II. Project Description

II. Project Description

1. Introduction

NREA-TRC 700, LLC (Applicant), proposes to construct 466 residential units within a new high-rise tower (new tower) and The Bloc Sign Supplemental Use District (Project) located within a 186,674-square-foot (4.285-acre) site known as The Bloc. The Bloc is located at 700 South Flower Street, 700 West 7th Street, and 711 and 775 South Hope Street (Project Site) in the Central City Community Plan area of the City of Los Angeles (City). The new 53-story tower address will be 775 South Hope Street. The Project Site comprises an entire City block that is currently developed with hotel and commercial uses and associated parking and contains a portal to the Los Angeles County Metropolitan Transportation Authority (Metro) 7th Street/Metro Center Station. The existing commercial uses consist of office, theater, retail, restaurant/bar, gym/fitness, and medical office uses. The new tower would be located on the southern half of the Project Site (the Development Area) within and above the existing nine-story parking/retail podium building. The existing hotel and commercial uses, which are located on the Project Site but primarily outside the Development Area, would be retained, with the exception of approximately 24,342 square feet of existing commercial (theater and retail) uses in the podium building that would be changed to residential uses (including a new residential lobby). No changes are proposed to the existing Metro 7th Street/Metro Center Station portal. The residential uses would be located primarily within the new tower with a small portion of residential square footage, such as bicycle parking areas and other residential services (e.g., residential mail, package and utility rooms), located in the podium building. In addition to the new high-rise tower, the rooftop parking level of the existing nine-story podium building would be enclosed, and two additional levels of parking would be added, increasing the podium to 12 stories. The residential uses would comprise a total of approximately 495,016 square feet of floor area, consisting of the conversion of approximately 24,342 square feet of existing commercial uses within the existing parking/retail podium building and the net increase of 470,674 square feet in the new 53-story tower. The new tower would be located within and above the expanded 12-story parking/retail podium, extending 41 stories above the podium. The two existing basement levels below the podium building, which consist of one level of vehicle parking and one level of loading areas and a gym/fitness use, would be retained. (Note: One of the basement levels (Level A) extends underneath the entire Project Site, while the other basement level (Level B) extends underneath the podium building only.) Upon completion of the Project, the Project Site would include a total of 1,894,988 square feet of floor area with a floor area ratio (FAR) of 10.15:1. The Project Site would include a total of 1,948 vehicular parking spaces

located within eight above ground parking levels and one basement parking level. The Project would also add 214 bicycle parking spaces (192 long-term and 22 short-term). See Table II-1 on page II-11 further below.

The Applicant has also requested that the City approve a Sign Supplemental Use District (Sign District) as part of the Project. The proposed Sign District would establish signage standards for the proposed signs authorized therein. As described in more detail below, the proposed Sign District's Conceptual Sign Plan includes a total of 18 signs, including 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. These Digital Kiosks would identify tenants and serve to orient and direct visitors to the diverse uses at the Project Site and would include off-site advertising.

2. Environmental Setting

a. Project Location

The Project Site is located within the Central City Community Plan area of the City with addresses that include 700 South Flower Street, 700 West 7th Street, and 711 and 775 South Hope Street. As shown in Figure II-1 on page II-3, the Project Site is centrally located within Downtown Los Angeles and consists of an entire City block bounded by 7th Street to the north, 8th Street to the south, Hope Street to the east, and Flower Street to the west. Primary regional access to the Project Site is provided by the Harbor Freeway (State Route 110 [SR-110]), located approximately 0.25 mile west of the Project Site.

b. Existing Uses

(1) Existing Project Site Conditions

The Project Site is currently occupied by The Bloc, a mixed-use development that encompasses an entire City block, as shown in the aerial photograph provided in Figure II-2 on page II-4. The northern portion of the Project Site (outside of the Development Area) is developed with a 33-story office tower, a 26-story hotel tower, and commercial uses that surround the outdoor plaza and front along the streets. A direct portal to the Metro 7th Street/ Metro Center Station is located in The Bloc's outdoor plaza. The southern portion of the Project Site that comprises the Development Area is currently developed with an existing nine-story parking/retail podium building and below grade levels, which include two basement levels (including one level of vehicle parking and one level of loading area and a gym/fitness use), five stories of enclosed parking, four stories of existing retail floor area (one of which includes theater uses), and rooftop parking. There is an approximate 11-foot grade change

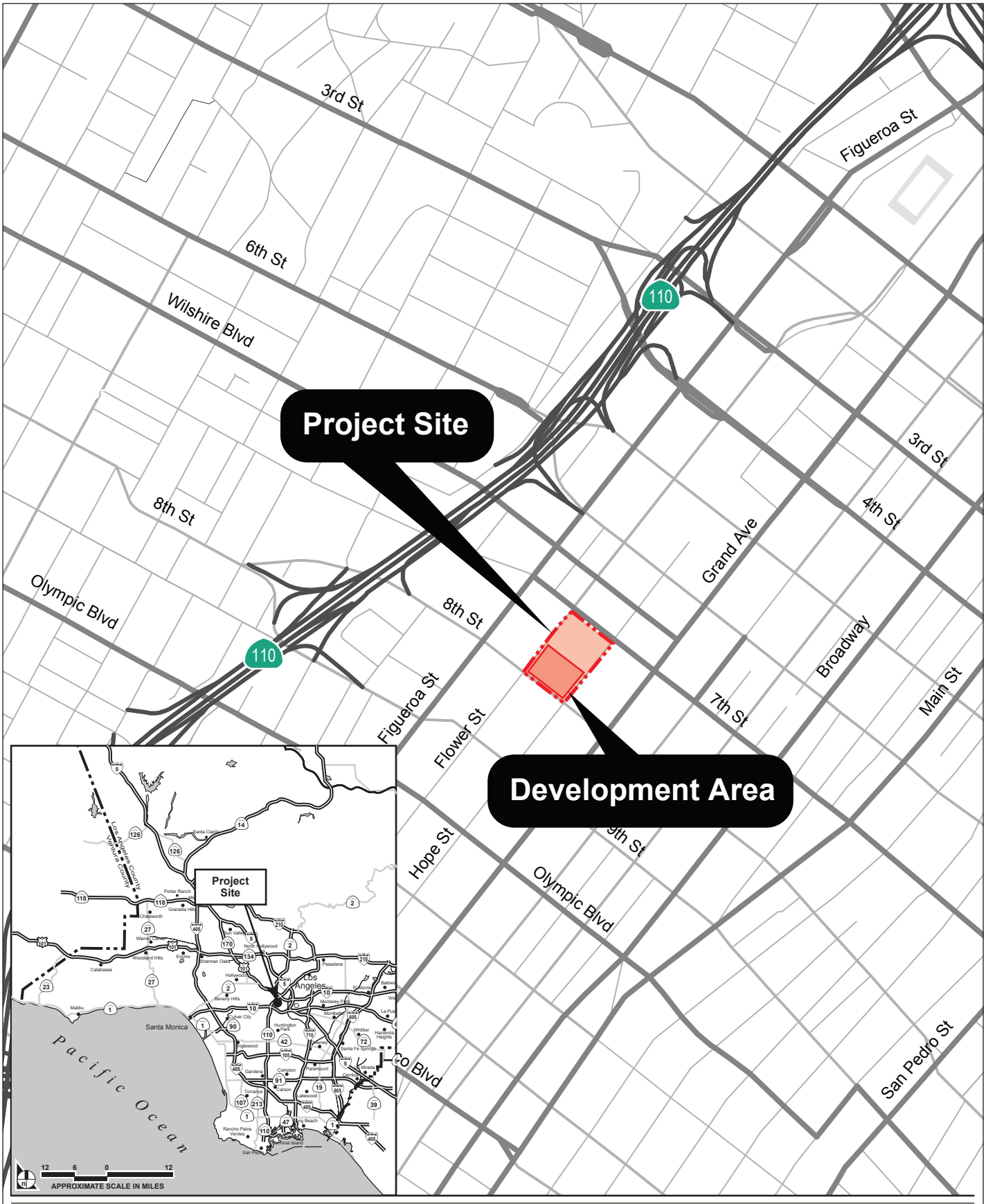

Figure II-1
Project Location Map

Source: ArcGIS, 2024; Eyestone Environmental, 2024.

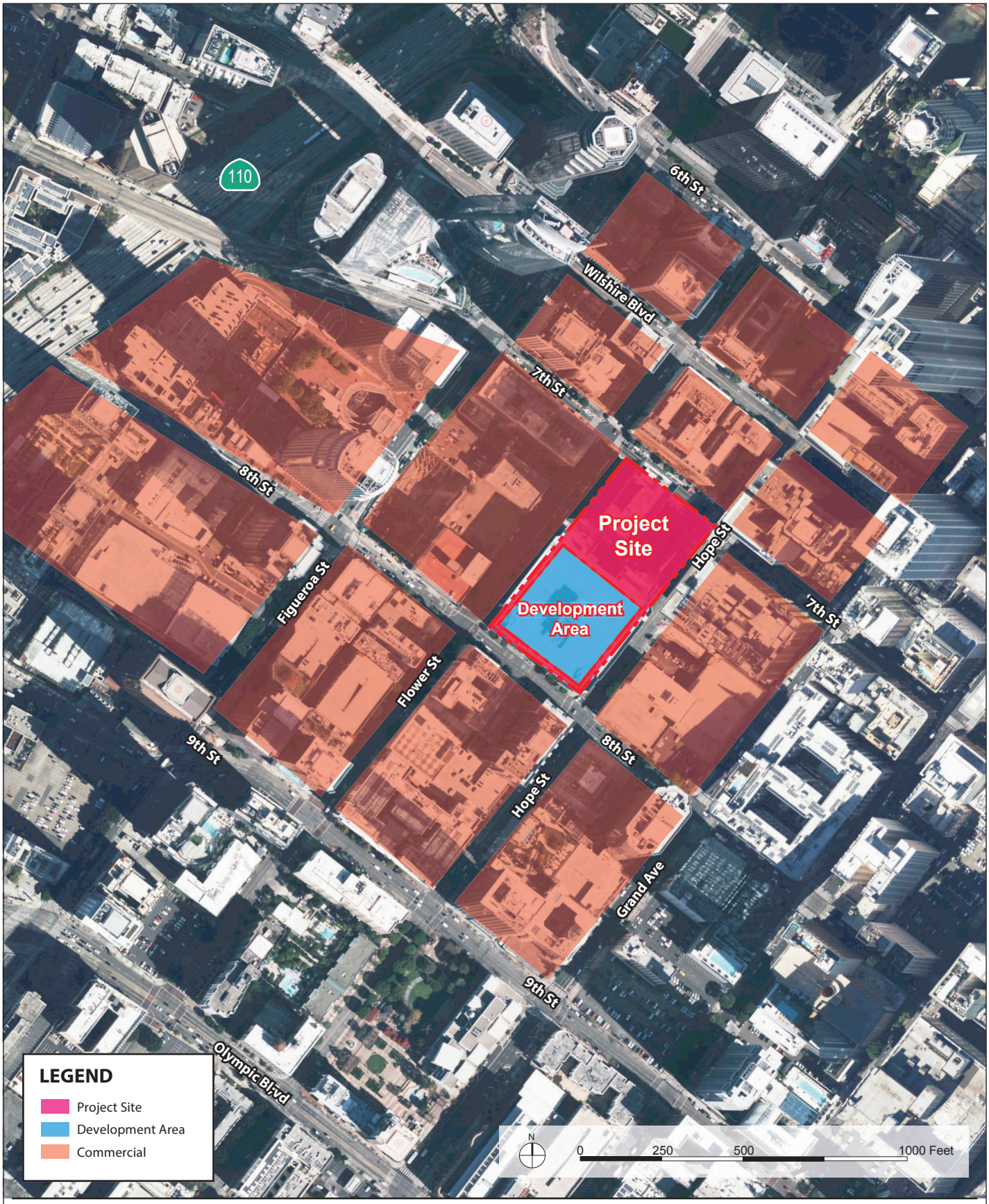

Figure II-2
Aerial Photograph of the Project Site and Vicinity

Source: Apple Maps, 2024, Eyestone Environmental 2024.

from the high point of the Project Site at 7th and Flower Streets and the low point near 8th and Hope Streets. The existing uses total approximately 1,424,314 square feet of floor area and comprise 656,423 square feet of commercial office space, 28,599 square feet of medical office space, 269,622 square feet of retail uses, 23,180 square feet of restaurant/bar uses, 30,363 square feet of fitness uses, a 28,770-square-foot theater that includes 569 fixed seats, and a 387,357-square-foot hotel that includes 496 rooms and 25,282 square feet of meeting/banquet spaces. The Project Site also includes approximately 1,971 parking spaces.

