is characterized by a high degree of pedestrian activity.</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	The Project would not conflict with this policy.
<p>Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.</p> <p>Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.</p>	<p>No Conflict. The Project would provide 466 multi-family residential units, as well as open space and recreational amenities for use by Project residents in an established multi-family residential neighborhood served by a variety of transit options. Residents of the Project and surrounding area would be provided streetscape improvements along Hope Street that would improve the pedestrian environment and enhance quality of life. Furthermore, the Project would provide high-density multi-family residential uses integrated with an existing shopping center with hotel and office uses on a site already served by public infrastructure and services. As such, the Project would promote the stability and enhancement of multi-family residential developments in the Downtown Center and would represent growth in an area where there is sufficient public infrastructure and services such that the residents' quality of life in the area would be maintained or improved. Therefore, the Project would not conflict with this goal and objective.</p>
<p>Policy 3.7.1: Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indication in Table 3-3, with density permitted for each parcel to be identified in the community plans.</p>	<p>No Conflict. In accordance with land use standards and typical characteristics set forth Table 3-1 for the Regional Center Commercial designation, the Project would introduce new multi-family residential uses in an area primarily developed with residential and commercial (office, retail, and restaurant) uses. As the Project Site is within the Greater Downtown Housing Incentive Area, per LAMC Section 12.22 C.3(c), the number of permitted multi-family residential units that could be developed is unlimited because, although the Project Site is currently developed with an existing shopping center with hotel and office uses, the Project does not include a hotel component, which limits the total floor area of dwelling units to no more than the total floor area of guest rooms.</p> <p>The Project Site's existing floor area is approximately 1,424,314 square feet, which corresponds to an FAR of 7.63 to 1. The existing development on the Project Site legally exceeds the maximum allowed 6:1 FAR due to the construction of the existing buildings in the early 1970s, prior to the establishment of the "D" Limitation.</p> <p>As discussed in Section II, Project Description of this Draft EIR, the Applicant is requesting a TFAR for the transfer of approximately 470,674 square feet, which corresponds to an additional FAR of 2.52 to 1 for the Project Site. The TFAR provisions would allow the Project an FAR of up to 13 to 1. Approval of the TFAR request would allow the Project a total floor area of 1,894,988 square feet or 10.15 to 1 FAR, which consists of 495,016 square feet of new residential floor area and roughly 1,399,972 square feet of</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	existing commercial floor area, within the permitted FAR of 13:1. Therefore, while the Project would require a TFAR and several other land use entitlements, it would be consistent with the General Plan land use designation (Regional Center Commercial) and zoning (C2-4D) of the Project Site and the Project would not conflict with this policy.
<p>Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter.</p>	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, the Project Site is currently developed with an existing shopping center with hotel and office uses, and parking and includes a portal to the Metro 7th Street/Metro Center Station. The Project would include development of 466 residential units within a new high-rise tower above the existing parking/retail podium building. The Project would result in an improved and aesthetically appealing streetscape that would promote pedestrian activity and enhance the urban lifestyle and livability of the neighborhood. See Goal 5A, Objective 5.8, and Objective 5.9 further below in this table under the discussion of the Framework Element's Urban Form and Neighborhood Design Chapter. Therefore, the Project would not conflict with this policy.</p>
<p>Goal 3G: A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.</p> <p>Objective 3.11: Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.</p>	<p>No Conflict. The Project would include the development of a new high-rise tower that would provide new residential units, landscaping, open space, and recreational amenities to Project residents within the Downtown Center.</p> <p>As discussed in Section II, Project Description, of this Draft EIR, the Project Site is currently developed with an existing shopping center with hotel and office uses and parking and includes a portal to the Metro 7th Street/Metro Center Station, which not only provides connections within the Downtown Center but also connects to the greater Los Angeles area, by providing direct access to the Metro B, D, A, and E Lines. The Project would develop 466 residential units above the existing parking/retail podium building. Approximately 24,342 square feet of existing commercial (theater and retail) uses would be changed to residential uses, but all other commercial uses and all hotel uses would remain. The Project would be designed to complement and enhance the built environment in the surrounding neighborhood. See Policy 3.2.4 for a detailed discussion of scale and design. Therefore, the Project would not conflict with this goal and objective.</p>
<p>Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on</p>	<p>No Conflict. The Project would construct a new residential development within a City-designated TPA and a SCAG-designated HQT. As discussed above,</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.	the Project Site contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro A, B, D, and E Lines, connecting the Project Site to other parts of the Los Angeles region and contributing to the reduction in congestion and demand for single occupancy vehicle trips. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. Given the Project's location in proximity to a variety of transportation options, the Project would improve the viability and use of nearby transit routes and stations. Therefore, the Project would not conflict with this policy.
Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.	No Conflict. The Project would implement a design that improves the pedestrian experience. Specifically, the Project would introduce a new residential entrance, as well as a new storefront for the relocated retail space and the relocated pedestrian passageway to the interior retail plaza, at the ground level along the Hope Street frontage of the existing podium building, which would serve to activate the streets and promote walkability. The Project would also include enhanced sidewalk paving, five replacement street trees in landscape tree wells, and short-term bicycle parking within a 190-foot portion of Hope Street, thereby providing a more comfortable pedestrian environment. Overall, the proposed development would be designed to be compatible with the general urban characteristics of the surrounding neighborhood, thereby providing an adequate transition with adjacent residential uses. Therefore, the Project would not conflict with this policy.
Policy 3.15.6: Establish standards for the inclusion of bicycle and vehicular parking at and in the vicinity of transit stations; differentiating these to reflect the intended uses and character of the area in which they are located (e.g., stations in some urban areas and "kiss-and-ride" facilities may have limited parking, while those in suburban locations may contain extensive parking).	No Conflict. The Project would be located in an area well-served by public transit. Specifically, the Project Site contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. As previously discussed, the Project would include the provision of 214 bicycle parking spaces (22 short-term and 192 long-term spaces) to encourage non-motorized transportation. With respect to parking, as discussed in Section II, Project Description, of this Draft EIR, pursuant to Assembly Bill (AB) 2097, the Project is not required to provide any parking for residential or commercial uses. Specifically, AB 2097, signed by Governor Newsom on

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	September 22, 2022, prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential or commercial development project that is within one-half mile of a Major Transit Stop. Therefore, pursuant to AB 2097, the Project's proposed reduced parking would be consistent with the applicable vehicle parking provisions of the LAMC. Therefore, the Project would not conflict with this policy.
<p>Goal 3N: Mixed-use, multi-family residential and commercial areas that enhance the quality of life for the City's existing and future residents and businesses.</p> <p>Objective 3.18: Provide for the stability and enhancement of multi-family residential, mixed-use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist.</p>	<p>No Conflict. See the consistency analysis for Goal 3C and Objective 3.7, above.</p>
Housing Chapter	
<p>Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.</p>	<p>No Conflict. The Project would support and not conflict with this Citywide goal by providing different housing unit types at various costs through the development of 466 new multi-family residential units, consisting of 83 studios, 203 one-bedroom units, 68 one-bedroom units with dens, 100 two-bedroom units, and 12 three-bedroom units. The Project includes a TFAR request, which would involve a TFAR Public Benefit Payment that could be used to support the creation of new affordable housing. Therefore, the Project would not conflict with this goal.</p>
<p>Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.</p>	<p>No Conflict. The Project would support and would not conflict with this subregional objective by providing 466 new multi-family residential units of various types. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the Twenty-year projections of housing needs.</p>	<p>No Conflict. Even though this policy applies at the City level, the Project would contribute to the City's SCAG RHNA-identified share of regional housing goal by providing 466 new multi-family residential units in a range of sizes (i.e., studio and one- through three-bedroom units) and costs. Therefore, the Project would not conflict with this policy.</p>
<p>Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit</p>	<p>No Conflict. As discussed in Objective 3.2 above, the Project would be located in an area well-served by public transit. Specifically, the Project Site contains a</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
<p>corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.</p>	<p>portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. As such, the Project would result in 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. In addition, there are no lower-density residential neighborhoods surrounding the Project Site, and a buffer is not necessary to provide adequate transitions as the Project would be consistent with the scale of the majority of the surrounding uses. Therefore, the Project would not conflict with this objective.</p>
Urban Form and Neighborhood Design Chapter	
<p>Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.</p>	<p>No Conflict. The Project would be developed in the Downtown Center within an area well-served by public transit. As discussed in Objective 3.2 above, the Project Site contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. Therefore, the Project would not conflict with this objective.</p>
<p>Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.</p>	<p>No Conflict. The Project would be developed on an urban infill site within a highly urbanized area in close proximity to services, shopping, amenities and transit. The high-density multi-family residential uses integrated with an existing shopping center with hotel and office uses served by an existing parking facility, would result in a synergistic development where people can live, work and play. The Project would introduce a new residential entrance, as well as a new storefront for relocated retail space and a relocated pedestrian passageway to the interior retail plaza, at the ground level along the Hope Street frontage of the existing podium building. Additionally, the Project would include enhanced sidewalk paving and five new replacement street trees in landscape tree wells within a 190-foot portion of Hope Street, adjacent to the Project Site. As previously noted, the Project also proposes a Sign District for signage that would include digital displays, non-digital signs, and digital kiosks, among others, and</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	including both onsite and off-site content, which would highlight and enhance the existing and proposed uses on the Project Site. Overall, the Project would improve the pedestrian environment and improve the quality of the public realm and the livability of the neighborhood. Therefore, the Project would not conflict with this objective.
<p>Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</p> <p>Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.</p> <p>Policy 5.9.2: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes. Mixed-use should also be enhanced by locating community facilities such as libraries, cultural facilities or police substations, on the ground floor of such building, where feasible.</p>	<p>No Conflict. The Project would develop a new high-rise residential tower that would be integrated within an existing shopping center with hotel and office uses served by an existing parking facility. This enhanced mix of uses would promote additional activity and natural surveillance after commercial business hours, The Project would introduce a new residential entrance, as well as a new storefront for relocated retail space and a relocated pedestrian passageway to the interior retail plaza, at the ground level along the Hope Street frontage of the existing podium building. The Project would also include enhanced sidewalk paving and five new replacement street trees in landscape tree wells within a 190-foot portion of Hope Street, adjacent to the Project Site, which would further activate the pedestrian environment. Furthermore, as detailed in Section IV.G.2, Public Services—Police Protection, the Project would include numerous operational design features to enhance safety within and immediately surrounding the Project Site. As set forth in Project Design Feature POL-PDF-2, the Project would include a dedicated security team and a closed-circuit security camera system for the residential tower. Lighting of building entries and walkways would provide for security and pedestrian orientation and allow clear identification of secure routes between parking areas and points of entry into the building, as set forth by Project Design Feature POL-PDF-3. Project Design Feature POL-PDF-4 would provide for sufficient lighting of parking areas, elevators, and the residential lobby to maximize visibility and reduce areas of concealment. Lastly, Project Design Feature POL-PDF-5 would require the Project to design entrances to and exits from the new tower, open spaces around the new tower, and the relocated pedestrian walkway along Hope Street to be open and in view of surrounding sites. Overall, the Project would facilitate observation and natural surveillance, as well as increase personal safety at all times of the day. Therefore, this Project would not conflict with this objective.</p>
Open Space and Conservation Chapter	
Goal 6A: An integrated citywide/regional public and private open space system that	No Conflict. The Project would provide private open space and recreational amenities for Project residents.

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
<p>serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.</p>	<p>Specifically, the Project would provide approximately 54,750 square feet of open space, of which of which 44,750 square feet would be exterior open space and 10,000 square feet would be interior open space. In addition, 13,600 square feet of the exterior common open space would be landscaped. Specifically, the Project would provide exterior and interior common open space for amenities on Levels 12 and 51 of the proposed high-rise building. On the podium roof level (Level 12), approximately 41,250 square feet of residential exterior open space, consisting of a variety of amenities, such as a pool deck, lounge areas, and picnic areas with tables and seats, would be provided. Furthermore, a total of 8,000 square feet of interior residential amenity rooms would be provided on this level consisting of multi-purpose space, lounge areas, co-working areas, and a fitness area. On the roof level of the tower (Level 51), approximately 3,500 square feet of exterior open space consisting of lounge and picnic areas, and 2,000 square feet of interior multi-purpose space would be provided. In addition, the new housing and open space would be located in a new high-rise tower within an existing developed parcel that would not be threatened by encroachment from other land uses. Therefore, the Project would not conflict with this goal.</p>
<p>Objective 6.3: Ensure that open space is managed to minimize environment risks to the public.</p> <p>Policy 6.3.3: Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.</p> <p>Policy 6.4.8a: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.</p> <p>a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.</p> <p>Policy 6.4.9: Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and</p>	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, the northern portion of the Project Site (outside of the Development Area) includes a publicly accessible open-air plaza, which provides a direct portal to the Metro 7th Street/Metro Center Station. As part of the Project, the existing uses on site, including the open pedestrian plaza area would remain. In addition, the Project would provide a variety of privately-managed open space and recreational amenities within the Project Site for the residents and their visitors. Although these new areas would be accessible to only the Project's residents and their visitors, these on-site open space and recreational amenities would reduce the demand for public parks and recreational facilities in the vicinity of the Project Site. The existing plaza and the proposed private recreational areas would provide safe on-site open space amenities that would not pose environmental risks to the public. Therefore, the Project would not conflict with this objective.</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.	
Economic Development Chapter	
<p>Goal 7G: A Range of housing opportunities in the City.</p> <p>Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.</p> <p>Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.</p>	<p>No Conflict. The Project would provide different housing unit types at various costs through the development of 466 new multi-family residential units, consisting of 83 studios, 203 one-bedroom units, 68 one-bedroom units with dens, 100 two-bedroom units, and 12 three-bedroom units, in proximity to employment opportunities. In addition, the Project would be located along mixed-use corridors, transit corridors, and in the Downtown Center with convenient access to local services and transportation. Therefore, the Project would not conflict with this objective and policy.</p>
Infrastructure and Public Services Chapter	
<p>Goal 9A: Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.</p>	<p>No Conflict. Although this is a Citywide goal, as described in the Initial Study included as Appendix A of this Draft EIR, wastewater generated during Project operation would be collected and discharged into existing sewer mains and conveyed to the Hyperion Treatment Plant (HTP), which has an available treatment capacity of approximately 150 million gallons per day. The Project's average daily wastewater flow of 0.06 million gallons per day (mgd) would represent approximately 0.037 percent of the current 150 mgd available capacity of the Hyperion Water Reclamation Plant (HWRP). Therefore, Project-generated wastewater would be accommodated by the existing capacity of the HWRP. Furthermore, a Wastewater Service Information response, included as Exhibit 1 of the Utility Technical Report: Wastewater included as Appendix IS-8 of the Initial Study, was obtained from the City Department of Public Works, Bureau of Sanitation to evaluate the capability of the existing wastewater system to serve the Project's estimated wastewater flow. Based on the current approximate flow levels and design capacities in the sewer system and the Project's estimated wastewater flow, the City determined that the existing capacity of the sewer system may be able to accommodate the additional wastewater infrastructure demand created by the Project. Further detailed gauging and evaluation, as required by</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	LAMC Section 64.14, would be conducted to obtain final approval of sewer capacity and connection permit for the Project during the Project's permitting process. Therefore, the Project would not conflict with this goal.
<p>Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p>No Conflict. The Project does not include uses that handle or generate hazardous substances. Incorporation of Project Design Feature WAT-PDF-2 included in Section IV.J.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, would minimize water use and the corresponding wastewater generation that would enter the wastewater system. Therefore, the Project would not conflict with this policy.</p>
<p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p>Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p>No Conflict. As discussed in the Project's Initial Study, which is included as Appendix A of this Draft EIR, Project construction activities would occur in accordance with City grading permit regulations and would implement a Storm Water Pollution Prevention Plan (SWPPP) for Project construction activities to minimize the discharge of pollutants in stormwater runoff. The Project would implement best management practices (BMPs) during operation in compliance with the City's Low Impact Development (LID) Ordinance to minimize the discharge of pollutants in stormwater runoff. The Project would result in a minor decrease in runoff compared to existing conditions, and the Project would not alter the existing drainage pattern of the site or surrounding area such that substantial erosion, siltation, or on- or off-site flooding would occur. Furthermore, the Project would include the installation of capture and use system to collect, detain, treat, and release runoff to an approved discharge point in the public right-of-way. Therefore, the Project would not conflict with this goal, objective, and policy.</p>
<p>Policy 9.6.3: The City's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to:</p> <ol style="list-style-type: none"> a. Support regional and City programs which intercept runoff for beneficial uses including groundwater recharge; b. Protect and enhance the environmental quality of natural drainage features; c. Create stormwater detention and/or retention facilities which incorporate multiple-uses such as recreation and/or 	<p>No Conflict. The Project would support and not conflict with this City policy. Refer to Goal 9B and Objective 9.6, above.</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
habitat; d. On-site detention/retention and reuse of runoff; e. Mitigate existing flood hazards through structural modifications (floodproofing) or property by-out; f. Incorporate site design features which enhance the quality of offsite runoff; and g. Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding.	
<p>Goal 9C: Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <p>Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p>No Conflict. As discussed in Section IV.J.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on the Project’s anticipated water demand and LADWP’s demand projections provided in its 2020 Urban Water Management Plan, LADWP would be able to meet the water demand of the Project and have adequate water supply, storage facilities, and delivery system to serve the existing and future needs (i.e., planned development) in its service area. Therefore, the Project would not conflict with this goal and policy.</p>
<p>Policy 9.9.7: Incorporate water conservation practices in the design of new projects so as not to impede the City’s ability to supply water to its other users or overdraft its groundwater basins.</p>	<p>No Conflict. Pursuant to Project Design Feature WAT-PDF-2, the Project would incorporate water conservation features, such as high-efficiency Energy Star appliances, drip/surface irrigation, proper hydro-zoning/zoned irrigation, and drought-tolerant plants, which would minimize water use. Therefore, the Project would not conflict with this policy.</p>
<p>Goal 9F: Adequate collection, transfer and disposal of mixed solid waste—the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a manner than minimizes adverse environmental impacts.</p>	<p>No Conflict. Goal 9F is a citywide goal. As discussed in the Initial Study prepared for the Project, included in Appendix A of this Draft EIR, while the LASAN generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential, commercial and institutional developments within the City. All waste disposal, including waste collected, transferred and disposed of by the private hauler that would serve the Project Site, would occur in accordance with regulatory requirements, including the procedures established by City Ordinance 182986. In addition, as discussed in the Initial Study, the Project would comply with all applicable regulations associated with solid waste. Specifically, the</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	Project would provide adequate storage areas in accordance with the City's Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size. The Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. Therefore, the Project would not conflict with this goal.
<p>Policy 9.29.2: Promote the responsible use of natural resources, consistent with City environmental policies.</p> <p>Policy 9.29.7: Encourage additional markets for electrical energy, such as environmentally friendly alternative fuel for transportation in electric buses and light-duty vehicles.</p>	<p>No Conflict. Policies 9.29.2 and 9.29.7 are citywide policies. The Project would comply with all City requirements regarding use of natural resources including those related to energy use and water consumption (refer to Sections IV.C, Energy and IV.J.1. Utilities and Services—Water of this Draft EIR). Specific measures that would promote the responsible use of natural resources would include use of Energy Star-labeled products and appliances, light-emitting diode lighting, fenestration for solar orientation, and water conservation measures. Relative to support for additional markets for electrical energy, the project would also provide new parking spaces that are equipped with EV charging stations (i.e., 10 percent of total new parking spaces) and additional spaces capable of supporting future EVSE (i.e., 30 percent of total new parking spaces) on the new parking levels. Therefore, the Project would not conflict with these policies.</p>
<p>Goal 9P: Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.</p>	<p>No Conflict. Project lighting for the residential use would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated within the Development Area to provide for efficient and effective lighting solutions that minimize light trespass from the site. Outdoor lighting sources would be shielded away from adjacent properties to minimize impacts. Any new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties.</p> <p>As discussed below, the Project proposes a Sign Supplemental Use District (Sign District) that would include Digital Displays, non-digital Wall Signs, non-digital Identification Signs, and Digital Kiosks. In accordance with the LAMC, light trespass from all digital displays would not exceed 3 footcandles at existing and</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	<p>proposed residential uses in the immediate area.</p> <p>Furthermore, as detailed in the Traffic Hazards Review Letter included as Appendix I of this Draft EIR, the Project's proposed digital signage would not conflict with the LADOT Hazards Determination Review checklist. Furthermore, the light resulting from the Project's proposed signage program visible to drivers along roadways would not exceed the California Vehicle Code maximum permissible luminance standards within drivers' field of view during the day or during periods of low sun intensity, such as overcast, twilight or nighttime conditions. Thus, the proposed signage program would not create traffic hazards for vehicles, pedestrians, or bicyclists along Hope Street, Flower Street, 7th Street, or 8th Street.</p> <p>Based on the above, the Project would not conflict with this goal.</p>
<p>Objective 9.40: Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.</p>	<p>No Conflict. The proposed lighting sources would be similar to other lighting sources in the vicinity of the Project Site and would provide appropriate lighting levels for private outdoor lighting, parking areas, pedestrian areas, and security lighting and, as such, would not generate artificial light levels that are out of character with the surrounding area. Outdoor lighting sources would be shielded away from adjacent properties to minimize impacts. The Project would comply with all applicable LAMC lighting standards. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 9.40.1: Require lighting on private streets, pedestrian oriented areas, and pedestrian walks to meet minimum City standards for street and sidewalk lighting.</p>	<p>No Conflict. Refer to Goal 9P and Objective 9.40, above.</p>
<p>Policy 9.40.2: Require parking lot lighting and related pedestrian lighting to meet recognized national standards.</p>	<p>No Conflict. Refer to Goal 9P and Objective 9.40, above. The Project would provide sufficient lighting to ensure safety and visibility consistent with recognized national standards and requirements established in the LAMC. The parking areas would be well-illuminated and designed to eliminate areas of concealment (pursuant to Project Design Feature PO-PDF-5). Therefore, the Project would not conflict with this policy.</p>
<p>Policy 9.40.6: Placement and location of street trees shall be coordinated with the placement of street lights.</p>	<p>No Conflict. Any new street and pedestrian lighting with the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting. As previously discussed, the Project would remove five street trees along Hope Street, which would be replaced in compliance with applicable City requirements. New street trees would be replaced at</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goals/Objectives/Policies	Would the Project Conflict?
	appropriate intervals with respect to street lighting, pursuant to the Bureau of Street Services, Urban Forestry Division requirement. Therefore, the Project would not conflict with this policy.
<hr/> <i>Source: Eyestone Environmental, 2024.</i>	

Table 3
Applicable Policies of Mobility Plan 2035

Policies	Would the Project Conflict?
<p>Policy 1.1 Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p>No Conflict. The Project design includes pedestrian enhancements, including enhanced sidewalk paving, five new replacement street trees in landscape tree wells, and short-term bicycle parking within a 190-foot portion of Hope Street. The Project would maintain existing pedestrian and bicycle access available to the Project Site and would provide new pedestrian and bicycle access to the new residential tower via the residential lobby entrance along Hope Street. The Project is requesting waivers of dedication and improvement along all Project Site frontages, pursuant to LAMC Section 17.03 and 17.15, because the existing buildings on the Project Site preclude such dedication and improvements; however, the Project Site would maintain the existing sidewalk width along all Project frontages and continue to provide safe access for all users regardless of mode of choice. Further, the Project does not propose modifying, removing, or otherwise affecting existing off-site bicycle infrastructure, and the Project driveways are not proposed along a street with an existing bicycle facility. Additionally, pursuant to Project Design Feature TR-PDF-2, the Project would provide for the installation of signalized alert systems at all four existing driveways, thereby reducing future pedestrian and vehicle conflicts. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 1.6 Multi-Modal Detour Facilities: Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p>No Conflict. As discussed in Section IV.H, Transportation, of this Draft EIR, while most of the construction activities are expected to be primarily contained within the boundaries of the Development Area, it is expected that construction fences may encroach into the public right-of-way and the sidewalk, and one travel lane on Hope Street would temporarily be utilized as a staging area for construction equipment and haul trucks adjacent to the Project Site. However, a CTMP would be implemented during Project construction, pursuant to Project Design Feature TR-PDF-1 set forth in Section IV.H, Transportation, of this Draft EIR, to ensure that adequate and safe access is available within and near the Project Site during construction activities. The public right-of-way would be maintained along the Flower Street, 7th Street, and 8th Street Project frontages throughout the construction period, and the haul truck and construction worker trips would be scheduled outside weekday peak traffic periods to the extent feasible. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained. Therefore, the Project would provide safe passage for all modes of travel during construction and</p>

Table 3 (Continued)
Applicable Policies of Mobility Plan 2035

Policies	Would the Project Conflict?
	would not conflict with this policy.
<p>Policy 2.3 Pedestrian Infrastructure: 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.</p>	<p>No Conflict. One of the primary objectives of the Project is to enhance the Project Site's street-level identity and improve the pedestrian experience through the introduction and improvement of active street-adjacent uses along Hope Street. The Project would retain all existing sidewalks that are part of the public rights-of-way adjacent to the Project Site with some improvements to enhance the pedestrian experience. According to the Citywide Design Guidelines' Best Practices for Guideline 1, placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way promote pedestrian activity. The Project would encourage walking and enhance pedestrian activity on and around the Project Site by introducing a new residential entrance, as well as a new storefront for the relocated retail space and the relocated pedestrian passageway to the interior retail plaza, at the ground level along the Hope Street frontage of the existing podium building. The Project would also include enhanced sidewalk paving and five new replacement street trees in landscape tree wells within a 190-foot portion of Hope Street, adjacent to the Project Site, further activating the streetscape and improving the pedestrian environment. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.4 Neighborhood Enhanced Network: Provide a slow speed network of locally serving streets.</p>	<p>No Conflict. Hope Street is designated as a Neighborhood Enhanced Network by the Mobility Plan. While this is a Citywide policy, the Project would develop residential uses near local serving retail uses and improve the pedestrian experience along Hope Street. Additionally, pursuant to Project Design Feature TR-PDF-2, the Project would provide for the installation of signalized alert systems at all four existing driveways, thereby providing added safety for pedestrians and bicyclists. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.6 Bicycle Networks: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.</p>	<p>No Conflict. There are currently Class II bicycle lanes on 7th Street adjacent to the Project Site. The Mobility Plan designates Flower Street as part of the Bicycle Lane Network adjacent to the Project Site; however, a schedule for implementation of a Tier 1 protected bicycle lane along Hope Street has not been established. While this is a Citywide policy, the Project would not interfere with future implementation of the bicycle infrastructure. The Project would provide infrastructure and services to encourage bicycling for residents and visitors to the Project Site. The Project would meet the required bicycle parking spaces through the provision of 22 short-</p>

Table 3 (Continued)
Applicable Policies of Mobility Plan 2035

Policies	Would the Project Conflict?
	term and 192 long-term bicycle parking spaces. Therefore, the Project would not conflict with policy.
Policy 2.10 Loading Areas: Facilitate the provision of adequate on and off-street loading areas.	No Conflict. The Project would maintain the existing truck delivery area on-site accessed via 8th Street. The existing loading areas would meet the loading needs of all uses on the Project Site without disrupting operations within the public right-of-way. Therefore, the Project would not conflict with this policy.
Policy 2.17 Street Widening: Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	No Conflict. The Project does not propose modifications to widen any streets. The Project proposes waivers of dedications requirements, as discussed above in Policy 1.1. Therefore, the Project would not conflict with this policy.
Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City’s transportation system.	No Conflict. As discussed above in Policies 1.1, 2.3, and 2.6 of the Mobility Plan above, the Project Site would include safe and accessible pedestrian, bicycle, and vehicular access. Specifically, the Project would support residents and visitors who choose to travel by automobile through the maintenance of access points along 8th Street, Flower Street, and Hope Street and the provision of adequate parking supply to serve demand. The Project would encourage transit usage by developing a high-density residential project adjacent to an existing shopping center with hotel and office uses and the Metro 7th Street/Metro Center Station, which is directly accessible through a portal located on the Project Site. The Project would also be located near several other transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. The Project would also provide 214 bicycle parking spaces (22 short-term and 192 long-term spaces) on-site to encourage non-motorized transportation. Therefore, the Project would provide opportunities for the use of all modes of travel and would not conflict with this policy.
Policy 3.2 People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	No Conflict. The Project, which includes a 190-foot length mid-block sidewalk replacement in front of the proposed residential tower, would comply with the applicable LADOT standards and applicable requirements of the Americans with Disabilities Act (ADA) and would provide an accessible route connecting to existing pedestrian amenities at the east and west ends of the Project’s new sidewalk on Hope Street. No modifications to the existing infrastructure in the remaining portions of the Project Site (i.e., outside of the

Table 3 (Continued)
Applicable Policies of Mobility Plan 2035

Policies	Would the Project Conflict?
	Development Area) or in the public right-of-way) would occur. Therefore, the Project would not conflict with this policy.
<p>Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p>No Conflict. The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new residential development in proximity to existing jobs (including those that may be offered on-site), destinations, and other neighborhood services in a transit-rich area. The proposed uses and existing mix of uses would be within walking/biking distance and/or accessible via transit services, reducing vehicular trips. Additionally, the Project design would include TDM measures, including bicycle parking spaces per LAMC and a reduced vehicle parking supply, to reduce the number of single occupancy vehicle trips the Project Site. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.4 Transit Services: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>No Conflict. As discussed in Policy 3.1., the Project would be well-served by public transit service within the vicinity. Specifically, the Project Site contains a portal to the Metro 7th Street/Metro Center Station, which provides access to the Metro B, D, A, and E Lines and is considered to be a hub for the regional rail network. The Project Site is also well-served by a variety of other transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. Thus, residents and visitors of the Project would be well-served by a variety of transit options that are affordable, efficient, and convenient to promote transit use and a reduction in vehicle trips, and, as such, the Project would not conflict with this policy.</p>
<p>Policy 3.5 Multi-Modal Features: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.</p>	<p>No Conflict. The Project would support “first-mile, last-mile solutions” by developing a high-density residential project located in an active Downtown area adjacent to multiple Metro bus stops and the Metro 7th Street/Metro Center Station portal on-site, with multiple pedestrian connections linking the Project Site to surrounding public sidewalks. Additionally, the Project design would include TDM measures that would encourage the use of transit and other alternative modes of transportation. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well-maintained bicycle facilities.</p>	<p>No Conflict. The Project would provide bicycle parking that is convenient, secure, and well-maintained to encourage bicycling for residents and visitors to the Project Site. The Project would not conflict with this policy.</p>

Table 3 (Continued)
Applicable Policies of Mobility Plan 2035

Policies	Would the Project Conflict?
<p>Policy 4.8 Transportation Demand Management Strategies: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>No Conflict. The Project design would include TDM strategies to reduce the number of single occupancy vehicle trips to the new residential development. This would include both short-term and long-term bicycle facilities in accordance with LAMC requirements and a reduced vehicle parking supply. The Reduced Parking Supply measure is included in the LADOT VMT Calculator Tool as a strategy to reduce the Project's VMT. As detailed in the CAPCOA TDM handbook, limiting the number of parking spaces creates a parking scarcity, and thus disincentivizes driving a personal vehicle as a mode of travel by reducing the convenience of driving.¹ The Project would not conflict with this policy.</p>
<p>Policy 4.13 Parking and Land Use Management: Balance on-site and off-site parking supply with other transportation and land use objectives.</p>	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, pursuant to AB 2097, the Project is not required to provide any parking for residential or commercial uses. However, the Project would provide reduced parking that is sufficient to accommodate the Project's off-street parking demand as compared to current LAMC requirements. The Project would also maintain existing on-street parking around the Project Site's street frontages. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 4.14 Wayfinding: Provide widespread, user-friendly information about mobility options and local destinations, delivered through a variety of channels including traditional signage and digital platforms.</p>	<p>No Conflict. The proposed Sign District would include Digital Displays, non-digital Wall Signs, non-digital Identification Signs, and Digital Kiosks. The proposed Sign District would encompass the entire city block and provide coordinated and creative signage for The Bloc. The Sign District would ensure cohesion and compatibility with the surrounding land uses, facilitate distinct signage that would support and enhance the overall Project design, and contribute to the neighborhood's sense of place. The Sign District signs would allow restaurants and shops to be visually prominent from the surrounding streets by identifying the uses on the Project Site and by demarcating and enhancing the transit gateway to Downtown Los Angeles from the Metro 7th Street/Metro Center Station, which is considered to be a hub for the regional rail network. Most of the businesses within The Bloc have no street frontage, and the on-site Digital Display signs would inform the public of the on-site uses. Signage would be important in identifying the many possible destinations and for navigating to adjacent streets. The proposed signage would orient residents, guests, visitors, employees, and transit users. The</p>

¹ California Air Pollution Control Officers Association, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, December 2021.