The Project does not propose any changes to the existing vehicular ingress/egress driveways, and no new driveways are proposed. Vehicular access to the Project Site is provided via existing ingress/egress driveways along Hope Street, 8th Street, and Flower Street. Primary vehicle access is provided via two ingress/egress driveways along Flower and Hope Streets. Additionally, along 8th Street, there is one ingress driveway and one egress driveway, as well as a separate driveway located mid-block along 8th Street, which is designated for delivery vehicles to access the subterranean loading area. The hotel's porte-cochere, which provides a pick-up/drop-off area and valet parking for hotel guests, is located mid-block along Hope Street. Pedestrian access to the Project Site is located along Hope Street, Flower Street, and 7th Street.

Existing landscaping adjacent to the Project Site includes 25 street trees. There are no private property trees associated with the Development Area. None of the 25 street trees are considered to be protected by the City of Los Angeles Protected Tree and Shrubs (Ordinance No. 186,873).[1,2] As indicated in the Tree Inventory Report, five of the 25 street trees on Hope Street would be removed as part of the Project and replaced in compliance with applicable City requirements. All other street trees would be avoided or preserved in place.

(2) Land Use and Zoning

The Project Site is located within the Financial Core of the Central City Community Plan area. Under the Central City Community Plan, which was last updated in January 2003,

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[1] *Carlberg Associates, City of Los Angeles Tree Inventory Report—The Bloc, 700 S. Flower Street, 700 W. 7th Street, and 711 S. Hope Street, Los Angeles, California 90017, September 17, 2021. See Appendix A of this Draft EIR.*

[2] *Pursuant to the Ordinance No. 186,873 and as defined in LAMC Section 17.02, a protected tree or shrub includes any of the following Southern California indigenous tree species, which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the shrub: Oak tree; Southern California Black Walnut tree; Western Sycamore tree; California Bay tree; Mexican Elderberry shrub; and Toyon shrub.*

the Project Site has a General Plan land use designation of Regional Center Commercial. The Project Site is zoned C2-4D by the Los Angeles Municipal Code (LAMC). The "C2" denotes the Commercial Zone pursuant to LAMC Section 12.14; the number "4" denotes Height District 4, which allows a maximum FAR of 13 to 1; and the "D" denotes the D Limitation, enacted under Ordinance No. 164,307 (Subarea 1915) effective January 30, 1989, which limits FAR to a maximum of 6 to 1 with some exceptions, including the Transfer of Floor Area Rights (TFAR). Los Angeles City Planning (City Planning Department) is currently in the process of updating the Central City Community Plan in conjunction with the Central City North Community Plan, whose areas together comprise Downtown Los Angeles, in a combined planning process referred to as the DTLA 2040 Plan. The Draft Downtown Los Angeles Community Plan is currently a draft document. The Los Angeles City Council (City Council) at its meeting on May 3, 2023, voted unanimously to approve the Downtown Community Plan and the New Zoning Code with an amendment. The City Council also recommended a number of follow up items including studies and reports that were requested in the motions of various Council Offices. Following City Council approval of the Plan and new Zoning Code, the implementing ordinances will be reviewed and finalized by the City Attorney, to ensure clarity of regulations and consistency with state law. After this Form and Legality process is complete, the Plan and new Zoning Code will be brought into effect by the City Council. Since the implementing ordinances for the Downtown Community Plan and the new Zoning Code have not been finalized and have not become effective, the information provided herein is for informational purposes only. As currently proposed by the draft DTLA 2040 Plan, the Project Site will be designated as part of the Transit Core land use designation, which corresponds to the Project Site's proposed zone, and will allow a maximum floor area ratio (FAR) of between 9:1 and 13:1, with general uses that include multi-family residential, regional retail and services, office, hotel, and entertainment uses.[3]

The Project Site is located within a Transit Priority Area (TPA), as defined by Senate Bill (SB) 743 and City Zoning Information (ZI) File No. 2452[4] and is located within 0.5 mile of public transit as defined by Assembly Bill 2097 (Government Code Section 65863.2 (a)). The Project Site is 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. Specifically, the Project Site is served by Metro local lines 51 and 66; LADOT CE routes 409, 422, 423, 431, 437, 448, and 534; LADOT

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[3] *Los Angeles Department of City Planning, Downtown Los Angeles Community Plan Update (DTLA 2040), https://planning.lacity.org/plans-policies/community-plan-update/downtown-los-angeles-community-plan-update, accessed March 13, 2023.*

[4] *The City's Zone Information and Map Access System (ZIMAS) confirms the Project Site's location within a Transit Priority Area, as defined in the City's Zoning Information File No. 2452.*

DASH A, E, and F; AVTA 785; Metro Express 460 and J (Silver) line; Torrance Transit Route 4X; and OCTA 701. In addition to the bus lines that provide service within the Project Site vicinity, the Metro B, D, A, and E Lines are fixed rail lines that operate adjacent to the Project Site at the Metro 7th Street/Metro Center Station, which has direct access to the Project Site through a pedestrian portal in the Project Site's plaza.

The Project Site is also located within the boundaries of the Downtown Streetcar, Metro Right-of-Way Project Area, Downtown Design Guide Project Area, the Freeway Adjacent Advisory Notice for Sensitive Uses, the Greater Downtown Housing Incentive Area, and the Los Angeles State Enterprise Zone. The Project Site is not located within a Redevelopment Area.

Additionally, per Assembly Bill (AB) 2097, approved by Governor Newsom on September 22, 2022, the Project is not required to provide parking for residential or commercial uses. AB 2097 established California Government Code Section 65863.2, which prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential or commercial development project that is within 0.5 mile of a Major Transit Stop. As previously discussed, the Project Site contains a portal to the Metro 7th Street/Metro Center Station and thus is within 0.5 mile of a Major Transit Stop. As such, the Project is not required to provide any parking for residential or commercial uses.

c. Surrounding Land Uses

The area surrounding the Project Site is highly urbanized and 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. Properties immediately adjacent to the Project Site are zoned C2-4D with a Regional Center Commercial land use designation. Properties to the north of the Project Site along 7th Street are developed with the mid-rise Roosevelt Lofts and 655 Hope Condos adaptive reuse buildings. These multi-story, mixed-use buildings contain ground floor commercial uses that include various dining establishments. Properties to the south of the Project Site along 8th Street are improved with two multi-story mixed-use buildings with ground floor commercial uses (8th+Hope Apartments and the Gas Company Lofts). Properties to the east of the Project Site along Hope Street are improved with mid-rise commercial and retail building, a small religious structure (the Third Church of Christ, Scientist of Los Angeles Reading Room), and parking facilities.[5] Properties to the west of the Project Site along Flower Street are improved with two multi-story parking garages, a surface parking lot, and a multi-story office building

[5] *A portion of this property is proposed to be redeveloped with a 50-story mixed-use development with 580 residential dwelling units and ground level commercial uses, per Case No. CPC-2017-505-TDR-ZV-SPPA-DD-SPR.*

with ground floor commercial uses that include dining establishments.[6] In addition, construction of a 41-story mixed-use building is underway at the intersection of Figueroa Street and 8th Street. In the Project vicinity, beyond these land uses, are numerous high-rise commercial and residential buildings that form the Downtown skyline.

3. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to integrate needed high-density multi-family housing uses and associated amenities with existing commercial/retail/restaurant uses in close proximity to an existing rail station portal and, thus, reduce vehicle miles traveled (VMT) and promote walkability within the Downtown community. The Project's specific objectives are as follows:

- To provide high-density multi-family housing in furtherance of the goals of the City's Housing Element and the City's Regional Housing Needs Assessment.
- To add new residential units without displacing any existing residential uses by developing a residential high-rise tower on a built-out commercial site adjacent to transit and jobs.
- To develop a creative building design that provides high-density multi-family residential uses that are integrated into an existing parking facility and mixed-use commercial development resulting in a synergistic development where people can live, work and play.
- To support the Central City Community Plan's Objective 1.2 to increase the range of housing choices available to Downtown employees.
- To create and enhance a pedestrian-oriented environment and promote walkability by creating a safe, inviting street-level identity for the Project Site along Hope Street through the introduction of a ground floor residential lobby, relocated retail space with new storefront entries, and enhanced sidewalk paving and landscaping, all within close proximity to existing commercial/retail uses and services.
- To promote resource and energy conservation by incorporating sustainable and green building design and construction.

[6] *A portion of this property is proposed to be redeveloped with a new 41-story mixed use tower, per Case No. Case No. CPC-2016-1950-TDR-SPR-1A.*

- To encourage the reduction of vehicular trips and promote regional and local mobility objectives by locating high-density residential uses near a regional-serving transit hub (Metro 7th Street/Metro Center Station) and an abundance of existing commercial uses that will provide services to residents and employment opportunities.

- To construct a high-density, residential development that incorporates the principles of smart growth, including sustainable design, infill development, proximity to transit, walkability, and the provision of bicycle facilities.

- To facilitate unique and creative signage that would support and enhance the existing and proposed development, create a sense of place with a lively and exciting pedestrian experience, establish a strong site identity, and support the site's diverse uses, guided by standards that ensure cohesion and compatibility with surrounding land uses.

4. Description of the Project

a. Project Overview

As summarized above, the Project would develop 466 residential units within a new high-rise tower located on the 186,674-square-foot (4.285-acre) Project Site known as The Bloc. As shown in Figure II-3 on page II-10, development of the new tower would occur within the southern half of the Project Site (Development Area). The existing hotel and commercial uses on the Project Site would be retained, with the exception of approximately 24,342 square feet of existing commercial (theater and retail) uses in the podium building that would be changed to residential uses (including the new residential lobby) comprising portions of both the podium and the new tower. The rooftop parking level of the existing nine-story parking/retail podium building would be enclosed, and two additional levels of parking would be added, increasing the podium to 12 stories. The two existing subterranean levels, which provide vehicle parking and loading areas for deliveries, would be retained. (Note: The parking in Level A extends throughout the entire Project Site.) The new tower would contain 53 stories and would extend through and above the 12-story podium. A portion of the existing podium building along Hope Street, from the existing rooftop parking level to the lower basement, would be demolished to allow the construction of the new tower within and above the podium. The new tower would extend approximately 710 feet above grade as measured pursuant to height specifications established in LAMC Section 12.03's definitions of "Height of Building Structure" and "Grade (Adjacent Ground Level)." Even though the 53-story tower would be built within and above the 12-story podium and would be a separate building from the surrounding podium building, the tower, once constructed, would appear to be a 41-story tower atop a 12-story podium. As shown in Table II-1 on page II-11, the proposed 53-story tower would include a residential lobby and relocated retail space (Plaza Level), three floors of retail use on the Street Level and Levels 2 and 3), eight floors of parking use and residential storage (Levels 4 to 11), 37 floors of residential units (Levels 14

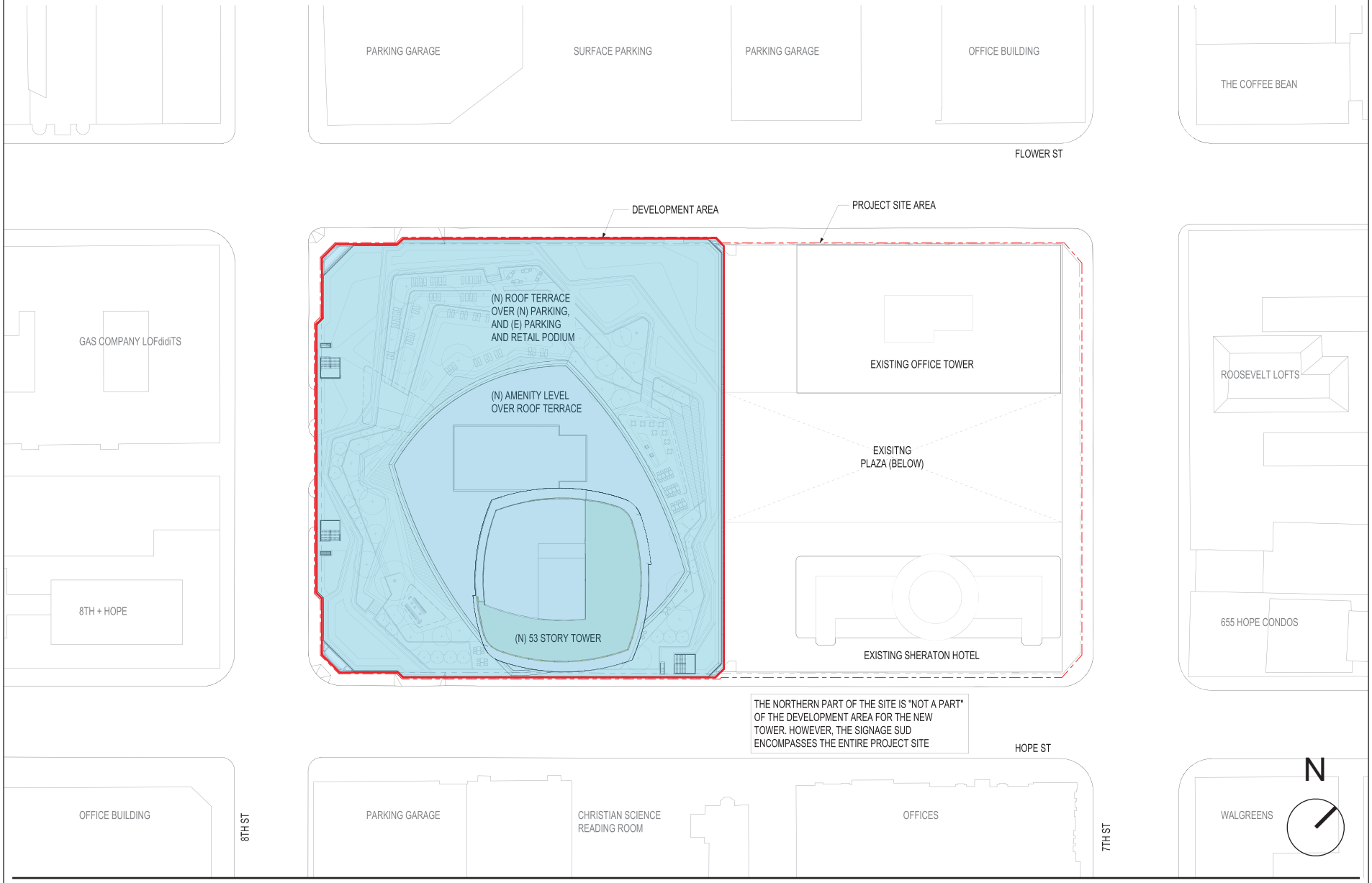


Figure II-3
Illustrative Site Plan

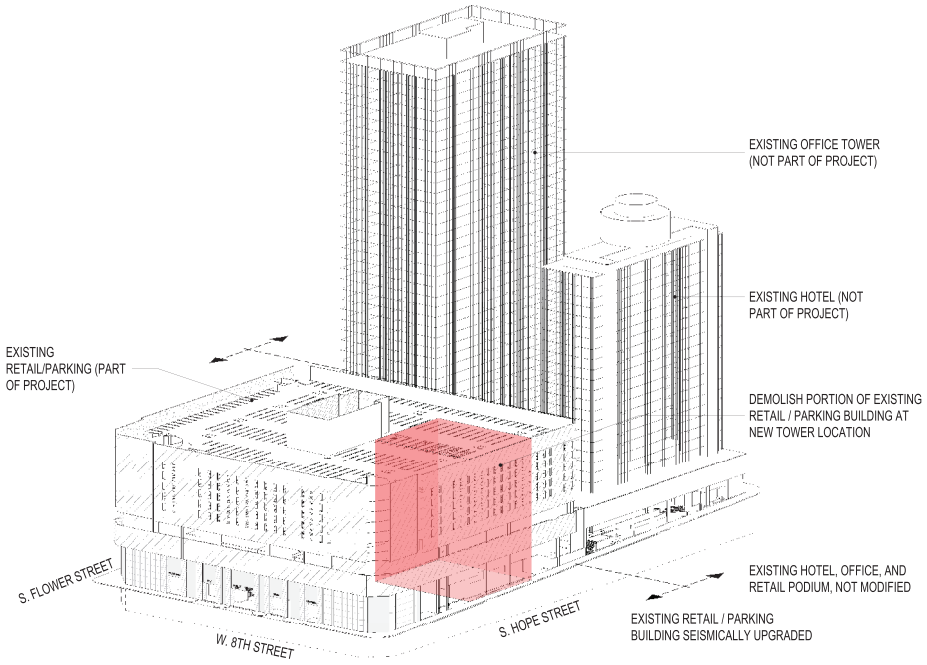
Source: Handel Architects LLP, 2023.

Table II-1
The Bloc—Podium and Tower Building Levels and Uses

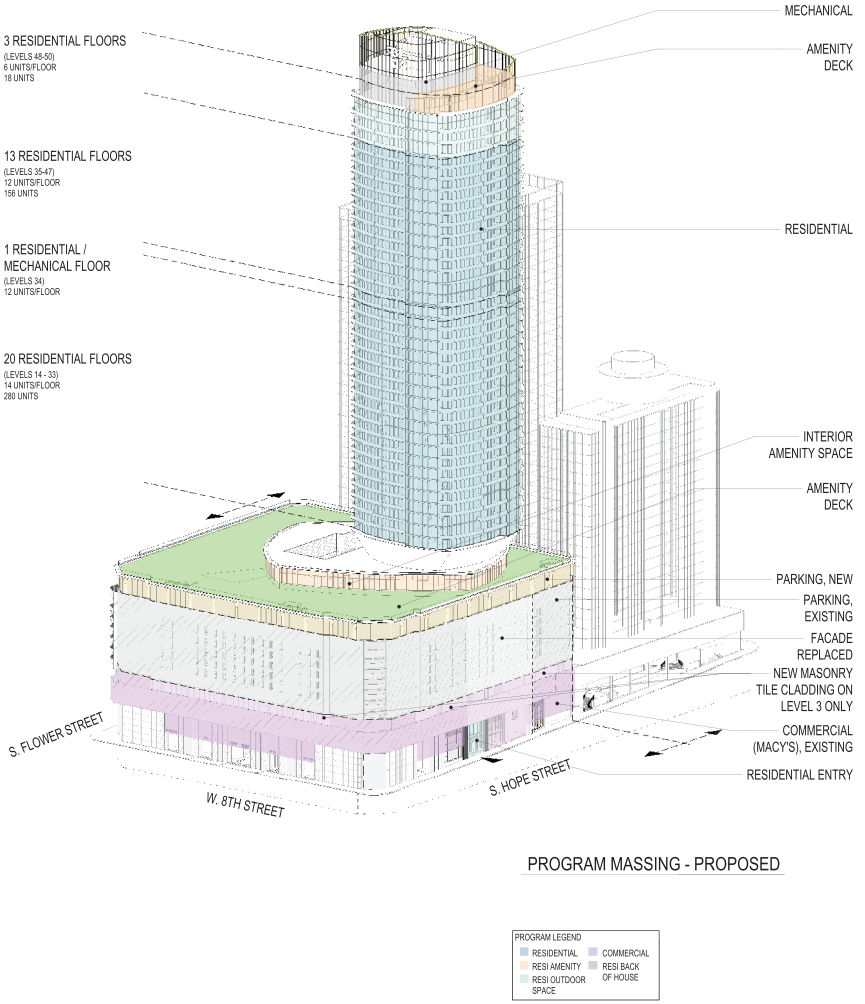
Stories	Level	Parking Level	Use
—	Level 54	—	Mechanical (not counted as a story)
—	Level 53		Mechanical (not counted as a story)
53	Level 52		Mechanical
52	Level 51		Rooftop Amenity Level (Exterior and Interior Space)
15–51	Levels 14–50		Residential Units
14	Level 13		Mechanical Level
13	Level 12		Amenity Level (Exterior and Interior Space at Expanded Podium Roof)
12	Level 11		Parking, Residential Elevator/Stairs, Residential Storage (New Parking Level)
11	Level 10		Parking, Residential Elevator/Stairs, Residential Storage (New Parking Level)
10	Level 9		Parking, Residential Elevator/Stairs, Residential Storage (Rooftop Parking in Existing Building that is Enclosed in Expanded Podium)
9	Level 8		Parking, Residential Elevator/Stairs, Residential Storage
8	Level 7		Parking, Residential Elevator/Stairs, Residential Storage
7	Level 6		Parking, Residential Elevator/Stairs, Residential Storage
6	Level 5		Parking, Residential Elevator/Stairs, Residential Storage
5	Level 4		Parking, Residential Elevator/Stairs, Residential Storage
4	Level 3		Retail, Residential Elevator/Stairs, Theater
3	Level 2		Retail, Residential Elevator/Stairs
2	Street Level		Retail, Residential Elevator/Stairs
1	Plaza Level		Retail, Residential Lobby, Residential Elevator/Stairs Residential Bicycle Stalls
—	Level A		Parking, Electrical, Residential Storage, Residential Bicycle Stalls, Residential Elevator/Stairs (Note: The parking in Level A extends throughout the entire Project Site.)
—	Level B		Loading, Retail/Gym, Mechanical and Electrical, Residential Elevator/Stairs

Source: Handel Architects, LLP, 2021.

to 50), two amenity floors (on the podium roof level and the tower roof level), and two floors of mechanical uses (Levels 13 and 52). As shown in Figure II-4 on page II-12, the residential units would be located within the 41 stories of the tower that extend above the 12-story podium. The two subterranean levels of the new tower would be used for parking, loading areas, gym/fitness use, retail, bicycle parking and mechanical equipment. Every floor in the 53-story tower would include the residential vertical circulation that includes the elevator and



PROGRAM MASSING - EXISTING



PROGRAM MASSING - PROPOSED

Figure II-4
Existing and Proposed Massing

Source: Handel Architects LLP, 2023.

stair core. The existing parking/retail levels and new parking levels in the podium would connect to the uses within the tower through openings in the shear walls. As discussed in more detail below, the existing podium and subterranean levels would be seismically upgraded to accommodate the tower and additional parking levels.