Table 3 (Continued)
Applicable Policies of Mobility Plan 2035

Policies	Would the Project Conflict?
	signage along the exterior façades would draw pedestrian attention to The Bloc and its diverse uses, including the Metro 7th Street/Metro Center Station, and encourage pedestrian connection between The Bloc and adjacent uses on all four street frontages. Therefore, the Project would not conflict with this policy.
<p>Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.</p> <p>Policy 5.2 Vehicle Miles Traveled: Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>No Conflict. The Project would promote a sustainable transportation system to reduce VMT by locating housing in proximity to jobs, transit, and services. Project residents would, therefore, have the opportunity to walk, bike, and ride transit to access the Downtown Center, as well as other parts of the Los Angeles region. The Project would also provide 214 bicycle parking spaces (22 short-term and 192 long-term spaces) within and adjacent to the Project Site to encourage non-motorized transportation. Furthermore, as discussed above, the Project Site contains a portal that provides direct access to the Metro 7th Street/Metro Center Station, which serves the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. Therefore, the Project would promote the use of walking, biking, and transit and would support VMT reduction. The Project would not conflict with this policy.</p>
<p>Policy 5.4 Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.</p>	<p>No Conflict. While this policy applies to large-scale goals relative to fuel sources, technologies, and infrastructure, the Project would support and not conflict with this policy. The Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking facilities capable of supporting future EVSE, as well as parking spaces that are equipped with EV charging stations. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 5.5 Green Streets: Maximize opportunities to capture and infiltrate stormwater within the City's public rights-of-way.</p>	<p>No Conflict. As discussed above for Framework Element Policy 9.3.1 in Table 2, and as discussed in the Initial Study prepared for the Project and included as Appendix A of this Draft EIR, construction activities would occur in accordance with City grading permit regulations and would implement a SWPPP during Project construction to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project is expected to include the installation of capture and reuse system as established by the LID Manual. The installed BMP systems would be designed with an internal bypass or overflow system to prevent upstream flooding due to large storm events.</p>

Table 3 (Continued)
Applicable Policies of Mobility Plan 2035

Policies	Would the Project Conflict?
	The stormwater, which bypasses the BMP systems, would be conveyed to an approved discharge point in the public right-of-way. Therefore, the Project would support the reduction of runoff entering the stormwater system and maximize opportunities to capture and reuse stormwater on-site. As such, the Project would not conflict with this policy.
<hr/> <i>Source: Eyestone Environmental, 2024.</i>	

Table 4
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
<p>Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.</p> <p>Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.</p> <p>Policy 1.2.2: Facilitate the construction of a range of different housing types that address the particular needs of the city's diverse households.</p>	<p>No Conflict. The Project would provide different housing unit types at various costs through the development of 466 new multi-family residential units, consisting of 83 studios, 203 one-bedroom units, 68 one-bedroom units with dens, 100 two-bedroom units, and 12 three-bedroom units. As such, the Project would help the City meet its SCAG RHNA-identified share of regional housing demand for this housing type. The Project includes a TFAR request, which would involve a TFAR Public Benefit Payment that could be used to support the creation of new affordable housing. Therefore, the Project would not conflict with this goal or policy.</p>
<p>Policy 1.1.4: Plan for and provide sufficient services and amenities to support the existing and planned population.</p>	<p>No Conflict. The Project would include sufficient services and amenities to support the existing and planned population. Specifically, the Project would: (1) be developed on an urban infill site within a highly urbanized area in close proximity to services, shopping, amenities, entertainment, and transit; and (2) include open space and recreational amenities to promote a more active lifestyle and improve the quality of life of the Project's residents. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.</p>	<p>No Conflict. The Project would provide funding to the City for the development of affordable housing units by complying with the requirements for the TFAR public benefit payment and the TFAR Transfer Payment, which the City may opt to use to support affordable housing. Therefore, the Project would not conflict with this policy.</p>
<p>Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.</p>	<p>No Conflict. The Project would deliver new quality housing units in the Downtown area, which would help stabilize the housing stock and provide a variety of housing units at different price points.</p>
<p>Objective 2.1: Strengthen renter protections, prevent displacement and increase the stock of affordable housing.</p>	<p>No Conflict. The Project would be developed on a site that does not have existing housing and, thereby, would not displace any existing residents or affect the affordable housing stock.</p>
<p>Policy 2.1.6: Promote the use of housing for long-term residents and limit practices such as short-term rentals, conversions to hotels, and prolonged vacancies.</p>	<p>No Conflict. The Project would deliver rental units that are designed for long-term residents. The location, rental types, building design, and rental obligations are not for short-term rentals, and the Project does not seek approval for stays less than 30 days. The Project also does not involve the conversion to hotels. Therefore, the Project would not conflict with this policy.</p>

Table 4 (Continued)
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
<p>Objective 2.3: Preserve, conserve and improve the quality of housing.</p>	<p>No Conflict. The Project would improve the quality of housing in the Downtown area by constructing new residential units in proximity to existing jobs (including those that may be offered by the commercial and retail uses on the Project site), destinations, and other neighborhood services in a transit-rich area, which has several environmental benefits. The Project would add new rental housing stock without displacing any existing housing or other uses and improve the overall quality and selection of housing in the area. Therefore, the Project would not conflict with this objective.</p>
<p>Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.</p> <p>Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.</p>	<p>No Conflict: The Project would develop a new high-rise tower that would feature a range of housing types and would be integrated within the existing shopping center with hotel and office uses served by an existing parking facility. As previously discussed, the Project would introduce a new storefront for relocated retail space and a relocated pedestrian passageway to the interior retail plaza, at the ground level along the Hope Street frontage of the existing podium building, which would serve to activate the street. The Project would also include enhanced sidewalk paving, five new replacement street trees in landscape tree wells, and short-term bicycle parking within a 190-foot portion of Hope Street. Furthermore, the Project's close proximity to nearby retail, restaurants, entertainment, and jobs, and multiple pedestrian connections to the surrounding streets would promote a socially inclusive neighborhood that would encourage pedestrian activities and support local businesses to contribute to a healthy, livable, sustainable, and resilient community in Downtown Los Angeles. In addition, the proposed Sign District would contribute to placemaking, integrating signage into building design and enhancing existing façades and encouraging pedestrian connections between The Bloc and surrounding streets and uses. Based on the above, the Project would create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods. Therefore, the Project would be consistent with the goal and objective.</p>
<p>Policy 3.1.2: Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.</p> <p>Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees,</p>	<p>No Conflict. As discussed in Section 3, Project Description, of this Draft EIR, the Project would construct 466 residential units within a new 53-story tower on a site developed with an existing shopping center with hotel and office uses, and parking. The Project would support Policies 3.1.2 and 3.2.1 by designing the building to be compatible with the general characteristics of the surrounding neighborhood as related to height, density, and architecture. The new tower, would be designed to maximize access to light and air through the use of</p>

Table 4 (Continued)
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
<p>parkways and comfortable sidewalks.</p> <p>Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.</p> <p>Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.</p>	<p>perimeter balconies and floor to ceiling glass, which would promote inside/outside residential living.</p> <p>The Project would support Policies 3.1.5 and 3.1.7 by introducing a new storefront for relocated retail space and a relocated pedestrian passageway to the interior retail plaza, at the ground level along the Hope Street frontage of the existing podium building, which would serve to activate the street and promote pedestrian activities. The Project would also include enhanced sidewalk paving, five new replacement street trees in landscape tree wells, and short-term bicycle parking within a 190-foot portion of Hope Street.</p> <p>Therefore, the Project would not conflict with these policies.</p>
<p>Policy 3.1.4: Site buildings and orient building features to maximize benefit of nearby amenities and minimize exposure to features that may result in negative health or environmental impacts.</p> <p>Policy 3.2.2: Promote new multi-family housing, particularly affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.</p>	<p>No Conflict. The Project would provide much needed housing in a dense urban area on a Project Site that already includes a variety of uses. As demonstrated by the analysis within this Draft EIR, operation of the Project would not result in any significant environmental impacts. In addition, the Project would provide different housing unit types at various costs through the development of 466 new multi-family residential units, consisting of 83 studios, 203 one-bedroom units, 68 one-bedroom units with dens, 100 two-bedroom units, and 12 three-bedroom units. These new residential uses would be located in close proximity to transit. Specifically,, the Project Site contains a portal that provides access to the Metro 7th Street/Metro Center Station, which is considered to be a hub for the regional rail network. The Project Site is also served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. The new residential uses would also be developed in proximity to existing jobs, destinations, entertainment, and other neighborhood services. The Project’s proximity to transit and other synergistic uses would reduce VMT and associated greenhouse gas emissions. In addition, the introduction of residential units to a jobs-rich area would facilitate a better jobs-housing balance. Therefore, the Project would not conflict with these policies.</p>
<p>Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.</p>	<p>No Conflict. The Project would provide much needed housing in proximity to public transit, existing jobs, destinations, entertainment, and other neighborhood services. As discussed in Section II, Project Description, of this Draft EIR, the Project incorporate environmentally sustainable design features as required by the Los Angeles Green Building Code and the sustainability</p>

Table 4 (Continued)
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
	intent of the U.S. Green Building Council's LEED green building program to achieve LEED Silver certification or equivalent green building standards. The Project would also provide different housing unit types at various costs for various income levels. Therefore, the Project would not conflict with this objective.
<p>Policy 3.2.5: Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.</p> <p>Policy 3.2.7: Provide environmentally sustainable development standards and incorporate sustainable best practice in building and zoning code updates.</p>	<p>No Conflict. As evaluated in Sections IV.A, Air Quality and IV.D, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in less-than-significant impacts related to air quality and GHG emissions during construction and operation. Pursuant to Project Design Feature AQ-PDF-1, as described in Section IV.A, Air Quality, of this Draft EIR, the Project would commit to using electric powered equipment in place of construction equipment traditionally powered by diesel. Additionally, as described in Section IV.D, Greenhouse Gas Emissions, of this Draft EIR (Project Design Feature GHG-PDF-1), the Project would incorporate the use of Energy Star-labeled products and appliances, use of LED lighting or other energy-efficient lighting technologies to reduce electricity use, fenestration designed for solar orientation, and pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking. The Project would also further support and promote environmental sustainability by complying with regulatory requirements and the sustainability intent of the U.S. Green Building Council's LEED Silver or equivalent green building standards. These features include, but would not be limited to, Energy Star appliances; plumbing fixtures (water closets) and fittings (faucets and showerheads) that comply with the performance requirements specified in the Los Angeles Green Building Code (including the 2022 California Title 24 solar panel or equivalent standards); weather-based irrigation system; and water-efficient landscaping. In addition, the Project would meet the Los Angeles Green Building Code Requirements for new parking facilities capable of supporting future EVSE, as well as parking spaces equipped with EV charging stations. Therefore, the Project would not conflict with these policies.</p>
<p>Policy 3.2.9: Consider accommodating new residential uses, including live/work and mixed-use, in less-productive industrial, office, and commercial areas when the site can accommodate housing in keeping with citywide industrial land, jobs-housing and jobs-housing and jobs preservation priorities, and when sites have been appropriately tested and remediated, if necessary.</p>	<p>No Conflict. The Project would provide much needed housing in proximity to public transit, existing jobs, destinations, entertainment, and other neighborhood services without displacing housing or any existing uses. Therefore, the Project would not conflict with this policy.</p>

Table 4 (Continued)
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
<p>Policy 3.3.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.</p>	<p>No Conflict. The Project Site is surrounded by commercial, office, retail, restaurant, multi-family residential, and parking uses. The Project would develop 466 residential units within a new high-rise tower above the existing parking/retail podium building. Approximately 24,342 square feet of existing commercial (theater and retail) uses would be changed to residential uses, but all other commercial uses and all hotel uses would remain. The Project would introduce uses similar to and compatible with the mix of land uses on and surrounding the Project Site. The Project would also create additional housing to meet a demand in the City. The Project would focus the proposed high-density development along a commercial corridor that is characterized by a high degree of pedestrian activity. The Project would incorporate design elements that would enhance the quality of the visual environment and complement its surroundings. The new tower, with a height of 710 feet would be designed as a slender point tower, addressing its relationship to surrounding towers and its access to views in all directions. The façade of the tower would be designed to maximize access to light and air through the use of perimeter balconies and floor to ceiling glass windows, which would promote inside/outside living. The top of the tower would be capped off with a spiraling, rose bud geometry, creating a distinct rooftop within the Downtown skyline. Proposed materials, primarily glass and smooth white metal panels would emphasize the curvature and flowing lines of the tower. Furthermore, as discussed above, the Project also proposes a Sign District for signage, which would establish clear standards to ensure cohesion and compatibility with the surrounding land uses. Overall, the proposed development would be designed in a contemporary architectural style that would be compatible with the general urban characteristics of the surrounding neighborhood.</p>
<p>Objective 4.1: Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.</p>	<p>No Conflict. The Project would provide different housing unit types at various costs through the development of 466 new multi-family residential units, consisting of 83 studios, 203 one-bedroom units, 68 one-bedroom units with dens, 100 two-bedroom units, and 12 three-bedroom units. In addition, the Project would be designed in accordance with ADA requirements, and would comply with all applicable anti-discrimination laws. Therefore, the Project would not conflict with this objective.</p>

Table 4 (Continued)
Applicable Goals, Objectives and Policies of the General Plan Housing Element 2021–2029

Goals/Objectives/Policy	Would the Project Conflict?
<p>Policy 4.1.1: Promote and facilitate equal opportunity practices in the construction, provision, sale and rental of housing.</p>	<p>No Conflict. The Project would develop new residential units that would comply with all applicable laws, during both construction and operation, including without limitation anti-discrimination laws. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 4.3.2: Ensure that all neighborhoods have a range of housing typologies to provide housing options for residents to remain in the same community, when and if their needs change.</p>	<p>No Conflict. The new residential units created by the Project would add a new typology of housing units to the Project Site and to the existing housing stock in the area without displacing any existing housing or other uses, allowing existing residents to remain in the area and new residents to relocate to the area and to be part of the community. The Project would provide new residential options for people who may want to live and work in the Downtown area to increase support for existing and future commercial businesses and services that benefit the larger community. Therefore, the Project would not conflict with this policy.</p>
<hr/> <p>Source: <i>Eyestone Environmental, 2024.</i></p>	

Table 5
Applicable Objectives and Policies of the Central City Community Plan

Objectives/Policies	Analysis of Project Consistency
Residential	
<p>Objective 1-2: To increase the range of housing choices available to Downtown employees and residents.</p> <p>Objective 1-3: To foster residential development which can accommodate a full range of incomes.</p>	<p>No Conflict. The Project would provide different housing unit types at various costs through the development of 466 new multi-family residential units, consisting of 83 studios, 203 one-bedroom units, 68 one-bedroom units with dens, 100 two-bedroom units, and 12 three-bedroom units. Downtown employees and residents would be provided with new housing choices that are conveniently located and accessible to jobs, commercial, retail, restaurant services and transit and that can accommodate a full range of incomes. Therefore, the Project would not conflict with these objectives.</p>
<p>Policy 1-3.1: Encourage a cluster neighborhood design comprised of housing and services.</p>	<p>No Conflict. Cluster neighborhood designs generally concentrate buildings and structures in specific areas on a site to allow the surrounding land to be used for recreation, open space, or preservation of features or structures of significance. The Project would be developed within a highly urbanized area in the Downtown community. The proposed high-density multi-family residential uses would be integrated within a site consisting of an existing shopping center with hotel and office uses served by a parking facility in proximity to other similar land uses, neighborhood services, as well as transit services. The 466 residential uses would be developed within a new high-rise tower within and above the existing parking/retail podium building. Therefore, the Project would support a cluster neighborhood design comprised of housing and services, and the Project would not conflict with this policy.</p>
Commercial	
<p>Policy 2-1.2: To maintain a safe, clean, attractive, and lively environment.</p>	<p>No Conflict. The Project would incorporate elements that would promote individual and community safety. Specifically, as provided in Section IV.G.2, Public Services—Police Protection, of this Draft EIR, pursuant to Project Design Feature POL-PDF-2, the Project would include a dedicated security team and a closed-circuit security camera system for the residential tower. Lighting of building entries and walkways would provide for pedestrian orientation and allow clear identification of secure routes between parking areas and points of entry into the building, as set forth by Project Design Feature POL-PDF-3. Project Design Feature POL-PDF-4 would provide for sufficient lighting of parking areas, elevators, and the residential lobby to maximize visibility and reduce areas of concealment. Project Design Feature POL-PDF-5 would require the Project to design entrances to and exits from the new tower, open spaces around the new tower, and the relocated pedestrian walkway along Hope Street to be open and in view of surrounding sites. Furthermore, the Project would</p>