As shown in Table II-2 on page II-14, the residential uses and associated amenities would comprise approximately 495,016 square feet of floor area. This floor area is comprised of the conversion to residential uses of approximately 24,342 square feet of existing commercial (theater and retail) uses located within the podium and a net increase of 470,674 square feet of floor area. 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.

b. Design, Architecture and Seismic Retrofit

The Project Site is located amid the tallest structures within Downtown Los Angeles (e.g., the 73-story Wilshire Grand Center, the 72-story U.S. Bank Tower, the 52-story Gas Company Tower, the 62-story AON Center, and the 53-story 777 Tower). The proposed tower, with a height of 710 feet, has been designed as a slender point tower, addressing its relationship to surrounding towers and its access to views in all directions. As shown in Figure II-5 on page II-15, the new tower has an expanding floor plate that extends from the existing parking/retail podium with a narrow, tapering stem at the base. The tower façade maximizes access to light and air by providing private balconies and floor to ceiling windows. At north facing units, balcony depths are reduced to maximize access to daylight and views. As shown in Figure II-6 on page II-16, the tower crown is capped off with a spiraling geometry creating a distinct and unique rooftop within the Downtown skyline.

Proposed materials are primarily glass and smooth white metal panels. At the base, where the stem of the proposed tower transitions into the podium, an enclosed shared residential amenity space would surround the building stem that would open to a landscaped roof top terrace, which would serve as an outdoor amenity for residential occupants.

The new 53-story tower would be built within and above the existing parking/retail podium building. A portion of the existing podium building would be demolished to create a void space or a notch that would accommodate the construction of the new tower. The new tower would be a structurally separate building with some uses and building systems, such as mechanical, electrical, and plumbing that cross over from the podium to the tower. Each tower level within the podium would be physically separated from the surrounding podium level by an expansion joint. Upon completion of the demolition and the creation of the notch, the footings and foundation would be constructed. Shear walls and columns in the shape of a rectangle would be built at the perimeter of the portion of the tower located within the podium. The floors at each level of the new tower would be constructed with openings in the

Table II-2
Summary of Existing and Proposed Floor Area

Land Use	Existing Floor Area	Floor Area to be Removed	Proposed New Floor Area	Net Increase/ (Decrease)	Total Floor Area Upon Completion of Project
Hotel	387,357 sf (496 rooms and 25,282 sf of banquet space)	0 sf	0 sf	0 sf	387,357 sf (496 rooms and 25,282 sf of banquet space)
Office	656,423 sf	0 sf	0 sf	0 sf	656,423 sf
Retail	269,622 sf	23,888 sf	0 sf	(23,888 sf)[a]	245,734 sf
Medical Office	28,599 sf	0 sf	0 sf	0 sf	28,599 sf
Gym/Fitness	30,363 sf	0 sf	0 sf	0 sf	30,363 sf
Restaurant/Bar	23,180 sf	0 sf	0 sf	0 sf	23,180 sf
Theater	28,770 sf (569 seats)	454 sf	0 sf	(454 sf)[a]	28,316 sf (569 seats)
Residential	0 du	0 sf	495,016 sf (466 du)	495,016 sf	495,016 sf (466 du)
Total Floor Area	**1,424,314 sf**	**24,342 sf**	**495,016 sf**	**470,674 sf**	**1,894,988 sf**

sf = square feet

du = dwelling units

( ) = negative value

[a] *24,342 sf of commercial (theater and retail) floor area located within the podium to be converted to residential uses.*

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

Source: Handel Architects, LLP, 2021.

shear walls to allow it to connect to the surrounding podium levels (including the two new podium levels). The tower shear wall openings would allow the existing retail and parking uses in the tower and podium to continue to function without obstruction when construction is complete. As discussed in more detail below, the existing podium and subterranean levels would be seismically upgraded to accommodate the tower and additional parking levels.

City regulations (Ordinance No. 183,893) require seismic retrofit of the existing non-ductile concrete podium. As part of the seismic retrofit, the diameter of the existing columns must be enlarged by an average of approximately 1 foot. New shear walls would be located on all levels of the existing podium building and the two new parking levels, along the

Figure II-5
Conceptual Rendering—Aerial View

Source: Handel Architects LLP, 2023.

Figure II-6
Conceptual Rendering—Aerial View of Tower Rooftop

Source:Handel Architects LLP, 2023.

interior walls facing west, south, and east. The new shear walls would have an average thickness of approximately 2 feet to 3 feet to strengthen the structural support system on each level of the podium. In addition, in order to construct the tower, a portion of the existing parking levels and the retail levels of the podium building would be removed to add new structural columns, elevators, stairwells, bicycle parking, mechanical rooms, storage areas, etc. As a result of the seismic retrofit work and the addition of residential structural support, elevators, stairwells, bicycle parking, mechanical rooms and storage areas, a total of 464 existing commercial parking spaces would be eliminated.

The design of the Project's two additional parking levels addresses the Updated Advisory Notice Relative to Above-Grade Parking (effective May 12, 2022). The parking footprint and number of residential parking spaces are minimized, and the design of the two new parking levels is fully integrated into the new tower and the existing building design. As previously discussed, the Project is not required to provide parking for residential or commercial uses; therefore, the Project's proposed parking would be reduced as compared to current Zoning Code requirements. Further, the visibility of the parking is minimized through the site design.

Impacts to the public realm and the surrounding community are minimized through site planning. The two new parking levels would be added to an existing nine-story parking/retail podium that would enclose the rooftop parking level, resulting in a 12-story podium. Adding the parking atop the existing building that already contains parking (at the new 11th and 12th stories) would avoid the placement of additional parking within the pedestrian realm. The Project design would allow the existing uses on site, including the open pedestrian plaza area, to remain, and would allow for residential, retail, and pedestrian features at the street level, activating Hope Street.

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 minimize the visibility of parking. The existing podium's finish material is a large format masonry tile cladding that would remain unchanged. The podium wall is an opaque solid wall material that wraps the podium with small and aligned openings. A portion of the Hope Street façade would be demolished to build the new tower and would be rebuilt using the same finish materials. The exterior of the two new parking levels would be articulated with a perforated metal panel system with integrated vertical elements. Screening materials would achieve an average opacity of 60 percent to minimize light and glare spillover. Additionally, a 3.5-foot-high concrete wall at the perimeter of the two new parking levels would shield the vehicular headlights. The top deck of the expanded podium building would incorporate outdoor and indoor amenities for the residential use. Specifically, approximately 60 trees and 41,250 square feet of residential exterior open space that would consist of a variety of amenities, including a pool deck, lounge areas, and picnic areas with tables and seats, would be provided on the top deck (13th story), along with other interior residential amenities.

As shown in Figure II-7 on page II-19, the Project would be designed to promote pedestrian activity by introducing a new residential lobby, as well as a new storefront for relocated retail space and pedestrian passageway to the interior retail plaza at the ground level along the Hope Street frontage of the existing podium building.

The main entrance to the new residential lobby would be located on the ground level along Hope Street and would be highlighted with a clear glass storefront, 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 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 these uses, distinguish them from the residential lobby entrance, and encourage pedestrian access. The high-quality finish materials of the ground-level façade and storefronts 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 shown in Figure II-10 on page II-24 further below. The new trees within the enhanced sidewalk area would be planted in landscape tree wells.

The two new interior parking levels would be flat and level, except for draining purposes. The existing seven parking levels that currently contain parking, including Levels A, 4, 5, 6, 7, 8, and 9, are also relatively flat.

c. Open Space and Landscaping

LAMC Section 12.21 G requires open space for new developments with six or more dwelling units and pursuant to LAMC Section 12.22 C.3(d). The Greater Downtown Housing Incentive Area, in which the Project Site is located, permits any percentage of the required open space to be provided as either private or common open space. Per LAMC Section 12.21 G, there shall be 100 square feet of open space provided for each residential unit having less than three habitable rooms; 125 square feet of open space provided for each residential unit containing three habitable rooms; and 175 square feet of open space provided for each residential unit containing more than three habitable rooms. LAMC 12.21 G also includes a maximum permitted interior open space restriction of 25 percent and a requirement that landscaping must comprise 25 percent of the exterior common open space. Based on these provisions, as shown in Table II-3 on page II-20, the Project would be required to provide at least 51,700 square feet of open space, of which a minimum of 11,188 square feet would need to be landscaped. 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. Thus, the Project would exceed the open space requirements set forth by the LAMC.

Figure II-7
Conceptual Rendering—View of Entry

Source:Handel Architects LLP, 2023.

Table II-3
Summary of Proposed Open Space

Land Use	Number of Dwelling Units	Required Open Space per Dwelling Unit	Total Open Space Area
Required			
Studio (< 3 Habitable Rooms)	83	100 sf	8,300 sf
One-Bedroom (< 3 Habitable Rooms)	203	100 sf	20,300 sf
One-Bedroom + Den (= 3 Habitable Rooms)	68	125 sf	8,500 sf
Two-Bedroom (= 3 Habitable Rooms)	100	125 sf	12,500 sf
Three-Bedroom (> 3 Habitable Rooms)	12	175 sf	2,100 sf
Total Open Space Required			***51,700 sf***
Proposed			
Exterior Common Open Space			
Level 12	—	—	41,250 sf
Level 51	—	—	3,500 sf
Total Exterior Open Space			***44,750 sf***
Interior Common Open Space			
Level 12	—	—	8,000 sf
Level 51	—	—	2,000 sf
Total Interior Open Space			***10,000 sf***
Total Open Space Provided			***54,750 sf***

sf = square feet
— = Not Applicable
Source: Handel Architects, LLP, 2021.