Table 5 (Continued)
Applicable Objectives and Policies of the Central City Community Plan

Objectives/Policies	Analysis of Project Consistency
	provide a pedestrian-oriented environment by locating high-density residential on a site with existing commercial uses and pedestrian connections to the surrounding streets, in proximity to public transit and by providing landscape and streetscape improvements along the Hope Street frontage. The proposed Sign District would help activate the Project's frontages and improve connections to adjacent streets and uses, create sense of place, and highlight the diverse uses at The Bloc. All of these elements would contribute to a safe, clean, attractive, and lively environment, and, therefore, the Project would not conflict with this policy.
Open Space and Recreation	
<p>Objective 4-1: To encourage the expansion and additions of open spaces as opportunities arise.</p>	<p>No Conflict. The Project would provide a variety of open space areas within the Project Site for the residents and their visitors, including approximately 54,750 square feet of open space, of which of which 44,750 square feet would be exterior open space. In addition, 13,600 square feet of the total exterior common open space would be landscaped. The Project would provide exterior and interior common open space for amenities on Levels 12 and 51 of the proposed high-rise building. On the podium roof level (Level 12), approximately 41,250 square feet of residential exterior open space, consisting a pool deck, lounge areas, and picnic areas with tables and seats, would be provided. Furthermore, a total of 8,000 square feet of interior residential amenity rooms, consisting of multi-purpose space, lounge areas, co-working areas, and a fitness area, would be provided on this level. On the roof level of the tower (Level 51), approximately 3,500 square feet of exterior open space, consisting of lounge and picnic areas and 2,000 square feet of interior multi-purpose space, would be provided. The Project would remove five street trees along Hope Street, none of which are considered to be protected by the City of Los Angeles Protected Tree and Shrubs Ordinance No. 186,873. Five new replacement street trees in landscape tree wells are proposed within a 190-foot portion of Hope Street. In accordance with the LAMC, the Project would provide a total of 117 trees including approximately 60 trees on Level 12, 44 trees on Level 13, and 13 trees on Level 51. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 4-4.1: Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers, and visitors.</p>	<p>No Conflict. The Project would introduce new residential units in the Downtown Center and in a City-designated TPA and a SCAG-designated HQT. The Project Site is well-served by the numerous transit options within the vicinity. Specifically, the Project Site contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. The Project Site is also</p>

Table 5 (Continued)
Applicable Objectives and Policies of the Central City Community Plan

Objectives/Policies	Analysis of Project Consistency
	<p>well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit.</p> <p>In addition to being located in a transit-rich area, the Project would further encourage pedestrian travel by introducing a new residential entrance, as well as a new storefront for relocated retail space and a relocated pedestrian passageway to the interior retail plaza, at the ground level along the Hope Street frontage of the existing podium building. The Project would also improve the pedestrian environment along Hope Street by providing enhanced sidewalk paving along a 190-foot portion of Hope Street, as well as five new replacement street trees. Furthermore, the Project's close proximity to nearby retail, restaurants, and jobs would also promote pedestrian and transit accessibility to these uses.</p> <p>Therefore, the Project would provide opportunities to improve Downtown's pedestrian environment, recognizing the various alternative modes of transportation available in the immediate vicinity of the Project Site. Therefore, the Project would not conflict with this policy.</p>
Police Protection	
<p>Policy 5-1.1: Consult with the Police Department as part of the review of significant development projects and General Plan amendments affecting land use to determine the impact on law enforcement service demands.</p>	<p>No Conflict. As provided in Section IV.G.2, Public Services—Police Protection, of this Draft EIR, the LAPD was consulted as part of the preparation of this Draft EIR (see Appendix H.2 of this Draft EIR). Additionally, as part of Project Design Feature POL-PF-7, upon completion of construction of the new building and prior to the issuance of a building permit for the new building, the Project Applicant will submit a diagram of the Development Area to the LAPD Central Area Commanding Officer that includes access routes and any additional information that might facilitate police response. Therefore, the Project does not conflict with this policy.</p>
<p>Policy 5-2.1: 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.</p>	<p>No Conflict. See Policy 2-1.2 above. As provided in Section IV.G.2, Public Services—Police Protection, of this Draft EIR, the Project would implement project design features that would promote individual and community safety, including, but not limited to, a dedicated security team for the residential tower; a closed-circuit security camera system; and proper and sufficient lighting to promote safety and maximize visibility (see Project Design Features POL-PDF-2 through POL-PDF-6 in Section IV.G.2, Public Services—Police Protection, of this Draft EIR). The Project would not conflict with this policy.</p>

Table 5 (Continued)
Applicable Objectives and Policies of the Central City Community Plan

Objectives/Policies	Analysis of Project Consistency
Fire Protection	
<p>Policy 6-1.1: Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.</p>	<p>No Conflict. As provided in Section IV.G.1, Public Services—Fire Protection, of this Draft EIR, the LAFD was consulted as part of the preparation of this Draft EIR (see Appendix H.1 of this Draft EIR). Therefore, the Project does not conflict with this policy.</p>
Transportation and Circulation	
<p>Policy 11-1.1: Encourage rail connections and High Occupancy Vehicle (HOV) lanes that will serve the downtown traveler.</p>	<p>Consistent. The Project Site contains a pedestrian portal leading directly to the adjacent 7th Street/Metro Center Station which provides direct connections to Union Station. Therefore, the Project would not conflict with this policy.</p>
<p>Objective 11-4: To take advantage of the district's easy access to two mass transit rail lines, the freeway system, and major boulevards that connect Downtown to the region.</p>	<p>No Conflict. See Policy 4-4.1 under Open Space and Recreation. The Project Site is located in a City-designated TPA and a SCAG-designated HQTAs and is well-served by freeways (including SR-110) and several transit options within the vicinity. As previously discussed, the Project contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. The Project would be consistent with the General Plan land use designation (Regional Center Commercial) and zoning (C2-4D) of the Project Site by intensifying urban development in an area planned for such intensification and take advantage of Downtown's easy access to mass transit facilities, the freeway system, and major boulevards that connect Downtown to the region. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 11-6.1: Preserve and enhance Central City's primary pedestrian-oriented streets and sidewalks and create a framework for the provision of additional pedestrian friendly streets and sidewalks which complement the unique qualities and character of the communities in Central City.</p>	<p>No Conflict. See Policy 2-1.2 and Policy 4-4.1 under Commercial and Open Space and Recreation, respectively. The Project would enhance an existing pedestrian-oriented environment by locating high-density residential uses in proximity to public transit and by providing landscape and streetscape improvements along Hope Street. The Project would also provide lighting for pedestrians. Project lighting for would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated within the Development Area to provide for efficient and effective lighting solutions that minimize light trespass from the Project Site. Outdoor lighting sources would be shielded away from adjacent properties to minimize impacts. The Project would not conflict with this policy.</p>

Table 5 (Continued)
Applicable Objectives and Policies of the Central City Community Plan

Objectives/Policies	Analysis of Project Consistency
Policy 11-7.1: Encourage transportation strategies that include parking and TDM policies and actions that increase ridesharing and give priority to visitor/shopper parking.	Consistent. The Project design incorporates TDM measures to reduce the number of single occupancy vehicle trips to the Project Site through reduced vehicle parking supply and providing both long- and short-term bicycle parking per LAMC.
<hr/> <i>Source: Eyestone Environmental, 2024.</i>	

Table 6
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
SECTION 2: LIVABLE AND SUSTAINABLE DOWNTOWN	
A. Design Principles for District and Neighborhood Design	
<p>Housing Choices. Provide a wide range of housing types and price levels, including home ownership options, which bring people of diverse ages, ethnicities, household sizes and income levels into daily interaction.</p>	<p>No Conflict. As previously discussed, the Project would provide a range of unit types. Specifically, the Project would provide 466 new multi-family residential units, consisting of 83 studios, 203 one-bedroom units, 68 one-bedroom units with dens, 100 two-bedroom units, and 12 three-bedroom units. As such, the Project would provide a wide range of housing types and price levels and would not conflict with this land use principle.</p>
<p>Transportation Choices. Enable people to move around easily on foot, by bicycle, transit, and automobile. Accommodate cars when necessary and allow people to live easily without one.</p>	<p>No Conflict. As previously discussed, the Project Site contains a portal to the Metro 7th Street/Metro Center Station, which provides direct access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit. The availability and accessibility of public transit in the Project area are demonstrated by the Project Site's location within a City-designated TPA and a SCAG-designated HQTa. In addition, the Project would promote use of bicycles by providing a total of 214 bicycle parking spaces for the residential uses. The Project Site contains existing pedestrian access to the adjacent streets, except 8th Street, and would add new and enhanced pedestrian connections along Hope Street. As such, the Project would provide people with pathways to conveniently access transportation choices and allow for mobility without requiring an automobile. Therefore, the Project would not conflict with this design principle.</p>
<p>Shops and Services Within Walking Distance. Provide shops and services for everyday needs, including groceries, day cares, cafes and restaurants, banks and pharmacies, within walking distance from home.</p>	<p>No Conflict. The Project would be developed on an urban infill site within a highly urbanized area in close proximity to services, shopping, amenities and transit. Specifically, the high-density multi-family residential uses would be integrated with an existing shopping center with hotel and office uses served by an existing parking facility. In addition, the Project would provide for relocated retail space with new storefront entries along the ground level. Thus, the new residential uses within the Project Site would have an abundance of access to shops and services within walking distance. Therefore, the Project would not conflict with this design principle.</p>
<p>Safe, Shared Streets. Design streets not just for vehicles, but as usable outdoor space for walking, bicycling, and visual enjoyment.</p>	<p>No Conflict. The Project would provide replacement street trees and enhanced sidewalk paving along a 190-foot portion of Hope Street to improve pedestrian travel and public use and does not propose changes to existing streets.</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	The Project also proposes a Sign District for signage that would include digital displays, non-digital signs, and digital kiosks, among others, and including both on-site and off-site content, which would enhance the overall Project design and create a sense of place with a lively and exciting pedestrian experience along the Project's frontages. Therefore, the Project would not conflict with this design principle.
Gathering Places. Provide places for people to socialize, including parks, sidewalks, courtyards and plazas, which are combined with shops and services. Program places for events and gatherings.	No Conflict. As discussed in Section II, Project Description, of this Draft EIR, the northern portion of the Project Site (outside of the Development Area) includes a publicly accessible open-air plaza which is the central element of the existing development and contains access to most of the retail, restaurant, and fitness uses. The Project also includes approximately 54,750 square feet of open space for the residential use, of which of which 44,750 square feet would be exterior open space. Specifically, the Project would provide exterior and interior common open space for amenities on Levels 12 and 51 of the proposed high-rise building. On the podium roof level (Level 12), approximately 41,250 square feet of residential exterior open, including a pool deck, lounge areas, and picnic areas with tables and seats would be provided. Furthermore, a total of 8,000 square feet of interior residential amenity rooms would be provided on Level 12 consisting of multi-purpose space, lounge areas, co-working areas, and a fitness area. On the roof level of the tower (Level 51), approximately 3,500 square feet of exterior open space consisting of lounge and picnic areas and 2,000 square feet of interior multi-purpose space would be provided. As such, the Project Site would provide several places for people to socialize. Therefore, the Project would not conflict with this design principle.
Active Recreation Areas. Provide adequate public recreational open space, including joint use open space, within walking distance of residents.	No Conflict. The Project would provide a variety of indoor and outdoor open space and recreational amenities for residents. While such areas would not be open to the public, the residents would have accessible and active recreation areas and would meet the Downtown Design Guide's (DDG) intent to provide a livable and sustainable Downtown. Therefore, the Project would not conflict with this design principle.
Transit-Oriented. Since all of Downtown is within walking distance of transit, design all projects as transit-oriented developments (TODs) that encourage resident, tenants and	No Conflict. See discussion above for "Transportation Choices." As mentioned above, the Project Site is located within a City-designated TPA and a SCAG-designated HQTAs, ² within which residents would have numerous

² SCAG, *Connect SoCal, The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, High Quality Transit Areas (2045), Exhibit 3.8.*

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
visitors to use transit.	transit choices to travel, including an on-site pedestrian portal to the Metro 7th Street /Metro Center Station. In addition, the high-density residential uses combined with the streetscape design of enhanced paving along Hope Street, a new residential entrance, as well as a new storefront for relocated retail space and a relocated pedestrian passageway to the interior retail plaza, would support the street interaction to promote walkability, reduce vehicle dependence, and the use of nearby transit. While the Project would require a TFAR and several other land use entitlements, it would be consistent with the General Plan land use designation (Regional Center Commercial) and zoning (C2-4D) of the Project Site. This would intensify urban development in an area planned for such intensification and would represent a transit-oriented development. Accordingly, the other factors identified above would encourage residents, tenants, and visitors to use transit. The Project would not conflict with this design principle.
<p>Green Streets. Design sidewalks, including street trees, parkways, tree wells and paving, to collect stormwater runoff, thereby contributing to sustainable Green Streets, thereby enhancing the value of the project. Design alleys and paseos to collect stormwater where feasible.</p>	<p>No Conflict. As discussed in the Initial Study prepared for the Project and included as Appendix A of this Draft EIR, the Project would include BMPs to collect, detain, treat, reuse, and/or discharge stormwater runoff. The Project would install a new storage tank with a submersible pump that would store stormwater runoff for use as drip irrigation for the planter areas on the upper and lower exterior amenity levels of the residential portion of the new building. The Project also includes new landscaped areas, including an 13,600 landscape area on the amenity deck that would reduce the impervious areas of the Project Site from 100 percent to 85 percent. Thus, the proposed BMPs would reduce the quantity and improve the quality of stormwater runoff generated onsite. Therefore, the Project would contribute to the reduction of runoff entering the stormwater system and to sustainable Green Streets. The Project would not conflict with this design principle.</p>
B. Design Principles for Building Design	
<p>Pedestrian-Oriented. Support walkability through sensitive design of the site, building, and streetscape. Recognize individual projects are the “building blocks” of great streets and neighborhoods. This requires particular attention to the way the building meets the sidewalk, providing a transition to pedestrian scale and elements that activate the street.</p>	<p>No Conflict. The Project would promote pedestrian activity by introducing a new residential entrance, as well as a new storefront for relocated retail space and a relocated pedestrian passageway to the interior retail plaza at the ground level along the Hope Street frontage of the existing podium building. The Project would also include enhanced sidewalk paving and five new replacement street trees in landscape tree wells within a 190-foot portion of Hope Street, adjacent to the Project Site, which would further activate the streetscape and improve the pedestrian environment. As previously noted, the proposed Sign District would activate and enhance pedestrian activity</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	along the Project Site's frontages. Therefore, the Project would not conflict with this design principle.
<p>Transit-Oriented. Orient projects to provide convenient access to the nearest transit options (Metro rail or bus, DASH) wherever possible.</p>	<p>No Conflict. The Project Site contains a portal to the Metro 7th Street/Metro Center Station, which provides direct and convenient access to the Metro B, D, A, and E Lines and is considered a hub for the regional rail network. The Project Site is also well-served by a variety of public transit options provided by Metro, LADOT DASH, LADOT CE, AVTA, Santa Monica BBB, Foothill Transit, OCTA, Montebello Bus Lines, and Torrance Transit, which all provide bus stop locations within 0.25-mile walking distance from the Project Site. Refer to Figure 9 of the Transportation Assessment, included in Appendix I of this Draft EIR, which illustrates the transit facilities and routes in the vicinity of the Project Site. The Project would not conflict with this design principle.</p>
<p>Multi-Modal. Accommodate vehicular access and parking in a way that respects pedestrians and public spaces and contributes to the quality of the neighborhood.</p>	<p>No Conflict. Vehicular access to the Site would continue to be provided from existing ingress/egress driveways at the southern portion of the Project Site, along Hope Street, 8th Street, and Flower Street. Primary pedestrian access to the Project Site would continue to be from 7th Street, with additional pedestrian entries along Flower Street and Hope Street. The pedestrian passageway on the southern portion of Hope Street would be relocated further north of its previous location due to the addition of the residential lobby. The pedestrian passageway closer to the hotel tower along Hope Street would remain in its current location. The Project would retain the two other existing pedestrian passageways along Flower Street. Additionally, as previously discussed, pursuant to Project Design Feature TR-PDF-2, the Project would provide for the installation of signalized alert systems at all four existing driveways, thereby reducing future pedestrian and vehicle conflicts. Furthermore, all vehicular access to the Project Site would be separate from the pedestrian and bicycle access points. Therefore, the Project would not conflict with this design principle.</p>
<p>Sensitive to Existing Structures. Wherever possible, existing structures should be adaptively re-used and integrated into new projects to retain the architectural fabric of Downtown.</p>	<p>No Conflict. The Project support this design principle by developing a new high-rise residential tower that would be integrated within the existing mixed-use hotel and commercial development served by an existing parking facility. The new high-rise tower would be constructed within and above the existing parking/retail podium building. Therefore, the Project would not conflict with this design principle.</p>
<p>Sensitive to Historic Resources. Respect historically significant districts and buildings, including massing and scale, and neighborhood context, while at the same time,</p>	<p>No Conflict. As discussed in Section IV.B, Cultural Resources, of this Draft EIR, none of the buildings on the Project Site are considered historic resources as defined by CEQA, and direct impacts to historic resources would be</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
<p>encouraging innovative architectural design that expresses the identity of contemporary urban Los Angeles. Projects that preserve and rehabilitate historic structures must comply with the Secretary of the Interior’s Standards for Rehabilitation and other applicable guidelines for historic structures, such as the Historic Downtown Los Angeles Design Guidelines.</p>	<p>less than significant. There are 20 historic resources in the Project vicinity, including 19 individual properties and one historic district (not all of these are officially designated historical resources). However, the Project Site comprises an entire City block, and all of these resources are separated from the Project Site by at least one street, and, in some cases, by intervening buildings. Although the Project would introduce increased height and density to the Project Site, the Project would not include result in the demolition, destruction, relocation, or alteration of any potential historical resource or its immediate surroundings, such that the significance of a historical resource would be materially impaired. Therefore, the Project would not result in a substantial adverse change in the significance of a historic resource and indirect impacts would be less than significant. As such, the Project would not conflict with this design principle.</p>
<p>Sustainable. Produce efficient and creative solutions to move toward zero-carbon buildings. Include innovative technology and building design strategies to increase renewable energy production (solar and/or wind), water conservation, reduce energy use, waste, and automobile use. Incorporate on-site landscape elements that reduce energy use and enhance livability. Consider providing a green roof or white roof design strategies to reduce solar gain (which contributes to the urban heat island effect) and to reduce the quantity of water entering the storm drain system. Comply with the City’s Low-Impact Development (LID), Standard Urban Stormwater Mitigation Plan (SUSMP), and Green Building Ordinance and design buildings capable of achieving LEED™ Silver certification. Projects that include a hotel should participate in the California Green Lodging Program, California Seal Certification Program, or similar program.</p>	<p>No Conflict. The Project would be designed and constructed to incorporate features to support and promote environmental sustainability. “Green” principles are incorporated throughout the Project to comply with the Los Angeles Green Building Code, which also incorporates various provisions of the CALGreen Code, and meet LEED Silver or equivalent building standards. These include energy conservation, water conservation, and waste reduction features and a pedestrian- and bicycle-friendly site design. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally-friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. The sustainability features to be incorporated into the Project would include, but would not be limited to, Energy Star appliances; plumbing fixtures (water closets) and fittings (faucets and showerheads) that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation system; and water-efficient landscaping. The Project would also include energy-efficient lighting technologies and windows and doors designed for solar orientation. Refer to Project Design Feature GHG-PDF-1 in Section IV.D, Greenhouse Gas Emissions, of this Draft EIR and Project Design Feature WAT-PDF-2 in Section IV.J.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR. In addition, the Project would meet the Los Angeles Green Building Code Requirements for new parking facilities capable of supporting future EVSE, as well as parking spaces equipped with EV charging stations. Furthermore, as discussed in the Initial Study prepared for the Project, included as Appendix A of this Draft EIR, the Project would be required to comply with the City’s LID ordinance. As part</p>

**Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide**

Goals/Principles	Would the Project Conflict?
	<p>of the LID requirements, the Project would manage stormwater through a capture and reuse system. The Project would install a new storage tank with a submersible pump that would be designed to store stormwater runoff for use as drip irrigation for the planter areas on the lower and upper levels of the new tower building. In the event that the proposed system becomes overwhelmed by a storm event, the collected runoff would be directed to an approved discharge point in the public right-of-way. Therefore, the Project would not conflict with this design principle.</p>
SIDEWALKS AND SETBACKS	
A. Sidewalks	
<p>Design sidewalks that are walkable and accommodate a variety of uses in the Walkway Zone.</p>	<p>No Conflict. In accordance with Mobility Plan 2035's Complete Streets Manual, the Sidewalk Zone is divided into two primary zones: (1) the Walkway Zone and (2) the Parkway Zone. The Walkway Zone is located adjacent to the property line and provides a clear path of travel for pedestrians and may accommodate outdoor dining and other commercial activity if there is adequate width. The Parkway Zone is located between the Walkway Zone and the face of curb and may include the parkway, convenience strip,³ and the curb itself. Section 3.A.6 of the DDG states: "If no curbside parking or loading is provided, the convenience strip is not required." Since there is no street parking along Hope Street, a convenience strip would not be required.</p> <p>The new residential lobby entrance would be located along Hope Street. A 190-foot portion of the existing sidewalk adjacent to the residential lobby would be improved with enhanced paving in the Walkway Zone, and five replacement trees would be planted in 4-foot by 10-foot tree wells in the sidewalk Parkway Zone. The existing sidewalk width on Hope Street is approximately 10 feet and consists of a 6-foot wide Walkway Zone and a 4-foot-wide Parkway Zone consistent with Table 3-1 of the DDG. In lieu of a continuous parkway, tree wells are proposed.</p> <p>Since the Project Site is currently built out to the property lines and the Project would not change the current location of the existing exterior walls or columns, the sidewalk easements on Hope Street required by the Downtown Street Standards cannot be provided due to the existing buildings to remain. As a result, sidewalks widths adjacent to the Development Area cannot be modified to comply with the</p>

³ A convenience strip is defined as an 18-inch-wide strip with a walkable surface, located behind the 6-inch curb to provide access to curbside parking where there is a non-walkable planted parkway or tree well.

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	right-of-way dimensions specified in the Downtown Street Standards. As such, pursuant to LAMC Sections 17.03 and 17.15, the Applicant is requesting approval of a Vesting Tentative Tract Map, specific sidewalk waivers, and waivers of all street dedications and sidewalk easements required by the Mobility Plan. Therefore, with approval of the entitlement requests, the Project would not conflict with the Downtown Street Standards sidewalk width requirements, and the Project would not conflict with this design principle.
<p>Design sidewalks that incorporate green elements and collect stormwater through the Parkway Zone.</p> <p>Design continuous parkways to accommodate and support large street trees and to collect stormwater, where feasible.</p> <p>Where continuous parkways are not feasible, provide large street tree wells with gap-graded soil beneath the sidewalk.</p>	<p>No Conflict. As discussed above, the Project would provide landscape tree wells with new replacement street trees within a 190-foot portion of the sidewalk Parkway Zone adjacent to the residential entrance along 8th Street. The street trees would comply with applicable requirements of the Urban Forestry Division of the City Department of Public Works. Therefore, the Project would not conflict with these design principles.</p>
B. Setbacks	
<p>Provide setbacks appropriate to the adjacent land use and district.</p>	<p>No Conflict.</p> <p>The Project Site is currently built out to the property lines and the Project would not change the current location of the existing exterior walls and associated setbacks. As such, the DDG provisions relating to setbacks do not apply. Therefore, the Project would not conflict with this design principle.</p>
GROUND FLOOR TREATMENT	
A. Ground Floor Treatment Along All Streets	
<p>Orient buildings to the street to promote sidewalk activity, with building entries located on the public street. Additional public entrances are encouraged.</p> <p>Incorporate a pedestrian-oriented scale at the street level, with strongly articulated street fronts and high-quality materials.</p> <p>Don't waste valuable street frontage on "back of house" uses associated with the proposed building.</p>	<p>No Conflict. Refer to the discussion under "Design Principles for District and Neighborhood Design," "Sidewalks," and "Setbacks." The Project would support the DDG's design principle related to orienting buildings to the street and incorporating a pedestrian-oriented scale at the street level. Specifically, the Project would be designed to promote pedestrian activities along Hope Street, which is designated as a Retail Street. Specifically, the Project would introduce a new storefront for relocated retail space and a relocated pedestrian passageway to the retail plaza at the ground level along the Hope Street frontage of the existing podium building. The new residential lobby façade would be comprised of a clear glass storefront and accentuated doorframe with a colored metal trim. A stone-like material would clad the columns adjacent to the residential entry. These features would distinguish the new residential entry</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	<p>from the retail entry and pedestrian passageways along the same frontage. The new retail storefront entry and the relocated pedestrian passageway would be improved with lighting and signage to clearly mark the uses, distinguish them from the residential lobby entrance, and invite pedestrian access. The Project would feature high-quality finish materials on the ground-level façade and storefronts, which would create interest at the pedestrian scale. The Project would also improve the pedestrian experience along Hope Street by providing enhanced sidewalk paving along a 190-foot portion of Hope Street, as well as five new replacement street trees, further improving the pedestrian environment and promoting walkability for the community. Furthermore, consistent with the DDG, the Project would not waste valuable street frontage on back of house uses associated with the building. As noted above, the Hope Street frontage would feature a new residential lobby entrance, a new storefront for relocated retail space and a relocated pedestrian passageway to the retail plaza at the ground level along the Hope Street frontage of the existing podium building. Additionally, electrical transformers, mechanical equipment and other equipment would not be located along the ground floor street wall unless required by LADWP or other City agencies. Therefore, the Project would not conflict with the intent of this design principle.</p>
<p>B. Ground Floor Treatment Along Retail Streets</p>	
<p>Ground floor spaces on designated Retail Streets shall be further enhanced for retail or other active uses, orienting tenant spaces to the street and maximizing storefronts and entries along the sidewalks to sustain street level interest and promote pedestrian traffic.</p>	<p>No Conflict. All four streets adjacent to the Project Site (7th Street, Flower Street, 8th Street and Hope Street) are Retail Streets. The Project includes ground floor development only along a portion of Hope Street. As discussed above, the Project would be designed to promote pedestrian activities along Hope Street. Specifically, the Project would introduce a new storefront for relocated retail space and a relocated pedestrian passageway to the retail plaza at the ground level along the Hope Street frontage of the existing podium building. The new retail storefront entry and the relocated pedestrian passageway would be improved with lighting and signage to clearly mark the uses, distinguish them from the residential lobby entrance, and invite pedestrian access. The Project would feature high-quality finish materials on the ground-level façade and storefronts, which would create interest at the pedestrian scale. The Project would also improve the pedestrian experience along Hope Street by providing enhanced sidewalk paving along a 190-foot portion of Hope Street, as well as five new replacement street trees, further improving the pedestrian environment and promoting walkability for the community. Therefore, the Project would not conflict with this design principle.</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
PARKING AND ACCESS	
A. All Parking and Access	
Locate parking, loading, and vehicular circulation to minimize its visibility.	No Conflict. As discussed in Section II, Project Description, of this Draft EIR, vehicular parking is currently provided within an existing nine-story parking/retail podium building and below grade levels. Specifically, the rooftop parking level of the existing nine-story commercial podium building would be enclosed, and two additional levels of parking would be added, increasing the podium to 12 stories. The design of the two new parking levels would be integrated seamlessly into the design of the existing parking/retail podium, which would complement the new tower design and minimizes the visibility of parking. Therefore, the Project would not conflict with this design principle.
Locate drop-off zones along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflicts with pedestrians.	No Conflict. There would be no change to the parking access from the street level, and no new drop-off zones are proposed as part of the Project. Additionally, the existing hotel port-cochere along Hope Street would remain unchanged. The hotel port-cochere is not associated with the new residential tower. Therefore, the Project would not conflict with this design principle.
Encourage the use of alternate modes of transportation by providing incentives for reduced automobile use.	No Conflict. The Project would encourage alternate modes of transportation by providing bicycle parking in accordance with the City's Bicycle Parking Ordinance. The Project would also provide residents and their guests with convenient access to public transit. Specifically, as previously discussed, the Project Site also contains a portal that provides access to the Metro 7th Street/Metro Center Station, which is considered to be a hub for the regional rail network. Therefore, the Project would not conflict with this design principle.
Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians.	No Conflict. The Project would utilize existing driveways and would not add new vehicular access points. Therefore, the Project would not conflict with this design principle.
MASSING AND STREET WALL	
A. Massing	
Design building massing to reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context.	No Conflict. The new tower would extend through and above the 12-story podium and is designed to be integrated with the podium, appearing to be placed on top of the podium. The new tower would be set back from the existing parking/retail podium façade along Hope Street to maintain not the current scale of the podium in relation to pedestrian scale. The podium walls along Hope, 8th, and Flower Streets would remain in place maintaining a

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	consistent street wall along all street frontages within the Development Area. As designed, the new tower would be appropriately scaled and would be consistent with similar towers in the Financial Core neighborhood. Therefore, this Project would not conflict with this design principle.
B. Street Wall	
On Retail Streets, design building walls along the sidewalk (Street Walls) to define the street and to provide a comfortable scale for pedestrians.	<p>No Conflict. The DDG policies for street wall placement are not applicable to the Project because the site is built out, with the existing street walls along Hope Street, 8th Street and Flower Street constructed with no setback in the early 1970s, prior to the adoption of the DDG and the location of the streetwall locations would not be changed as part of the Project. No new or modified buildings are proposed along 7th Street. The DDG allows permitted street wall setbacks in the Financial Core to have a minimum average of zero feet or a minimum-maximum range from zero feet to 3 feet. See additional massing discussion above regarding the existing street wall design.</p> <p>As discussed in Table 6-1 of the DDG, a minimum 75-foot-tall street wall with 6 stories is required in the Financial Core. The existing 9-story podium building has a height of approximately 135 feet above the adjacent sidewalk. The Project's expanded 12-story podium building, which would include the existing 9-story podium, an enclosed roof-level parking, and 2 new levels of parking, would have a height of approximately 161 feet above the adjacent sidewalk. As such, the Project's street wall along Hope Street would comply with the minimum height requirement of 75 feet.</p> <p>Therefore, the Project would not conflict with this design principle.</p>
C. Spacing	
Tower Spacing: The portion of a tower above 150 feet shall be spaced from all existing, proposed, or possible future towers, both on the same block and across the street.	<p>No Conflict. In accordance with the DDG, the portion of the Project tower above 150 feet would be spaced greater than 80 feet from development to the north within the same block. Specifically, the new tower would be located approximately 144 feet from the existing office tower and 105 feet from the existing hotel tower within the Project Site. With regard to surrounding towers, the tower would be approximately 150 feet from the proposed mixed-use tower on the northeast corner of 8th Street and Hope Street, and about 191 feet from the existing 8th & Hope Apartments. Accordingly, the new tower would be consistent with the tower spacing guideline as it is farther than 80 feet from all on-site towers and towers across the street. Therefore, the Project would not conflict with this design principle.</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
Provide privacy and natural light and air for all residential units.	No Conflict. All residential units would have access to natural light and air. As discussed in Section II, Project Description, of this Draft EIR, the tower façade would maximize access to light and air by providing private balconies and floor to ceiling windows, which promote inside/outside living. At north facing units, balcony depths would be reduced to maximize access to daylight and views. The dwelling units would have operable windows that would provide natural light and ventilation for all residential units. Therefore, the Project would not conflict with this design principle.
Windows should be staggered to maintain privacy between buildings. The shortest horizontal distance between building walls of residential buildings and towers should have, at a minimum, the “line-of-sight” distances from the middle of the windows.	No Conflict. The residential tower location would maximize privacy between buildings in the Downtown environment. The design principle would be taken into account with final building design. Therefore, the Project would not conflict with this design principle.
In dwelling units, operable windows shall be installed in all units to provide natural ventilation, unless when facing directly onto a freeway or as determined by DCP staff.	No Conflict. The dwelling units would have operable windows that would provide ventilation for residential units. Therefore, the Project would not conflict with this design principle.
D. Towers	
Tower Massing. Towers should have slender massing and sound proportions.	No Conflict. The proposed tower would be designed to front along Hope Street and is adequately spaced from the existing Sheraton Grand Hotel located on the Project Site. The Project’s tower shape and massing is designed to be slender and more point like in plan. This is done in order to avoid creating a “wall-like” viewing condition across the downtown skyline. The slender proportions of the pointed tower would also allow for more light to penetrate through the development, casting a smaller shadow footprint to the ground. The slender, pointed-tower massing would also be in keeping with surrounding towers that are 400 feet or more in height (the Wilshire Grand being one the few exceptions in the area which sits at 73 stories). The slender tower shape is also designed and positioned to allow a visual connection to the sky when viewed from The Bloc’s retail plaza fronting on 7th Street, maintaining access to daylight. Therefore, the Project would not conflict with this design principle.
Tower Form. Tower forms should appear simple yet elegant, and add an endearing sculptural form to the skyline.	No Conflict. The new tower’s façade would comprise a horizontal banding pattern created by the alternating solid balconies and recessed glazing. The tower’s sculptural quality would be punctuated by the larger voids along the façade where there would be no balconies to create a secondary textured pattern. At the top, the tower crown would be capped with a spiraling, petal-like design,