The Project would provide exterior and interior common open space for amenities on Levels 12 and 51 of the proposed high-rise building. Specifically, as shown in Figure II-8 on page II-21, on the podium roof level (Level 12), approximately 41,250 square feet of residential exterior open space that would consist of a variety of amenities, 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, consisting of multi-purpose space, lounge areas, co-working areas, and a fitness area, would be provided on this level. As shown in Figure II-9 on page II-22, 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 ROW trees along Hope Street, none of which are considered to be protected by the City of Los Angeles Protected Tree and Shrubs (Ordinance

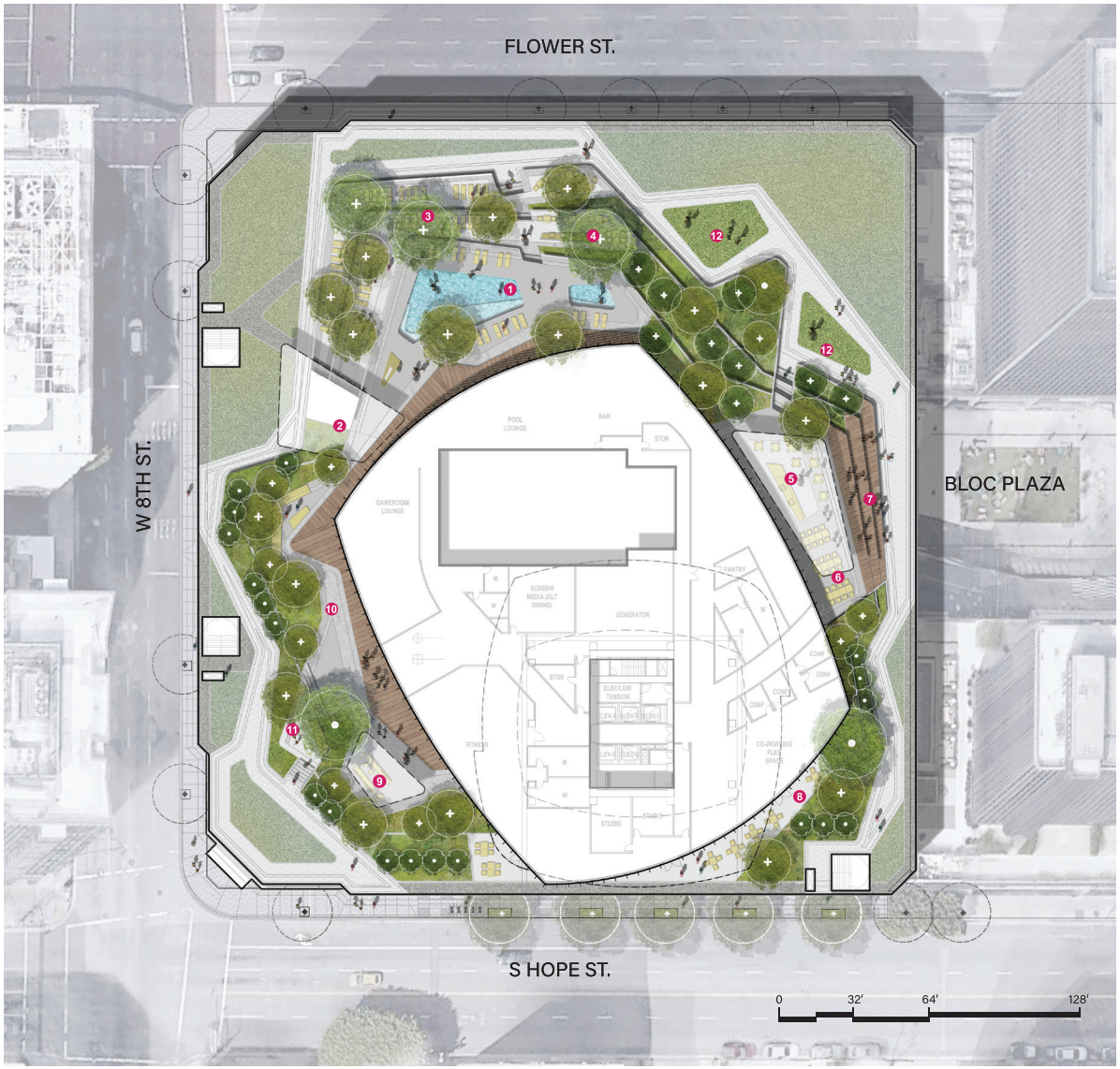


Figure II-8
Conceptual Landscape Plan—Level 12

Source: RELM, 2023.

Figure II-9
Conceptual Landscape Plan—Level 51

Source: RELM, 2023.

No. 186,873).[7] As shown in Figure II-10 on page II-24, five new replacement ROW trees in landscape tree wells are proposed within a 190-foot portion of Hope Street. In accordance with the LAMC 12.21 G, 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.

d. Access, Circulation, and Parking

As discussed above, the Project does not propose any changes to the existing vehicular ingress/egress driveways, and no new driveways are proposed. Specifically, vehicular access to the Project Sitewould 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. There are two existing driveways near the corner of 8th Street and Flower Street and two existing driveways near the corner of 8th Street and Hope Street that provide access to the Project Site. On the corner of 8th Street and Flower Street, there is an ingress/ egress driveway along Flower Street and an egress-only driveway along 8th Street. Similarly, on the corner of 8th and Hope Street, there is an ingress/egress driveway along Hope Street and an ingress-only driveway along 8th Street. The driveways at the corner of 8th and Hope Streets connect to the one-way circular ramp that provides access to the parking levels above. The driveways at the corner of 8th Street and Flower Street connect to the one-way circular ramp that provides access from the upper levels to the lower levels, the streets, and to the other circular ramp via an underground level. An additional loading driveway is located mid-block along 8th Street, which provides access to subterranean Level B, where the loading area is located. A porte-cochere, located mid-block along Hope Street, is used by the hotel for pick-up and drop-off and valet parking purposes. The existing driveways would remain unchanged; however, pedestrian warning systems would be installed at the residential use's vehicular access to the parking garage from two existing driveways near the corner of 8th Street and Flower Street and two existing driveways near the corner of 8th Street and Hope 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 north of its current 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. The Project would retain the three other existing pedestrian passageways, one of which is located on Hope Street and two of which are located on Flower Street. The four pedestrian passageways, along with the

[7] *Carlberg Associates, City of Los Angeles Tree Inventory Report—The Bloc, 700 S. Flower Street, 700 W. 7th Street, and 711 S. Hope Street, Los Angeles, California 90017, September 17, 2021. See Appendix A of this Draft EIR.*

Figure II-10
Conceptual Landscape Plan—Plaza Level

Source: RELM, 2023.

main pedestrian entry to The Bloc along 7th Street, would provide connections to the variety of uses within The Bloc, access to other streets, and access to the Bloc's on-site portal to the Metro 7th Street/Metro Center Station. The main pedestrian entry to the Project Site, along 7th Street, is an open air entry court that leads to a below-grade open-air plaza that is the central element of the existing development and contains access to most of the retail, restaurant, and fitness uses. The main pedestrian entry on 7th Street also provides pedestrian access to the office tower, medical office, theater, and other uses through walkways on either side of the opening to the below grade open-air plaza. A vehicular and pedestrian access site plan is provided in Figure II-11 on page II-26.

(1) LAMC Parking Calculations—Residential Uses

As shown in Table II-4 on page II-27, with respect to residential parking, pursuant to LAMC Section 12.21 A.4(p), the LAMC establishes a parking requirement of one space per unit with three habitable rooms or less, or 1.25 spaces per unit with more than three habitable rooms, which would result in a total of 511 parking spaces if applied to the Project's proposed 466 units. However, as previously detailed, the Project is not required to provide any parking for residential or commercial uses; therefore, the Project would provide a reduced parking supply as compared to Zoning Code requirements, as discussed below.

(2) LAMC Parking Calculations—Existing Uses

As shown in Table II-4, with the addition of the tower to the existing development and the change of use of 24,342 square feet of floor area from existing commercial to residential floor area within the podium building, existing commercial and hotel uses are required to provide 1,385 automobile parking spaces in order to meet the current requirements of the LAMC. However, pursuant to AB 2907, the Project is not required to provide parking for residential or commercial uses and proposes a reduced parking supply as compared to current Zoning Code requirements, as discussed below. In addition, 251 spaces are required by existing parking covenants Parking Affidavit 81-31644 and Parking Affidavit 89-94331.

(3) Project Parking

Construction of the Project would include required seismic retrofitting and other modifications to the existing parking podium that would result in the reduction of the number of existing spaces. City regulations (Ordinance No. 183,893) require seismic retrofit of the existing non-ductile concrete podium, which provides parking for the existing on-site uses. As part of the seismic retrofit, the diameter of the existing structural columns must be enlarged by an average of approximately 1 foot. New shear walls would be located on all levels of the existing podium building and the two new parking levels, along the interior walls facing west, south and east. The new shear walls would have an average thickness of approximately 2 feet to 3 feet to strengthen the structural support system on each level of

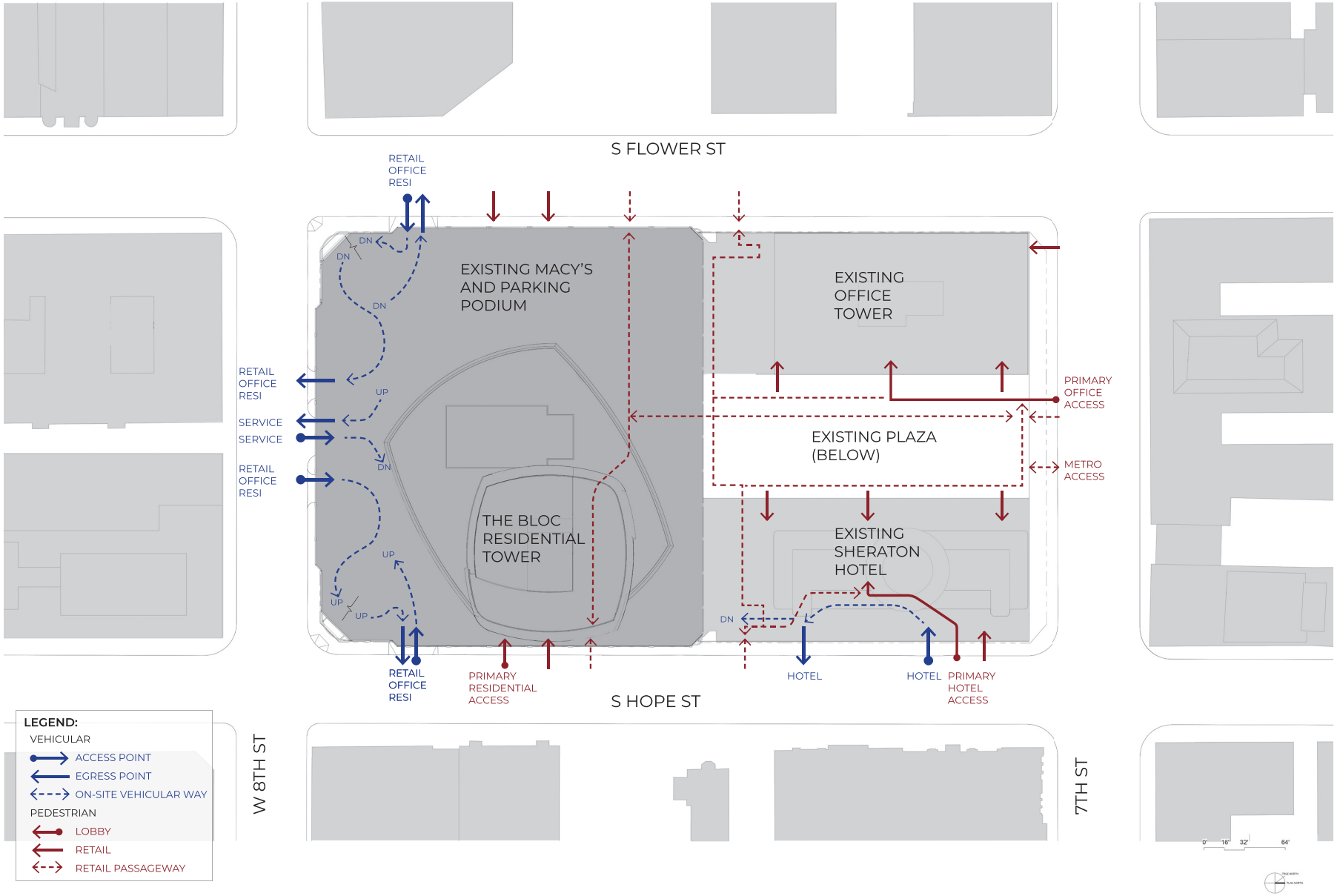


Figure II-11
Vehicular and Pedestrian Site Access Plan

Source: Handel Architects, 2023.

Table II-4
Vehicular Code Parking Requirement Summary

Land Use	Size	Parking Rate[a]	Parking Spaces per Requirement
Existing Commercial Uses			
Medical Office	28,599 sf	1.00 sp/1,000 sf	29 sp
Office	656,423 sf	1.00 sp/1,000 sf	656 sp
Retail	245,734 sf	1.00 sp/1,000 sf	246 sp
Restaurant	23,180 sf	1.00 sp/1,000 sf	23 sp
Gym/Fitness	30,363 sf	1.00 sp/1,000 sf	30 sp
Theater	569 seats	1.00 sp/10 seats	57 sp
Existing Hotel (496 Guest Rooms)			
First 20 Guestrooms	20 rm	1.00 sp/2 rm	10 sp
Next 20 Guestrooms	20 rm	1.00 sp/4 rm	5 sp
Remaining Guestrooms	456 rm	1.00 sp/6 rm	76 sp
Hotel Assembly Space	25,282 sf	1.00 sp/100 sf	253 sp
Total Existing Commercial and Hotel Code Parking Requirement			*1,385 sp*
Proposed Project			
Residential (466 du)			
≤ 3 Habitable Rooms	286 du	1.00 sp/1 du	286 sp
> 3 Habitable Rooms	180 du	1.25 sp/1 du	225 sp
Total Proposed Project			*511 sp*
Total Existing Commercial, Hotel & Proposed Project Code Parking Requirement			**1,896 sp**
Existing Parking Covenants[b]			**251 sp**

du = dwelling units
rm = rooms
sf = square feet
sp = space

[a] *Commercial office, medical office, retail, restaurant, and assembly space parking requirement per LAMC Section 12.21 A4(i) for commercial buildings greater than 7,500 sf within the Downtown Parking District. Hotel and residential parking requirement per LAMC Section 12.21 A4(p) for residential and hotel uses within the Central City Parking District.*

[b] *Per Parking Affidavit 81-314644 and Parking Affidavit 89-949331, 251 spaces within the on-site parking garage are covenanted towards satisfying the code parking requirements for nearby properties.*

Source: Gibson Transportation Consulting, Inc., 2022.

the podium. In addition, in order to construct the tower, a portion of the existing parking levels and the retail levels of the podium building must be removed to add new structural columns, elevators, stairwells, bicycle parking, mechanical rooms, storage areas, etc. As a result of the seismic retrofit work and the residential structural support, elevators, stairwells,

bicycle parking, mechanical rooms and storage areas, a total of 464 existing parking spaces would be eliminated.

The Project proposes to provide a total of 1,948 automobile parking spaces. This total would satisfy the LAMC parking requirement for the hotel use as well as the 251 covenanted spaces required by the existing parking covenants, and would include additional voluntary parking, but would provide fewer spaces than would have been required if the LAMC residential and commercial parking rates were applied. The parking spaces would be provided within the podium building and in the two existing subterranean parking levels. Parking would include both compact and standard spaces.

(4) Bicycle Parking

The Project is required to provide a total of 212 bicycle parking spaces for the residential use, including 20 short-term and 192 long-term spaces. The Project would provide a total of 214 bicycle parking spaces, including 22 short-term and 192 long-term spaces. Twelve of the short-term bicycle parking spaces would be located indoors, and 10 of the short-term bicycle parking spaces would be outdoors on the public sidewalk. The long-term bicycle parking stalls and bicycle storage would be located on Level A with direct access through the residential lobby elevator.

e. Lighting and Signage

The Project would introduce new light sources within the Project Site, including interior building lighting, exterior security lighting, exterior architectural lighting, and sign lighting. 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 Project Site. Outdoor lighting sources would be shielded away from adjacent properties to minimize impacts. 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 Section 14.1.1 E, light trespass from all digital displays would not exceed 3 footcandles at existing and proposed residential uses in the immediate area.

(1) Sign District

A Sign District request was initiated by the Applicant on October 31, 2018, under case number CPC-2018-6388-SN. The proposed Sign District encompasses the entire Project Site. The Sign District's goal is to enhance the visual quality of The Bloc, to identify the many retail and commercial uses, and to serve a placemaking function for The Bloc, and to

highlight and establish The Bloc's identity as a unique, dynamic and diverse downtown destination in which to live, work, shop, or stay.

The proposed signs identified in the Sign District's Conceptual Sign Plan are shown in Table II-5 and Table II-6 on pages II-30 and II-31. Conceptual sign plans are provided in Figure II-12 through Figure II-15 on pages II-32 through II-35. The Conceptual Sign Plan includes a total of 18 signs, 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. These Digital Kiosks would identify tenants and serve to orient and direct visitors to the diverse uses at the Project Site and would include off-site advertising.

Signage authorized by the Sign District would be architecturally integrated into the design of the buildings. The Sign District includes signs that would be rectangular in shape and would generally be located on the existing development's horizontal building element (horizontal band) that extends around the entirety of the mixed-use complex. 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 the digital signs in one zone that avoids sign clutter and provides a consistent and coherent design. Other Sign District signs are located at the top of the hotel tower, office tower and new 53-story tower. The 18 signs (nine Digital Display Signs, three non-digital Wall Signs, and six non-digital Identification Signs) would be well-integrated into the building's architectural design on surfaces that are currently unarticulated solid walls. The Digital Displays' dark metal frames have a minimal profile and are intended to blend into the background.

The Digital Display sign BDE-01 would wrap the corner of 7th and Flower Streets at the ground level retail space, approximately 20 feet above the adjacent sidewalk grade, and encompass the portion of the façade above the storefront windows. Signs BDE-02-A, B, and C facing Flower Street are the same size and would each have a portrait orientation. The three identical signs would be mounted at an angle from the building façade, generally facing north. Signs BDE-03 and BDE-06, proposed on Flower Street and Hope Street, would have the same dimensions, would be mounted in a similar manner and would have a landscape orientation that would provide continuity and symmetry at another portion of the podium's base.

Sign BDE-04, a non-digital Wall Sign, would be located at the corner of 8th and Flower Streets on the building's corner, with a portrait orientation. Sign BDE-05, proposed at the corner of 8th and Hope Streets would have a landscape oriented Digital Display sign that

Table II-5
Proposed Digital Display Signs and Identification Signs

Sign No.	Sign Type	Dimensions (width x height)	Sign Area	Location	Facing
BDE-01	Digital Display	606’ x 26’	1,560 sf	Horizontal Band	7th Street/north & west
BDE-02-A, B, C	Digital Display	12’ x 26’, 12’ x 26’, 12’ x 26’	936 sf	Horizontal Band	Flower Street/west
BDE-03	Wall Sign	20” x 14’	280 sf	Parking/Retail Podium	Flower Street/west
BDE-04	Wall Sign	23’ x 26’	598 sf	Horizontal Band	8th & Flower Streets/ southwest
BDE-05	Digital Display	26’ x 79'	2,054 sf	Horizontal Band	8th & Hope Streets/east
BDE-06	Wall Sign	20’ x 14’	280 sf	Parking/Retail Podium	Hope Street/ east
BDE-07-A, B, C	Digital Display	12’ x 26’, 12’ x 26’, 12’ x 26’	936 sf	Horizontal Band	Hope Street/ east
BDE-08	Digital Display	25’ x 22’	550 sf	Horizontal Band	7th Street/ north
BDE-09	Identification Sign	75’ x 12’	900 sf	Office Tower	8th Street/ south
BDE-10	Identification Sign	75’ x 12’	900 sf	Office Tower	Hope Street/ east
BDE-11	Identification Sign	43’ x 10’	430 sf	Hotel Tower	7th Street/ north
BDE-12	Identification Sign	25’ x 20’	500 sf	New Tower	7th Street/ north
BDE-13	Identification Sign	25’-6” x 21’-6”	548.25 sf	New Tower	Flower Street/ west
BDE-14	Identification Sign	30’-6” x 25’-6”	777.75 sf	New Tower	8th Street/ south
Total Sign Area			**11,250 sf**		

sf = square feet
Source: studioneleven, 2024.