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	creating a distinct silhouette to add an endearing sculptural form to the Downtown skyline. Therefore, the Project would not conflict with this design principle.
Tower Form. Curtain walls for towers should vertically extend from the tower crown to the ground floor to accentuate the tower presence along the streetfront.	No Conflict. The tower would extend through the existing podium building to the ground floor, but would have a storefront lobby to accentuate the tower presence along the streetfront. Therefore, the Project would not conflict with this design principle
Tower Form. Towers should be designed to achieve a simple faceted geometry (employing varied floor plans), and exhibit big, simple moves. They should not appear overwrought or to have over-manipulated elements.	No Conflict. The new tower would have an expanding floor plate, with varied floor plans, that would extend from the existing parking/retail podium with a narrow, tapering stem at the base. At the top, the tower crown would be capped with a spiraling design, creating a distinct silhouette that is not overwrought or over-manipulated. Therefore, the Project would not conflict with this design principle.
Tower Form. Towers should provide variety through subtle details in the curtain wall, and the articulation of a human-scaled base at the street level.	No Conflict. The new tower's façade would provide variety with a horizontal banding pattern created by the alternating solid balconies and recessed glazing. A curtain wall is not proposed. The tower's sculptural quality would be punctuated by the larger voids along the façade where there would be no balconies to create a secondary textured pattern. The storefronts at the tower's ground level would create human-scale articulation. Therefore, the Project would not conflict with this design principle.
Tower Form. A tower's primary building entrances should be designed at a scale appropriate to the overall size and design of the tower and be clearly marked.	No Conflict. The tower's primary building entrance would be at the ground level and would be clearly marked with two-story clear glass storefronts at the new residential lobby. Therefore, the Project would not conflict with this design principle.
Tower Form. A building's top should be delineated with a change of detail and meet the sky with a thinner form, or tapered overhang. Towers should have tapered sculptural crowns and make an appropriate contribution to the quality and character of the Downtown skyline. Flat roofs are not recommended.	No Conflict. The new tower top would be capped with a spiraling design, creating a distinct silhouette to add an endearing sculptural form to the Downtown skyline. Therefore, the Project would not conflict with this design principle.
SECTION 7: ON-SITE OPEN SPACE	
A. Open Space Network	
<p>Establish a clear hierarchy of open spaces distinguished by design and function to create an connected pedestrian realm conducive to both active and passive uses, which may include the following typologies:</p> <ul style="list-style-type: none"> Streets: Streets are the most public of all 	No Conflict. The Project would remove five street trees along Hope Street, none of which are considered to be protected by the City of Los Angeles Protected Tree and Shrubs Ordinance No. 186,873. As previously discussed, five new replacement street trees in landscape tree wells are proposed within a 190-foot portion of Hope Street.

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
open spaces. Streets communicate the quality of the public environment and the care a city has for its residents.	Therefore, the Project would not conflict with these design principles.
<ul style="list-style-type: none"> • Roof and Podium Terraces: Roof terraces and gardens can augment open space and are especially encouraged in conjunction with hotels or residential uses. 	<p>No Conflict. The Project would provide approximately 54,750 square feet of open space for the residential uses, of which of which 44,750 square feet would be exterior open space. In addition, 13,600 square feet of the total exterior common open space would be landscaped. Specifically, the Project would provide exterior and interior common open space for amenities on Levels 12 and 51 of the proposed high-rise building. On the podium roof level (Level 12), approximately 41,250 square feet of residential exterior open, including a pool deck, lounge areas, and picnic areas with tables and seats would be provided. Furthermore, a total of 8,000 square feet of interior residential amenity rooms would be provided on Level 12 consisting of multi-purpose space, lounge areas, co-working areas, and a fitness area. On the roof level of the tower (Level 51), approximately 3,500 square feet of exterior open space consisting of lounge and picnic areas and 2,000 square feet of interior multi-purpose space would be provided. In accordance with the LAMC, the Project would provide a total of 117 trees including approximately 60 trees on Level 12, 44 trees on Level 13, and 13 trees on Level 51. Therefore, the Project would not conflict with this design principle.</p>
B. Guidelines for all Open Spaces	
All open spaces shall provide ADA-compliant walkways to ensure ease of access for all users.	No Conflict. All proposed open space would provide ADA-compliant walkways to ensure access for all users. Therefore, the Project would not conflict with this design guideline.
All open spaces should include or connect to at least one gathering space or focal element. Additional gathering spaces and focal elements are encouraged for larger open spaces or open spaces with meandering walkways.	No Conflict. The pool, outdoor area with seating and tables and the deck areas within the new Project tower would serve as focal points and gathering spaces for residents. Therefore, the Project would not conflict with this design guideline
All public amenity spaces should provide signage at the open space entrance (whether adjacent to the sidewalk, at the building entrance or lobby, or individual entry into the open space). The signage shall include the phrase "Open to Public" and list the hours of operation. If the public amenity space is not directly accessible from the sidewalk, wayfinding signs should be placed at the building entrance and at stairwells/elevators of the primary circulation core.	No Conflict. The Project does not incorporate any new public amenity spaces. The pedestrian entrance to The Bloc along Hope Street would be relocated, and the relocated entrance would be clearly marked. Therefore, the Project would not conflict with this design guideline.

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
<p>Provide publicly accessible open spaces at street level that provide pedestrian linkages throughout Downtown. Generally, to ensure accessibility, open spaces shall be provided at ground level, with up to 2 feet difference in elevation from the sidewalk, as listed in Table 7-1. Any changes in grade shall be gradual, with direct sight lines into the open space.</p>	<p>No Conflict. The Project site is built out at the street level and would not create any new ground level open space. However, the Project would include a relocated plaza pedestrian entrance at ground level along Hope Street, which would enhance the existing pedestrian linkages throughout the Project Site and Downtown. Final design of this relocated pedestrian entrance would take account of this guideline in light of the existing development on site. Therefore, the Project would not conflict with this design guideline.</p>
<p>Ensure open-air open spaces are landscaped to provide shade, aesthetics, and comfort for users.</p>	<p>No Conflict. The Project's residential open space would include approximately 44,750 square feet of exterior open space for residents, which would include approximately 13,600 square feet of landscaped exterior open space. Exterior residential open space would consist of approximately 41,250 square feet of residential exterior open space on the podium roof level (Level 12), consisting of a variety of amenities, such as a pool deck, lounge areas, and picnic areas with tables and seats, and approximately 3,500 square feet of exterior open space on the roof level of the tower (Level 51), consisting of uses such as lounge and picnic areas.</p> <p>The Project's open space plan is envisioned to provide multiple seating areas and walkways consistent with Table 7-1 that would be surrounded by landscaped areas to provide shade, aesthetics, and comfort for users. Therefore, the Project would not conflict with this design principle.</p>
<p>Non-movable or fixed seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted as the most effective means of providing comfortable access to sun and shade.</p>	<p>No Conflict. Final design of residential open space would take account of this guideline. Therefore, the Project would not conflict with this design guideline.</p>
<p>On above-grade open spaces including roof or podium terraces, building cut-outs, or residential courtyards, incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space.</p>	<p>No Conflict. Residential open space areas would include landscaped areas incorporating trees and other planting that would shade, reduce reflective glare, and add interest to the two outdoor spaces at the podium roof level and roof level of the new tower. On-site trees on the podium and roof levels would be anticipated to range from 15-foot to 60-foot box trees. Final design of open space would take account of this guideline. Therefore, the Project would not conflict with these design principles.</p>
<p>Landscape elements should support an easy transition between indoor and outdoor space through such means as well-sited and comfortable steps, shading devices and/or planters that mark building entrances, etc.</p>	<p>No Conflict. Final landscaping design for the Project would take account of this guideline. Therefore, the Project would not conflict with this design guideline.</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
Landscape elements should establish scale and reinforce continuity between indoor and outdoor space. Mature canopy trees shall be provided within open spaces, especially along streets and required setbacks.	No Conflict. Final landscaping design for the Project would take account of this guideline. Therefore, the Project would not conflict with this design guideline.
Landscape elements should provide scale, texture and color. A rich, coordinated palette of landscape elements that enhances the Development Site's identity is encouraged.	No Conflict. Final landscaping design for the Project would take account of this guideline. Therefore, the Project would not conflict with this design guideline.
Landscaping should be used to screen or break up the mass of blank walls. For example, trees and shrubs may be planted in front of a blank wall where there is room or vines may be trained on the wall where space is limited.	No Conflict. Final landscaping design for the Project would take account of this guideline. Therefore, the Project would not conflict with this design guideline.
Open spaces should be designed with the character of outdoor rooms contained by buildings as listed in Table 7-1 by providing architectural features on any adjacent building walls.	No Conflict. Final landscaping design for the Project would take account of this guideline. Therefore, the Project would not conflict with this design guideline.
C. Guidelines Based on Open Space Type	
Design each of the on-site open spaces as listed in Table 7-1.	No Conflict. The exterior residential open space on the outdoor portion of the proposed podium terrace would be approximately 41,250 square feet, and the exterior residential open space on the roof level would be approximately 3,500 square feet. As such, both outdoor areas would comply with the minimum size and depth as listed in Table 7-1. Final landscaping design for the Project would take account of this guideline. Therefore, the Project would not conflict with this design principle.
D. Exceptions	
Provide adequate site landscaping and residential open space per Section 12.21.G. of the Zoning Code to serve residents. Certain provisions and exceptions may be permitted as described in this DDG section.	No Conflict. The Project is required to provide 51,700 square feet of open space but would be providing 54,750 square feet of open space. A total of 25 percent of the outdoor open space (11,188 square feet) is required to have landscaping. The Project would exceed the landscaping requirement by providing a total of 13,600 square feet of landscaped area. Therefore, the Project would not conflict with these design principles.
If a project is requesting a reduction in required open space, the project shall provide an amenity space that is accessible to the public and consistent with Table 7-1.	No Conflict. The Project is not requesting a reduction in required open space.

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
At least 50% of the required trees shall be canopy trees that shade open spaces, sidewalks and buildings.	No Conflict. Final landscaping design for the Project would take account of this guideline. Therefore, the Project would not conflict with this design guideline.
Any required trees that cannot be accommodated on-site may be planted off-site as approved by DCP through coordination with City Plants (a public-private partnership organization with the City of Los Angeles under the Board of Public Works) or similar organization as approved by DCP.	No Conflict. It is anticipated that the Project would accommodate required trees on-site. However, the Final landscaping design for the Project would take account.
SECTION 8: Architectural Detail	
A. Organization of Architectural Features	
Architectural features shall be layered to emphasize certain features of the building such as entries, corners, common open spaces, public amenity spaces, and organization of units.	<p>No Conflict. The Project consists of the following new development or improvements visible from the exterior: the new tower, the Sign District signs, and, along Hope Street, the reconstructed façade of the parking/retail podium, the ground level façade of the residential lobby, the pedestrian tunnel, and the new storefront for relocated retail. The remaining portions of the existing parking/retail podium, as well as the existing hotel tower, office tower and retail uses facing the plaza and the plaza would remain unchanged.</p> <p>The new tower's façade would be comprised of a horizontal banding pattern created by the alternating solid balconies and recessed glazing. The tower's horizontal solid and void sculptural quality would be punctuated by the larger voids along the façade where there would be no balconies to create a secondary textured pattern, thus providing layering of architectural elements.</p> <p>At the top, the tower would be capped with a spiraling geometry, creating a distinct silhouette within the Downtown skyline.</p> <p>Based on the above, the Project would not conflict with with this design principle.</p>
Accentuate main building entries by creating a vertical break in the building wall.	No Conflict. The vertical break in the Hope Street building wall at the entries to the residential lobby and new storefront of relocated retail would be comprised of the storefront's vertical elements, the exposed concrete ground level columns and walls adjacent on both sides of the storefronts. Therefore, the Project would not conflict with this design principle.
Alternate different textures, colors, materials, and distinctive architectural treatments to provide scale and three-dimensional qualities to the building and add visual interest while	No Conflict. The main entrance to the new residential lobby would be located on Hope Street and would be accentuated and differentiated from the retail and plaza entries along the same frontage. The residential entrance

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
avoiding dull or repetitive façades.	would be designed with an accentuated doorframe with a colored metal trim and clear glass. Therefore, the Project would not conflict with this design principle.
Windows and doors shall be used as character-defining features to reflect an architectural style or theme consistent with other façade elements.	No Conflict. The windows and door frames would have a contemporary design consistent with the contemporary style of the new tower. Therefore, the Project would not conflict with this design principle.
B. Horizontal and Vertical Variation	
Vary the plane of a building to provide visual interest and contribute to the quality and definition of the street wall. Apply horizontal architectural variations to break down the scale and massing of longer façades.	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, the new tower has an expanding floor plate that extends from the existing parking/retail podium with a narrow, tapering stem at the base which creates a vertical break between the existing parking/retail podium and the new tower. The tower's façade would be differentiated from the existing parking/retail podium façade and the ground level retail and residential lobby entry. The new parking levels would be articulated with a perforated metal panel system with integrated vertical elements designed to seamlessly integrate with the existing podium façade. The two new parking levels would extend the height and further emphasize the building wall. The new tower's proposed materials are comprised primarily of glass and smooth white metal panels, which emphasize the curvature and flowing lines of the tower. The presence of a warmer, bronze-like material at select double height balcony soffits serve as accents to the tower. The sculptural quality of the metal panel balconies would provide architectural variation. At the base, where the stem of the proposed tower transitions into the podium, an enclosed shared residential amenity space surrounds the building stem and then gives way to an expansive landscaped roof top terrace, which would be an outdoor amenity for residential occupants. The tower crown would be capped off with a spiraling, rose bud geometry creating a distinct rooftop within the Downtown skyline.</p> <p>A key feature to the building's massing and orientation is its use of deep perimeter balconies. Not only do they provide access to private outdoor space for occupants, but balconies would also double as self-shading structures to reduce solar heat gain at the building interior. At north facing units, balcony depths are reduced to maximize access to daylight and views. The balconies create an interesting sculptural texture on the new tower façade. Therefore, the Project would not conflict with this design principle.</p>
Design buildings with variation to clarify the building's uses.	No Conflict. The new tower includes balconies which signal a residential use. Therefore, the Project would not conflict with this design principle.
Employ a different architectural treatment on	No Conflict. The new tower and the ground level façade of