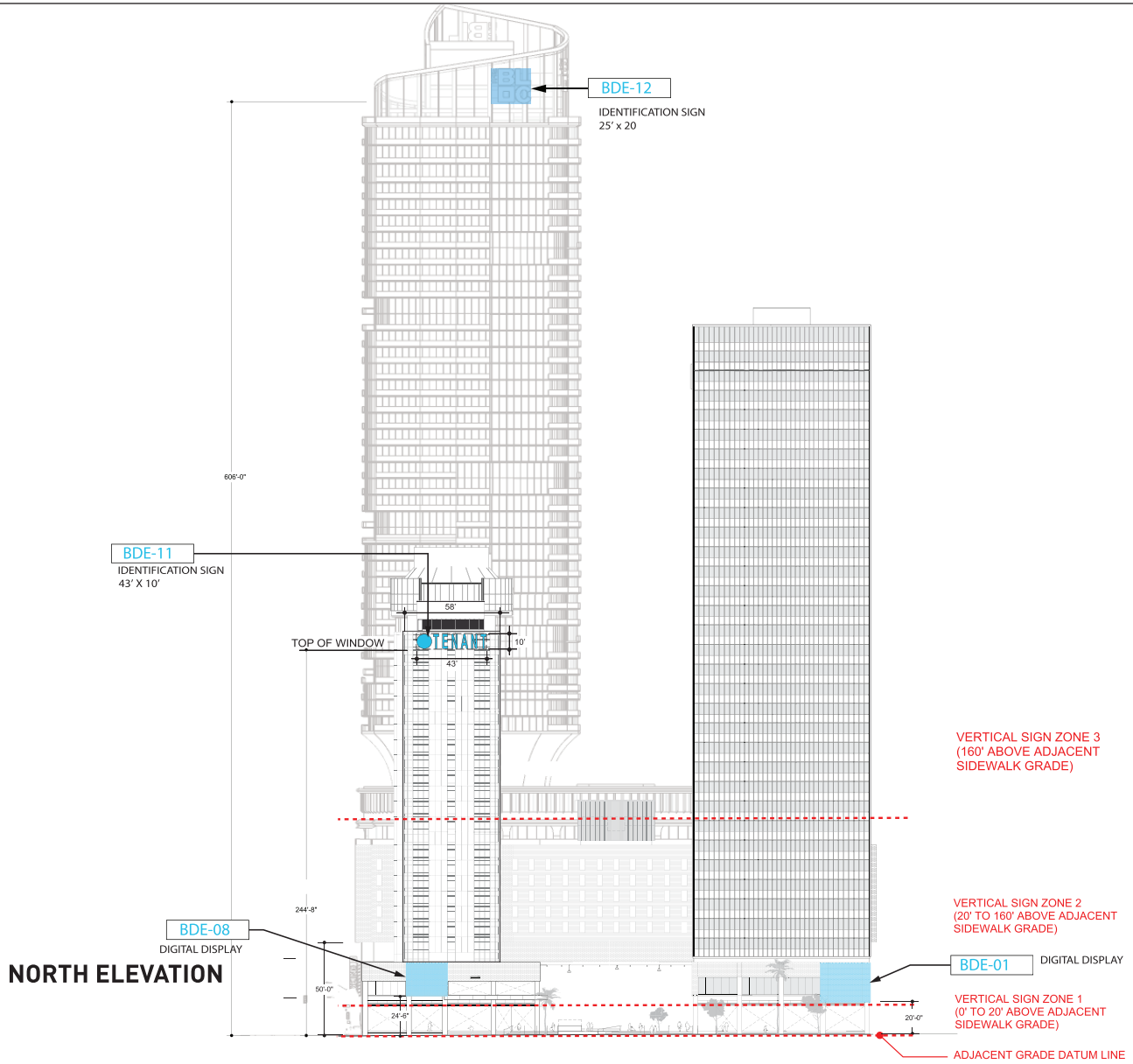
Table II-6
Proposed Digital Display Kiosks

Sign No.	Kiosk Type	Mounting	Screen Area	No. of Sides	Total Screen Area	Location
K1	Digital Kiosk	Floor	12.3535 sf	2	24.707 sf	Street Level
K2	Digital Kiosk	Floor	12.3535 sf	2	24.707 sf	Plaza Level
K3	Digital Kiosk	Floor	12.3535 sf	2	24.707 sf	Plaza Level
W1	Digital Kiosk	Wall	12.3535 sf	1	12.3535 sf	Street Level/Office Colonnade
W2	Digital Kiosk	Wall	12.3535 sf	1	12.3535 sf	Street Level/Office Colonnade
W3	Digital Kiosk	Wall	12.3535 sf	1	12.3535 sf	Street Level/Office Colonnade
W4	Digital Kiosk	Wall	12.3535 sf	1	12.3535 sf	Street Level/Office Colonnade
W5	Digital Kiosk	Wall	12.3535 sf	1	12.3535 sf	Street Level/Office Colonnade
Total Exterior Screen Area					**135.8885 sf**	

sf = square feet
Source: studioneleven, 2024.

wraps around the building corner with an elegant curve shape. Digital Display signs BDE-07-A, B, and C on Hope Street are identical in size, shape and orientation to signs BDE-02-A, B, C, except the signs face southbound along Hope Street. Digital Display sign BDE-08 along 7th Street faces eastbound with a landscape orientation. The nine Digital Display Signs which include BDE-01, BDE-2-A, BDE-2-B, BDE-2C, BDE-05, BDE-7-A, BDE-7-B, BDE-7C, and BDE-08 would contain off-site advertising.

The Identification Signs would include both logos and the name of a building tenant that encompass the upper portion of the façade on which it would be mounted. Two of these Identification Signs, BDE-09 and BD-10 which face to the south and west, would be located at the top of the office tower. Identification Sign BDE-11 would be located on the north façade of the hotel tower. Identification Signs BDE-09, -10, and -11 would relate to and emphasize the horizontality of the building's articulated façade surfaces. Three additional non-digital Identification Signs would be located at the top of the new 53-story building fronting along the northern, western, and southern portions of the tower, respectively (facing 7th Street, Flower Street, and 8th Street). These signs would be strategically placed at the spiraling crown of the tower to highlight the unique tower top design.



NORTH ELEVATION

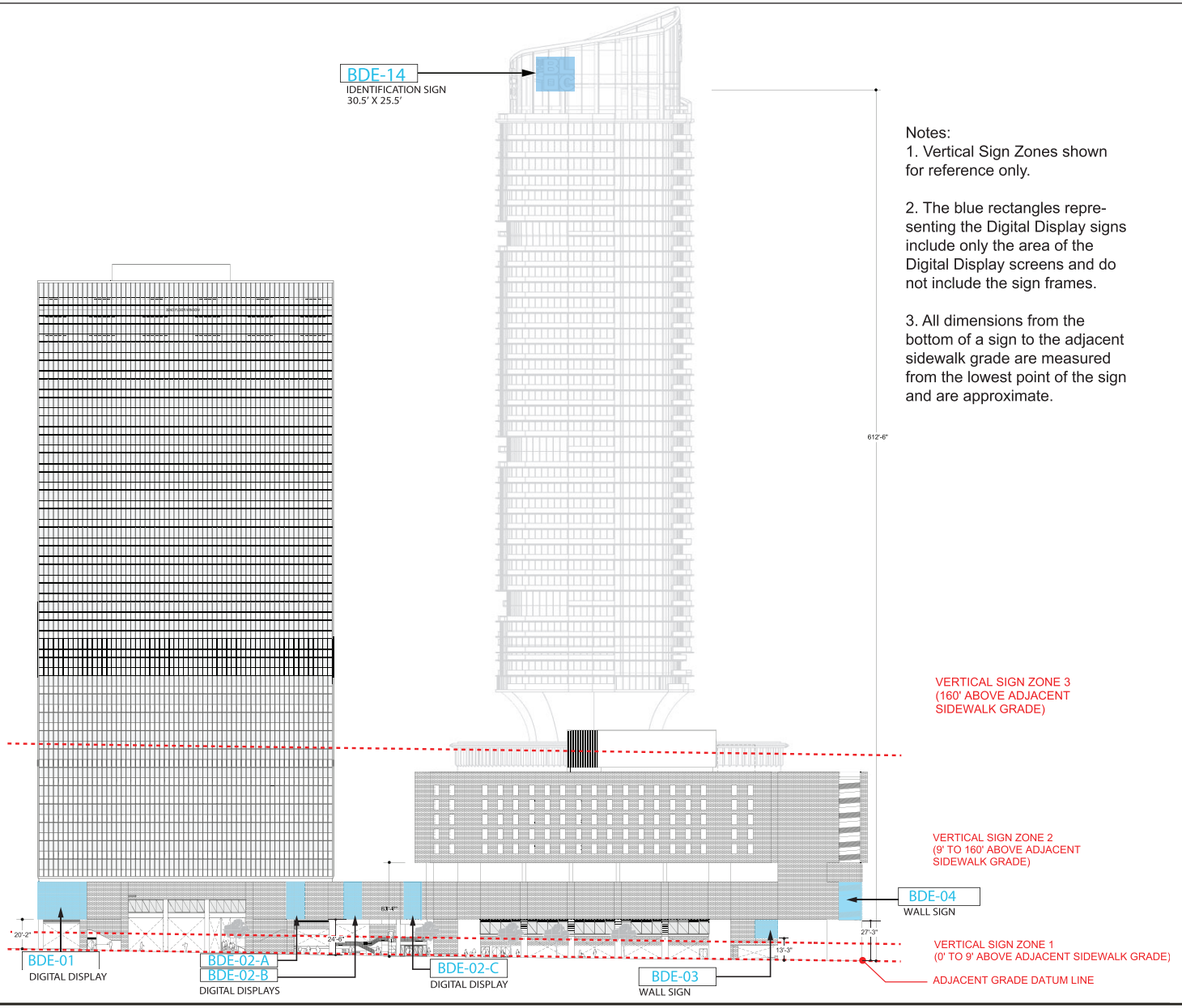
Notes:
1. Vertical Sign Zones shown for reference only.

2. The blue rectangles representing the Digital Display signs include only the area of the Digital Display screens and do not include the sign frames.

3. All dimensions from the bottom of a sign to the adjacent sidewalk grade are measured from the lowest point of the sign and are approximate.

Figure II-12
Conceptual Sign Plan—North Elevation

Source: studioneleven, 2024



Notes:
1. Vertical Sign Zones shown for reference only.

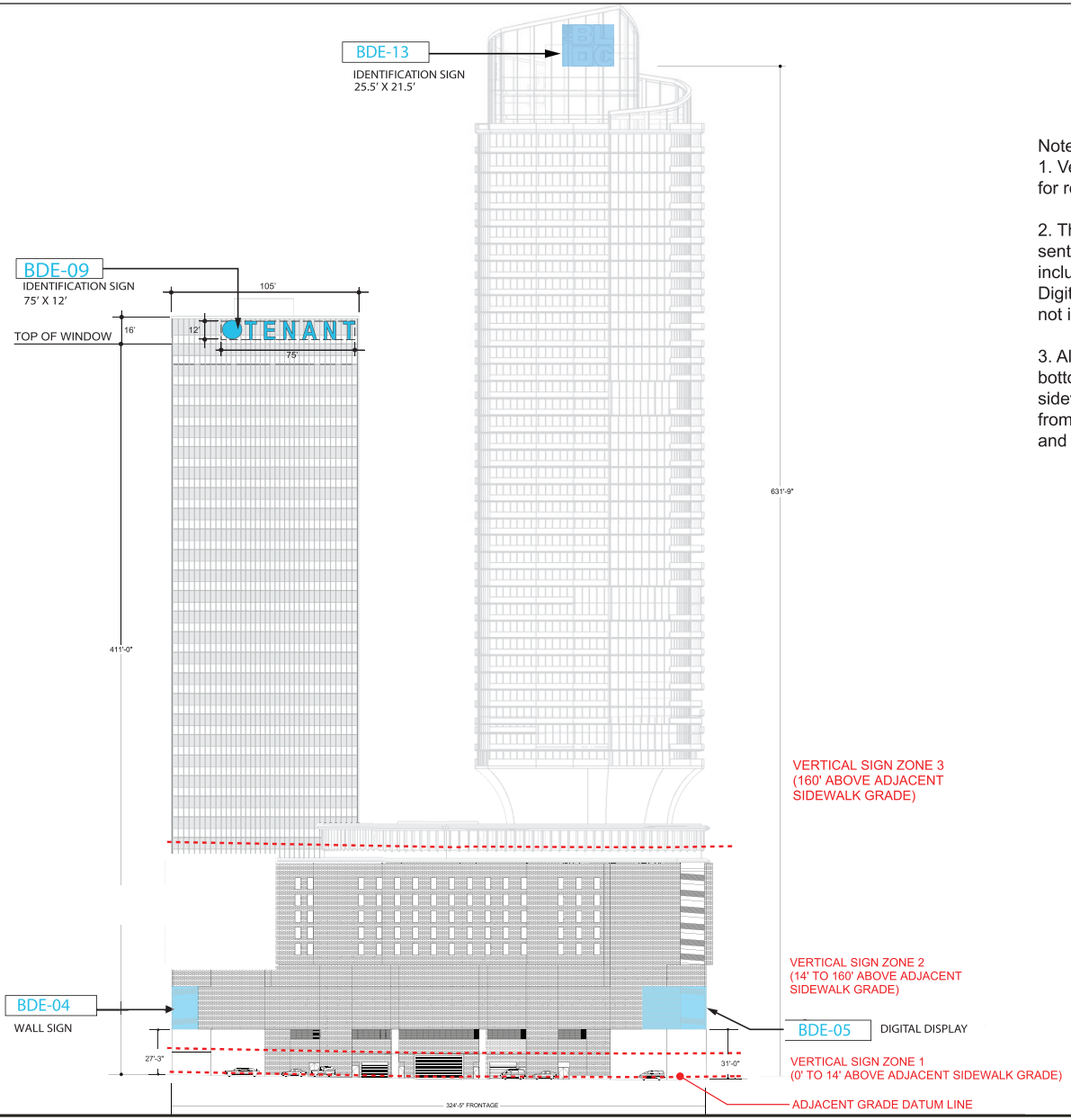
2. The blue rectangles representing the Digital Display signs include only the area of the Digital Display screens and do not include the sign frames.