Table 6 (Continued)
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Goals/Principles	Would the Project Conflict?
the ground floor façade than on the upper floors.	the residential lobby and relocated retail storefronts differ from the new tower finish materials. The residential lobby entrance would be designed with an accentuated doorframe with a colored metal trim and clear glass. The tower’s proposed exterior finish materials would be primarily glass and smooth, white metal panels. Therefore, the Project would not conflict with this design principle.
Active street walls are required. While blank street wall façades are prohibited, an exception may be made for integration of public art or a graphic-based façade if it adds scale, interest, and character to an otherwise bland frontage, and contribute to an active streetscape. In these cases, the façade should be a maximum of four floors high, and should have horizontal variation in its surface plane (using cut outs, insets or pop-outs). It should employ different scaled elements when viewing the entire building massing and as viewed by pedestrians at a more intimate street scale.	No Conflict. The Project’s ground level façade improvements on Hope Street would contain active storefronts for the residential lobby entry and the relocated retail use. Therefore, the Project would not conflict with this design principle.
Where appropriate, employ shade and shadow created by reveals, surface changes, overhangs and sunshades to provide sustainable benefits and visual interest on façades exposed to the sun.	No Conflict. The horizontal breaks between the parking/retail podium and the new tower and the new tower’s balcony guardrails would create shadow lines. The balconies would provide shade to the balcony below. Therefore, the Project would not conflict with this design principle.
C. Materials	
<p>Buildings shall aim for a “timeless design” and employ sustainable materials and careful detailing that have proven longevity.</p> <ol style="list-style-type: none"> 1. Feature long-lived and sustainable materials. The material palette should provide variety, reinforce massing and changes in the horizontal or vertical plane. 2. Use especially durable materials on ground floor façades. Low-quality materials such as stucco, plaster, and EIFS are prohibited at the ground-floor along any streets, alleys, or public amenity spaces. 3. Use especially high-quality durable materials on upper floor façades. Low-quality materials such as stucco, plaster, and EIFS are not permitted on exterior building façade facing streets, alleys, or public amenity spaces, except as minor detail components amounting to no more than 10 percent of any elevations above the ground floor. 	<p>No Conflict. The Project’s exterior includes a new tower, the reconstructed façade of the parking/retail podium, the ground level façade of the residential lobby and new storefront for relocated retail along Hope Street and the Sign District signs w. The remaining portion of the existing parking/retail podium, the existing hotel tower, office tower and retail uses facing the plaza would remain unchanged.</p> <p>As discussed in Section II, Project Description, of this Draft EIR, the tower’s proposed exterior finish materials, primarily glass and smooth, white metal panels, are high-quality and durable materials. A brick finish is proposed on the reconstructed parking/retail façade, similar to the existing brick finish. High-quality finish materials are proposed on the ground-level façade and storefronts. No stucco exterior finishes are proposed. The presence of a bronze-color material at select double height balcony soffits serve to punctuate the tower’s balcony guardrails and reinforces the horizontal articulation. The balconies, glazing and color accent provide the “layering” effect which results in an articulated and textured tower façade. The harmonious design and high quality and durable finish materials create a</p>

**Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide**

Goals/Principles	Would the Project Conflict?
<p>4. To provide visual variety and depth, layer the building skin to provide a variety of textures that bear a direct relationship to the building's massing and structural elements. The skin should reinforce the integrity of the design concept and the building's structural elements, and not appear as surface pastiche. See IMAGE A below.</p> <p>5. Layering can also be achieved through extension of two adjacent building planes that are extended from the primary façade to provide a sculptural composition. See IMAGES B and C on the following page.</p> <p>6. The building's skin, especially for towers, should be primarily transparent.</p> <p>7. Design curtain walls with detail and texture, while employing the highest quality materials.</p> <p>8. Design the color palette for a building to reinforce building identity and complement changes in the horizontal or vertical plane.</p>	<p>timeless design. Therefore, the Project would not conflict with this design principle.</p>
D/E. Windows and Doors and Glazing	
<p>Provide high-performance, well-detailed windows and doors that add to the depth and scale of the building's façade.</p> <p>Incorporate glazing that contributes to a warm, inviting environment.</p> <p>1. Window placement, size, material and style should help define a building's architectural style and integrity.</p> <p>2. In buildings other than curtain wall buildings, windows shall be recessed (set back) from the exterior building wall, except where inappropriate to the building's architectural style. Generally, the required recess may not be accomplished by the use of plant-ons around the window. See IMAGES below.</p> <p>3. Windows and doors shall be well-detailed where they meet the exterior wall to provide adequate weather protection and to create a shadow line.</p>	<p>No Conflict. The tower's façade is comprised of floor to ceiling glazing with exposed slab edge (painted) where no balconies exist, and white metal panel guardrail (to match slab edge) where there are balconies. This design approach helps define the architectural style as contemporary.</p> <p>While a a curtain wall is not proposed, the floor to ceiling windows would be flush with the edge of the floor plate slabs. The balcony guardrails would provide horizontal articulation which would create an effect of recessed glazing and a shadow line.</p> <p>The glazing and openings to the balconies would be well-detailed to provide adequate weather protection. Therefore, the Project would not conflict with this design principle.</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
F. Lighting	
<p>Provide well-designed architectural and landscape lighting integrated into the proposed project to create a sense of safety, encourage pedestrian activity after dark, and support Downtown's vital nightlife.</p> <ol style="list-style-type: none"> Each project should develop a system of lighting with layers that contribute to the night-time experience, including façade uplighting, sign and display window illumination, landscape, and streetscape lighting. Architectural lighting should be integrated with the building design and relate to the pedestrian and accentuate major architectural features. Tower crowns should have architecturally integrated lighting to enhance the tower's presence in the skyline. Residential towers are not required to have crown lighting. Landscape lighting should be of a character and scale that relates to the pedestrian and highlights special landscape features. See IMAGE B on the following page. 	<p>No Conflict. The Project's exterior includes a new tower, the Sign District signs, and, along Hope Street, the reconstructed façade of the parking/retail podium, the ground level façade of the residential lobby and the new storefront for relocated retail. The remaining portion of the existing parking/retail podium, the existing hotel tower, office tower, retail uses facing the plaza and the plaza would remain unchanged.</p> <p>As discussed in the Initial Study prepared for the Project, included as Appendix A of this Draft EIR, Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes and would be integrated with the overall Project's lighting system. Project lighting would be provided at the new tower entry, at the new tower façade and the associated open space area on the amenity deck. Low-level lighting would also be used to highlight signage, architectural features, and landscaping elements throughout the Project Site. Project lighting would be designed to provide for efficient, effective, and aesthetically pleasing lighting that would minimize light trespass from the Project Site. As previously discussed, sufficient lighting of buildings and walkways, as well as parking areas, elevators, and lobbies; and entrances, spaces around buildings, would be provided. The Project lighting's final design would take Section 8 Architectural Detail, F Lighting guidelines into account. Therefore, the Project would not conflict with this design principle.</p>
H. Minimizing Impacts on Neighbors	
<p>Architecturally incorporate or arrange roof top elements to screen equipment such as mechanical units, antennas, or satellite dishes.</p>	<p>No Conflict. Mechanical equipment for the residential development would be provided within the basement level and, therefore, screened from public view. The final Project design would take this policy into account. Therefore, the Project would not conflict with this design principle.</p>
<p>Minimize glare upon adjacent properties and roadways.</p>	<p>No Conflict. Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. The Project would feature a variety of surface materials, including glass, concrete, and metal. As part of the Project, glass used in building façades would include high-performance coatings, and the building shape would be designed to minimize glare from reflected sunlight. Additionally, nighttime glare could result primarily from on-site illumination and vehicle headlights. As discussed in Section II, Project Description, of this Draft EIR, the Project's proposed Sign District would include illuminated signs, but signs would comply with the prescribed LAMC requirements</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	for light trespass and the California Vehicle Code provisions regulating light sources that may cause glare and impair the vision of drivers. Furthermore, while headlights from vehicles entering and exiting the Project Site would be visible during the evening and nighttime hours, such lighting sources would be typical for the area and similar to existing conditions. Additionally, as discussed above, the rooftop parking level of the existing nine story parking/retail podium building would be enclosed, and two additional semi-enclosed levels of parking would be added. Therefore, the parking levels would be fully or semi-enclosed, and, therefore, vehicle movements would be screened from view and not add to existing light and glare conditions. Overall, the Project would be designed to minimize glare on adjacent properties and roadways; therefore, the Project would not conflict with this design principle.
SECTION 9: STREETScape IMPROVEMENTS	
B. Responsibilities of the Applicant	
Provide sidewalks, parkways, and walkways as specified in Section 3 (i.e., "Sidewalks and Setbacks")	No Conflict. Refer to Section 3 "Sidewalks and Setbacks," above. The Applicant is proposing to provide enhanced sidewalk paving, replacement street trees and tree wells within the 190-foot portion of the sidewalk along Hope Street. If a Revocable Permit is required, the Applicant would execute the requisite maintenance-related covenant and agreements. Pedestrian lighting is not proposed. Therefore, the Project would not conflict with this design principle.
E. Consistency Between Old Entitlements and Current Standards	
1. Where previous entitlements differ from current standards, compliance with current standards should be flexible but meet the overall intent. When applying this guideline, the City shall take into account the existence of any vested rights pursuant to vested entitlements, such as a vesting tentative tract map and/or a development agreement.	No Conflict. The Project Site's existing buildings are legal non-conforming and preclude any changes with respect to any additional right of way dedications.
2. Required sidewalk widths must be provided by sidewalk easements, which must be designed as needed to match the improvements on the remaining sidewalk.	No Conflict. The Project Site's existing buildings are legal non-conforming and preclude any changes with respect to any additional right of way dedications.
G. Paving Pattern	
1. Projects must comply with the paving patterns required by a Streetscape Plan (for instance, Los Angeles Sports and Entertainment District, 7th Street, or	The Project Site is not subject to a Streetscape Plan.

**Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide**

Goals/Principles	Would the Project Conflict?
Broadway Streetscape Plans).	
2. Special paving patterns at building entries are encouraged and require approval by BOE.	<p>No Conflict. If the enhanced paving pattern on the 190-foot portion of the sidewalk along Hope Street is non-standard it would require BOE approval.</p> <p>Therefore, the Project would not conflict with this design principle</p>
H. Street Trees	
<p>Trees Species and Spacing; Planting Standards</p> <ol style="list-style-type: none"> Street tree species shall be selected per the Master Street Tree List in Appendix B unless otherwise approved by DCP staff and UFD. Street trees shall be spaced not more than an average of 30 feet on center to provide a more-or-less continuous canopy along the sidewalk. Spacing from other elements shall be as specified by the UFD. Interspace varied street tree species along the sidewalk to ensure net benefits of continuous canopy and shade, aesthetics, and environmental benefits. Required street trees shall be shade trees. Palms may be planted between or in addition to required shade trees. Trees shall achieve a mature height, given site conditions, of at least 40 feet on Boulevards and Avenues and 30 feet on other streets with a mature canopy that can be pruned up to a height of 14 feet. Typically, street trees will achieve about two-thirds of the mature height specified in Sunset Garden Book. Plant minimum 36-inch box trees within parkways or tree wells as specified in Section 3. Smaller-sized trees such as 24-inch box trees may be planted along Parkway Zones that are less than 4 feet wide, or as required by UFD. Parkways shall be planted with drought-tolerant plants. Drought-tolerant plants that qualify as walkable surfaces include, but are not limited to, <i>Achille millefolium</i> (Yarrow), <i>Buchloe dactyloides UC Verde</i> (UC Verde Buffalo Grass), <i>Carex praegracilis</i> (California Field Sedge), <i>Carex</i> 	<p>No Conflict. The Project would comply with the tree species and spacing and planting standards from the DDG. The replacement trees along Hope Street, within the 190-foot portion of the sidewalk to be improved would be California Sycamore trees. The Project would provide 36-inch box tree sizes and drought-tolerant plants within the Parkway Zone in tree wells along Hope Street. When a final design of the Project's 190-foot sidewalk improvements along Hope Street are prepared, the Section 9 Architectural Detail, H Street Trees guidelines will be taken into account. Therefore, the Project would not conflict with this design principle.</p>

**Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide**

Goals/Principles	Would the Project Conflict?
<p><i>pansa</i> (California Dune Sedge), and <i>Dymondia margaetae</i> (Dymondia) as listed in BOE Residential Parkway Landscaping Guidelines. Drought-tolerant plants may not be more than 2 feet tall. The areas within 2 feet of tree trunks or adjacent to curbside parking or loading shall be free of low-level planting as specified in Section 3.A.6-8. Tree wells may be planted with drought-tolerant walkable plants as listed in 9.H.7. Tree wells that are not planted with low-level plants shall be covered with decomposed granite per Standard Plan S-450.</p> <p>9. Where gap-graded (structural) soil is required by Section 3, it shall be installed to a depth of at least 30 inches below the required miscellaneous base material under the concrete sidewalk within 20 feet of any tree trunk centerline and for the entire length and width of the sidewalk adjacent to the project, except: 1) gap-graded soil is not required under driveways and 2) adjacent to existing buildings, the existing soil should be excavated at a 2:1 slope away from the building wall or as required by the Department of Building and Safety to avoid shoring of the building footing.</p> <p>10. Irrigate the trees and landscaped parkways with an automatic irrigation system. In-line drip irrigation is preferred. Spray heads or bubblers installed per DPW standards may also be used provided they do not directly spray the tree trunks.</p> <p>11. Maintain and prune street trees as specified by the Urban Forestry Division, including: obtain a permit prior to pruning and adhere to International Society of Arboriculture (ISA) Tree Pruning Guidelines and American National Standards Institute (ANSI) A300 standards. "Topping" and "heading" of street trees are prohibited.</p>	
SECTION 10: Signage	
A. Conceptual Sign Plan	
All projects over 50,000 square feet, or that have more than 50 residential units, shall	No Conflict. As discussed in Section II, Project Description of the Draft EIR, the Applicant requests the establishment of

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
submit a conceptual sign plan for the entire project during the entitlement phase.	The Bloc Supplemental Use District, a “SN” Sign District, for the block bounded by Flower Street on the west, 8th Street on the south, Hope Street on the east, and 7th Street on the north, pursuant to existing Case No. CPC-2018-6388-SN, filed on October 31, 2018. The proposed Sign District includes a Conceptual Sign Plan consisting of architectural drawings and sign matrix that identify the 18 signs proposed by the Sign District, consisting of nine Digital Display Signs, three non-digital Wall Signs, and six non-digital Identification Signs. Digital Display Signs would include off-site advertising. Additionally, the Conceptual Sign Plan includes eight Digital Kiosks (three floor-mounted and five wall-mounted) that are considered to be signs under applicable City regulations. The Conceptual Sign Plan matrix identifies sign types, locations, maximum dimensions and other characteristics, and the architectural plans include schematic elevations of each building façade where signs are proposed.
B. Signage Guidelines for all Sign Types	
<p>Signs in Context</p> <ul style="list-style-type: none"> Signs should be conceived as an integral part of the project design so as not to appear as an afterthought. All signs shall be integrated with the design of the project’s architecture and landscaping. 	<p>No Conflict. The Sign District proposes signs that would be architecturally integrated into the design of the buildings. The Sign District includes Digital Display Signs that are rectangular in shape and are generally located on the existing development’s horizontal building element (horizontal band) that extends around the entirety of The Bloc. The horizontal band, with an exterior brick finish, is the datum that visually ties the office tower, hotel tower, and parking/retail podium together into one cohesive development. The bottom of the horizontal band is approximately 27 to 30 feet above the sidewalk grade. Locating the Digital Displays within the horizontal band organizes these signs in one zone that eliminates sign clutter and provides a consistent and coherent design. The Digital Displays have dark metal frames with a minimal profile that blend into the background. In addition, one non-digital wall sign is proposed within the horizontal band and two non-digital wall signs are proposed below the horizontal band located above the driveways. The non-digital identification signs are located at the top of the hotel tower, office tower, and new 53-story tower. Therefore, the Project would not conflict with this design principle.</p>
<ul style="list-style-type: none"> The location, size, and appearance of signs should complement the building and should be in character with the Downtown district in which they are located. Compatibility shall be determined by the relationships of the elements of form, proportion, scale, color, materials, surface treatment, overall sign size and the size and style of lettering. The 	<p>No Conflict. The proposed Sign District would encompass the entire city block and provide coordinated and creative signage. The Sign District would establish clear standards to ensure cohesion and compatibility with the surrounding land uses, facilitate distinct signage that would support, enhance the overall Project design, and create a sense of place, inviting access from the three street frontages that provide pedestrian connections to The Bloc’s interior. As discussed</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
<p>surrounding environment shall be comprised of other nearby signs, other elements of street and site furniture, and adjacent and surrounding properties, including residential areas.</p>	<p>above, the signs would be architecturally integrated with and complement the existing buildings.</p> <p>The Sign District would help to identify the many retail and commercial uses within the Project Site, many of which do not have street frontage, and to highlight and establish The Bloc as a distinct Downtown destination in which to live, work, shop, or stay. The proposed Sign District would complement and support the neighboring 7th Street restaurant corridor, the Financial District office properties to the north, and the South Park mixed-use residential and commercial neighborhood and entertainment district to the south.</p> <p>The Sign District signs would allow restaurants and shops to be visually prominent from the surrounding streets by identifying the uses on the Project Site and by highlighting the transit gateway to Downtown Los Angeles from the Metro 7th Street/Metro Center Station. Most of the businesses within The Bloc have no street frontage, and the on-site Digital Display signs would inform the public of the on-site uses. The signs are intended for viewing primarily by pedestrians along the sidewalks, street frontages and from a longer distance, consistent with the DDG. Additionally, the signage program would complement the existing sign districts in the neighborhood, including the Wilshire Grand Center’s Figueroa and Seventh Street Sign District (Ordinance 181,637, effective 5/21/2011) and the Figueroa and Olympic Sign District (Ordinance 182,200, effective on 9/12/2012), and would establish a unified identity for the Project Site. The Sign District would include both on-site and off-site content. Similar to Wilshire Grand Center’s Sign District, The Bloc’s proposed Sign District would be compatible with the Financial District neighborhood as the Project Site is located within the Convention Center/Arena Sphere of Influence.⁴ The synergy of The Bloc’s proximity to the Los Angeles Sports and Entertainment District and Convention Center, the complementary uses among the respective properties, and the signage would activate and enhance pedestrian activity.</p> <p>The proposed Sign District is also important to placemaking. While The Bloc is accessible to pedestrians and transit users from three street frontages (i.e., 7th Street, Flower Street, and Hope Street), The Bloc and its pedestrian access points are not easily visible or identifiable from many portions of adjacent streets. By adding distinct signage to the Bloc’s perimeter, the Sign District would highlight The Bloc’s location and entrances, facilitating and encouraging</p>

⁴ See Figure 3 Convention Center/Arena Sphere of Influence map.

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	access to the site in the dense urban environment. The proposed signage would also orient tourists, visitors, employees, and other pedestrians and transit users to the different uses on the Project Site, as well as to the portal to the Metro 7th Street/Metro Center Station, which serves as a regional hub, helping to establish a strong sense of place for The Bloc's open-air plaza and its diverse amenities. Therefore, the Project would not conflict with this design principle.
<ul style="list-style-type: none"> Signs should respect residential uses within and adjacent to a project. The intent is to promote a more peaceful living environment without undue impacts upon residential uses. Small signs, no animation, limited lighting and shorter operating hours are appropriate where signs are visible from residences. 	<p>No Conflict. The Sign District signs would be required to comply with the City's light trespass limitations. As shown in the Lighting Study, included as Appendix F of this Draft EIR, the light trespass illuminance from the signs as proposed would not exceed the LAMC threshold of 3 foot-candles (fc) at the property line, thus avoiding lighting impacts at residential use properties adjacent to the Project Site, and promoting a more peaceful living environment.⁵ The Sign District also specifies nighttime lighting standards for all digital signs. Therefore, the Project would not conflict with this design principle.</p>
<p>Except in locations where street trees are not required, no signs shall be located between 14 feet above sidewalk elevation and 40 feet above sidewalk elevation to avoid conflicts with the tree canopy, except where the Applicant demonstrates that no conflict will occur.</p>	<p>No Conflict. The Sign District would authorize signs within the 14-foot to 40-foot zone above the sidewalk, where the signs would be integrated with the development's horizontal band, a prominent architectural feature of the existing development. However, no conflict with street trees would occur. Much of the signage within the horizontal band would be located at street corners, not proximate to street trees. While some signage is located mid-block, such signs would be angled, and any signs located proximate to street trees would be visible from multiple locations along the street despite the proximity to street trees. Thus no conflict with street trees would occur. In addition, the DDG does not supersede regulations in Sign Districts, and provisions of adopted Sign Districts take precedence if there were a conflict with the DDG. Therefore, the Project would not conflict with this design principle.</p>
<p>Sign Illumination and Animation</p> <ul style="list-style-type: none"> Illuminated signs that reflect the individual character of the Downtown districts. 	<p>No Conflict. The proposed Sign District would establish illuminated signs that would reflect the individual character of the Financial Core District. The Sign District would include Digital Display Signs as well as non-digital Identification Signs, and Digital Kiosks that would be internally illuminated. The Sign District would also include non-digital Wall Signs that would be externally illuminated. These types of illuminated signs are consistent with lighting for other prominent development in the Financial</p>

⁵ Francis Krahe & Associates, *The Bloc Sign Supplemental Use District Lighting Study*, Los Angeles, California, April 11, 2023. See Appendix F of this Draft EIR.

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	District, such as the Library Tower, Citicorp Center, the Gas Company Tower, the AT&T Building, the twin towers of Arco Plaza, the Fig@7th shopping mall/office complex, the Wilshire Grand Center, 700 W. 9th Street, and the 717 Olympic apartments, which have similar sign lighting. Therefore, the Project would not conflict with this design principle.
<ul style="list-style-type: none"> Signs shall use appropriate means of illumination. These include: neon tubes, fiber optics, incandescent lamps, cathode ray tubes, shielded spotlights and wall wash fixtures. 	<p>No Conflict. The proposed Sign District would include Digital Display Signs as well as non-digital Identification Signs, and Digital Kiosks that would be internally illuminated. The non-digital Wall Signs would be externally illuminated. All signs would use appropriate means of illumination, similar to other Sign Districts in the area, and lighting would be regulated by the Sign District. Therefore, the Project would not conflict with this design principle.</p>
<ul style="list-style-type: none"> Signs may be illuminated during the hours of operation of a business, but not later than 2 a.m. or earlier than 7 a.m. Signs for 24-hour uses, such as hotels, are exempt from these limited hours of illumination. 	<p>No Conflict. The Sign District’s Identification Signs at the top of the office tower would be illuminated overnight as is typical for this type of sign. The Sign District would also include off-site signage, which is not associated with a specific on-site business. However, all proposed signs would comply with applicable illumination standards and regulations established by the requested Sign District, including hours of operation. The DDG does not supersede regulations in Sign Districts, and provisions of adopted Sign Districts take precedence if there were a conflict with the DDG. Therefore, the Project would not conflict with this design principle.</p>
<p>C. Signage Guidelines By Placement Zone</p>	
<p>Pedestrian Signs</p> <ul style="list-style-type: none"> Signage should reinforce the identity of the project and be visible from the most prominent public corner or frontage. Signage should identify the main/visitor entrance or lobby, resident or visitor parking, community facilities, major amenities and commercial uses. Pedestrian signs should be appropriately scaled from the primary viewing audience. The location, size, and appearance of tenant identification signs should contribute to street activity and enhance the street-level experience that is appropriate to each Downtown district or neighborhood. 	<p>No Conflict. As discussed above, the Sign District would establish clear standards to ensure cohesion and compatibility with the surrounding land uses, facilitate distinct signage that would support and enhance the overall Project design, and create a sense of place and enhanced pedestrian experience along the the three street frontages that provide pedestrian connections to The Bloc’s interior.</p> <p>The proposed signs would allow restaurants and shops to be visually prominent from the surrounding streets by identifying the uses on the Project Site and by demarcating and enhancing the transit gateway to Downtown Los Angeles from the Metro 7th Street/Metro Center Station. Signage would also mark the secondary pedestrian entries to the Project Site located along Flower and Hope Streets. Signage would be important in identifying the variety of commercial tenants, and for navigating to adjacent streets.</p> <p>The signs are intended for viewing primarily by pedestrians along the sidewalks, street frontages, and from a longer distance, consistent with the DDG. The Sign District would</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	<p>not include traditional tenant signs located above the individual business' entry doors and instead would provide signs along the perimeter of the Project Site.</p> <p>The proposed Sign District would provide signs that would establish the Project Site as a primary mixed-use hub and a gateway to the Metro 7th/Metro Center Station. The Sign District would help to identify the many retail and commercial tenants, many of which do not have street frontage, and to highlight and establish The Bloc as a distinct Downtown destination in which to live, work, shop, or stay. The proposed Sign District would complement and support the neighboring 7th Street restaurant corridor, the bustling Financial District office properties to its north, and the emerging South Park mixed-use residential and commercial neighborhood and entertainment district to its south.</p> <p>The proposed Sign District would include signs that would contribute to the street activity and enhance the street-level experience in an active area of Downtown Los Angeles surrounded by several destinations, including 24-hour hotel uses, restaurants, shops, and within close proximity to the Los Angeles Convention Center, Crypto.com Arena, and L.A. Live.</p> <p>Therefore, with the approval of the entitlement requests, the Project would not conflict with these design principles.</p>
<p>Tall Building Signs</p> <ul style="list-style-type: none"> • Tall Building Signs must be located between the top of the windows on the topmost floor and the top of the roof parapet or within an area 16 feet below the top of the roof parapet. On buildings with stepped, non-flat, or otherwise articulated tops, Tall Building Signs may be located within an area 16 feet below the top of the building or within an area 16 feet below the top of the parapet of the main portion of the building below the stepped or articulated top. Tall Building Signs must be located on a wall and may not be located on a roof, including a sloping roof, and may not block any windows. • A Tall Building Sign may not occupy more than 50% of the area in which the sign may be located on a single building face or 800 square feet, whichever is less and may include only a single line of text. • A building may have no more than two Tall Building Signs on any two sides of the 	<p>No Conflict. The tall building signs are referenced in the Conceptual Sign Plans shown in Section II, Project Description as Identification Signs. The Tall Building Signs at the existing office building conform to the DDG standard. The proposed Sign District would regulate permissible signage, and, pursuant to the policies of the DDG, the Sign District regulations would take precedence if there were a conflict with the DDG in relation to Tall Building Signs.</p> <p>The rooftop of the office building is flat. As such, the two proposed Identification Signs located at the top of the office building would be placed within an area 16 feet below the top of the roof parapet.</p> <p>The rooftop of the proposed 53-story tower would be articulated and non-flat. The rooftop of the hotel building is articulated and not flat. The hotel roof level is cylindrical and architecturally different from the hotel's main tower structure with active floor area consisting of a club lounge and fitness center for hotel guests to use. The proposed Sign District would regulate the area in which tall building signs are permitted for this new tower and the hotel tower, consistent with the overall intent of the DDG of prioritizing signs that are uniform and restrained in size, proportion</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
<p>building.</p> <ul style="list-style-type: none"> • Tall Building Signs must be constructed of high quality, durable materials that are compatible with the building materials. • To the extent feasible, Tall Building Signs shall not be oriented toward nearby residential neighborhoods. • Tall Building Signs shall be designed to be changed over time. 	<p>and location and are also well-integrated into the building design.</p> <p>The proposed Identification Signs (Sign Nos. BDE-12, BDE-13, and BDE-14 in Table II-5 on page II-30 of Section II, Project Description, of this Draft EIR) located at the top of the new 53-story tower and the hotel's Identification sign (Sign No. BDE-11 in Table II-5 on page II-30 of Section II, Project Description, of this Draft EIR) appear to be located outside the area that is 16 feet below the top of the roof parapet but would be authorized pursuant to regulations in the proposed Sign District that would ensure clarity and achieve the DDG intent of prioritizing signs that are uniform and restrained in size, proportion, and location and are also well-integrated into the building design.</p> <p>As shown in Table II-5 on page II-30 of Section II, Project Description, of this Draft EIR, the Sign District would authorize two Identification Signs on the hotel building (one existing and one proposed), two Identification Signs on two adjacent façades on the office building, and three Identification Signs on three of the four façades of the new 53-story tower that are identical in design. The Sign District would authorize two of the six tall building signs that would have areas greater than 800 square feet and four Identification Signs that would be located outside the area within 16 feet of the top of the parapet but limited by the proposed Sign District regulations to achieve the intent of prioritizing signs that are uniform and restrained in size, proportion and location and are also well-integrated into the building design. The Sign District would authorize three signs with one line of text and one logo (Sign Nos. BDE-09, BDE-10, BDE-11 and three signs with more than one line of text (Sign Nos. BDE-12, BDE-13, BDE-14).</p> <p>The proposed Identification Signs on the office building, hotel building, and the new 53-story tower would be constructed of high-quality, durable materials that are compatible with the building materials.</p> <p>The proposed Identification Signs on the office building, hotel building, and the new 53-story tower would face all four street frontages. The Bloc Development is a mixed-use project and is located in a mixed-use area. The Project Site and vicinity have a zone designation of C2-4D. As such, the surrounding area consists of a mix of residential and commercial uses, which is consistent with the General Plan and Community Plan policies related to establishing Downtown as the primary economic, governmental, and social focal point of the region with a significant residential community. In accordance with the Community Plan, the Financial Core area is recognized in the Community Plan as the place for expanding the Downtown residential</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	<p>community which is a major component of efforts to revitalize Downtown. While it is not feasible to orient these signs entirely away from residential uses, the distance between these signs and the residential uses along with the Digital Display signs' illuminance level would ensure that the proposed signs would not exceed the significance thresholds defined by the LAMC at 3.0 fc at the residential properties and less than a 30-to-1-contrast ratio. The Lighting Report concludes that the Project Signs would not adversely impact residential or sensitive use properties.</p> <p>The proposed Sign District would permit changes to the proposed Identification Signs over time and would permit the use of new technologies and materials that meet the requirements of the proposed Sign District.</p> <p>Therefore, with the approval of the entitlement requests, the Project would not conflict with these design principles.</p>
<p>Corporate Campus Signs</p> <ul style="list-style-type: none"> • Signage should reinforce the corporate or campus identity. 	<p>No Conflict. The Project Site is an existing commercial and hotel development, comprising a shopping center with hotel and office and retail uses and is not a corporate campus. However, for informational purposes, the guidelines applicable to corporate campuses are discussed here. The proposed Sign District would authorize signs of similar type along all four street frontages that would reinforce the identity of The Bloc as an distinct destination consisting of multiple uses, including retail, theater, fitness, office, and hotel uses. The proposed 53-story tower would add up to 466 residential units further establishing The Bloc as a place to live, work, shop, or stay.</p> <p>Therefore, with the approval of the entitlement requests, the Project would not conflict with these design principles.</p>
<p>All signs integrate with the architecture, landscaping and lighting relate to one another in their design approach, and convey a clear hierarchy of information.</p>	<p>No Conflict. The proposed Sign District would authorize unified signage that would establish the office tower, hotel tower, the retail/parking podium, and the new 53-story tower as part of the same development. As there are several building components with different building materials and design, the proposed signs would be integrated into the architecture, landscaping, and lighting of the respective building upon which the sign would be located. The proposed signs would ensure that The Bloc would be cohesive in its design. A clear hierarchy of signs would be created by the organization of the signs. The Tall Building Signs, also known as Identification Signs, are non-digital and are proposed to depict a tenant logo and tenant name. The signs generally located at the Project Site's horizontal band would be comprised of either Digital Displays or non-digital Wall Signs. Therefore, with the approval of the entitlement requests, the Project would not</p>

Table 6 (Continued)
Applicable Standards and Guidelines of the Downtown Design Guide

Goals/Principles	Would the Project Conflict?
	conflict with this design principle.
<p>Prohibited Signs</p> <p>The following signs are prohibited:</p> <ul style="list-style-type: none"> • Internally illuminated awnings; • Conventional plastic faced box or cabinet signs; • Formed plastic faced box or injection molded plastic signs; • Luminous vacuum formed letters; • Animated or flashing signs (real-time information signs are permitted); • Wall murals covering windows; • Monument signs; and • Pole signs. 	<p>No Conflict. The proposed Sign District does not include any prohibited signs.</p> <p>The proposed Sign District would authorize Digital Display Signs, Identification Signs, Wall Signs, and Digital Kiosks made with high-quality materials and not conventional or formed plastic faced box, cabinet signs, or injection molded plastic signs. Therefore, with the approval of the entitlement requests, the Project would not conflict with these design principles.</p>
<p>Source: <i>Eyestone Environmental, 2024; City of Los Angeles, Downtown Design Guide, adopted June 8, 2017.</i></p>	