3. All dimensions from the bottom of a sign to the adjacent sidewalk grade are measured from the lowest point of the sign and are approximate.

WEST ELEVATION

Figure II-13
Conceptual Sign Plan—West Elevation

Source: studioneleven, 2024



SOUTH ELEVATION

Notes:
1. Vertical Sign Zones shown for reference only.

2. The blue rectangles representing the Digital Display signs include only the area of the Digital Display screens and do not include the sign frames.

3. All dimensions from the bottom of a sign to the adjacent sidewalk grade are measured from the lowest point of the sign and are approximate.

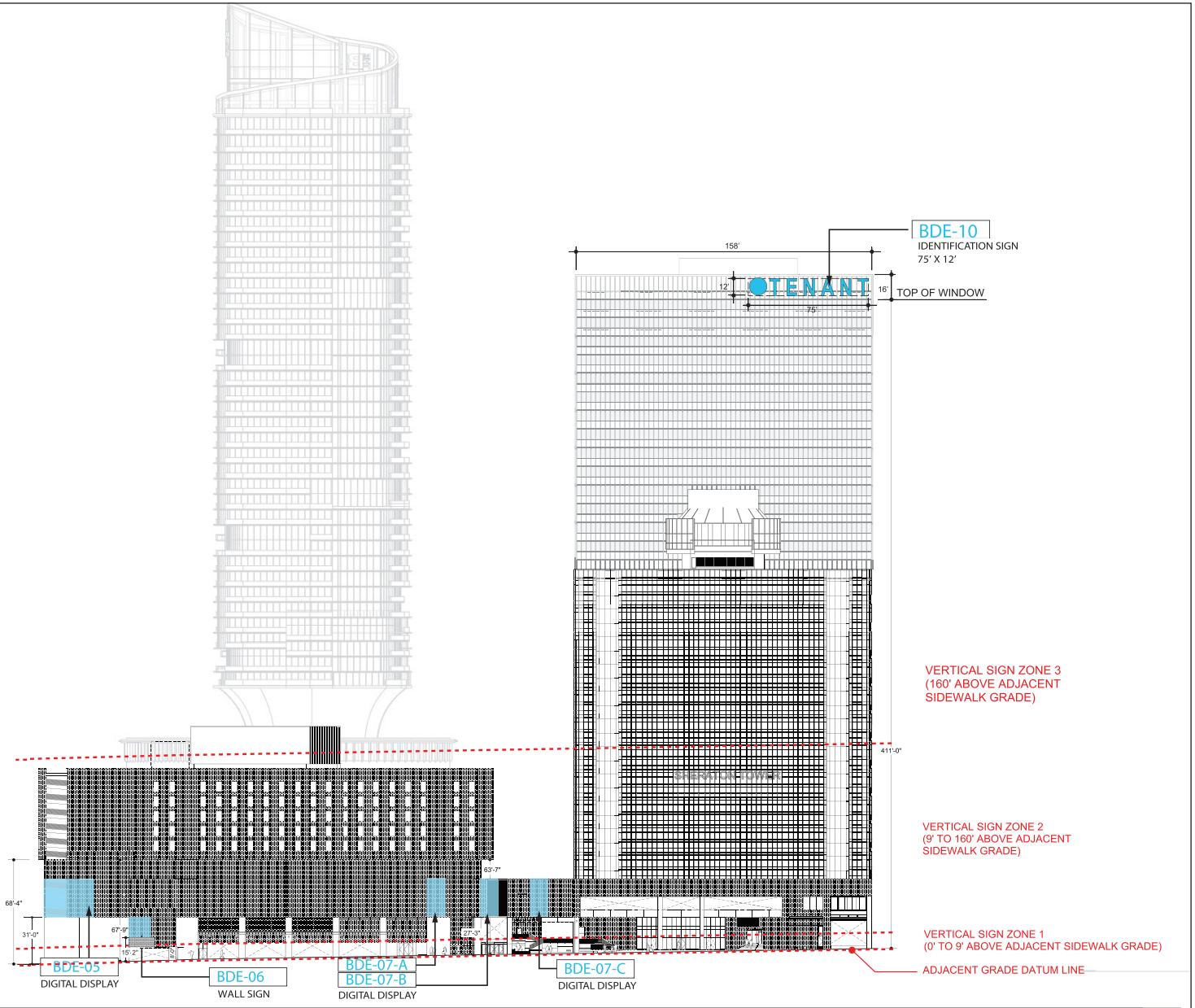
Figure II-14
Conceptual Sign Plan—South Elevation

Source: studioneleven, 2024

Notes:
1. Vertical Sign Zones shown for reference only.

2. The blue rectangles representing the Digital Display signs include only the area of the Digital Display screens and do not include the sign frames.

3. All dimensions from the bottom of a sign to the adjacent sidewalk grade are measured from the lowest point of the sign and are approximate.



EAST ELEVATION

Figure II-15
Conceptual Sign Plan—East Elevation

Source: studioneleven, 2024

The Conceptual Sign Plan also includes eight Digital Kiosks, three of which would be floor-mounted (K1, K2, and K3) and five of which would be wall-mounted (W2, W3, W4, and W5). The Digital Kiosks are considered to be signs under applicable City regulations. Digital Kiosk K1 would be located near the pedestrian plaza entry on 7th Street and Digital Kiosks K2 and K3 would be locate in the Plaza Level. Digital Kiosks W1, W2, W3, W4, and W5 would be located under a covered walkway that would be part of the office tower. These Digital Kiosks would identify tenants and serve to orient and direct visitors to the diverse uses at the Project Site and would include off-site advertising. Proposed signs would be installed approximately six months following the Sign District approval process and issuance of all applicable sign permits.

f. Sustainability Features

The Project would be designed and constructed to incorporate features to support and promote environmental sustainability. "Green" principles are incorporated within new construction in the Development Area to comply with the City of Los Angeles Green Building Code and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to meet the standards of LEED Silver® or equivalent green building standards. These include energy conservation, water conservation, and waste reduction features, including, but not limited to, Energy Star appliances; plumbing fixtures (water closets) and fittings (faucets and showerheads) that comply with the performance requirements specified in the City of Los Angeles Green Building Code; weather-based irrigation system; and water-efficient landscaping, to support and promote environmental sustainability. Additionally, 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. As previously discussed, the tower façade would provide private balconies, which would also serve as sun-shading structures to reduce solar heat gain at the building interior.

In addition, the Project would meet the City of Los Angeles Green Building Code Requirements for parking facilities capable of supporting future electric vehicle supply equipment (EVSE), as well as parking spaces equipped with electric vehicle (EV) charging stations. Pursuant to City of Los Angeles Ordinance No. 186,485 and Ordinance No. 186,488, 30 percent of total new parking spaces on the new parking levels would be capable of supporting future EVSE, and 10 percent of total new spaces on the new parking levels would include EV charging stations.

g. Project Design Features

Project Design Features (PDFs) are elements or components of a project that contribute to the physical design of a project, such as the installation of solar panels, and/or establish non-tangible parameters of the project such as the maximum number of people

permitted to attend an event. PDFs may be shown on a project's plan set and/or establish a restriction that a project must comply with, but they cannot be implemented solely to reduce a project's potentially significant impact. In contrast, mitigation measures are tailored to address specific impacts and provide reductions of a specific impact, whereas PDFs are project elements that provide environmental benefits intrinsically but are not designed specifically to address or reduce a project impact. The Project includes an air quality-related PDF that would require certain pieces of construction equipment to be electric (refer to Project Design Feature AQ-PDF-1 in Section IV.A, Air Quality); energy conservation features (refer to Project Design Feature GHG-PDF-1 in Section IV.D, Greenhouse Gas Emissions); noise controlling PDFs to be implemented during construction and operation (refer to Project Design Features NOI-PDF-1 through NOI-PDF-4 in Section IV.F, Noise); safety-related PDFs that would require additional crime prevention features and consultation with the City of Los Angeles Police Department regarding the incorporation of crime prevention features (refer to Project Design Features POL-PDF-1 through POL-PDF-7 in Section IV.G.2, Public Services—Police Protection); water PDFs that would require the installation of new water infrastructure as well as water conservation features (refer to Project Design Features WAT-PDF-1 and WAT-PDF-2 in Section IV.J.1, Utilities and Service Systems—Water Supply and Infrastructure); and transportation PDFs that would require a Construction Traffic Management Plan as well as pedestrian warning systems (refer to Project Design Features TR-PDF-1 and TR-PDF-2 in Section IV.H, Transportation). All PDFs are components of the Project that are not designed specifically to reduce a project impact.

h. Site Security

The Project would include numerous security features, including a closed-circuit camera system, as well as a dedicated security team for the tower. The Bloc's existing 24/7 on-site security personnel, regular perimeter patrols, and a closed-circuit camera system would continue as operated under existing conditions. The Project would also be designed such that entrances to and exits from building, open spaces around building, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into the building. Parking areas would also be sufficiently lit to maximize visibility and reduce areas of concealment.

i. Anticipated Construction Schedule

Construction of the 53-story tower component would commence with off-site utility improvements for the new tower, the structural upgrade of the existing nine-story parking/ retail podium building and subterranean levels below, and the demolition/reconfiguration of a portion of the podium building. In particular, new building foundations would be provided, which would require some grading and excavation. This would be followed by new building construction, concrete installation, new building façades, and landscape installation. Tower

construction is anticipated to occur over an approximate 48-month period and is anticipated to commence in 2027 and be completed in 2031. It is estimated that approximately 18,239 cubic yards of export would be hauled from the Project Site.

5. Requested Permits and Approvals

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

- Pursuant to Los Angeles Municipal Code (LAMC) Section 14.5.6 A, a Transfer of Floor Area Rights (TFAR) greater than 50,000 square feet of floor area for the transfer of up to 470,674 square feet of floor area from the Los Angeles Convention Center (Donor Site), located at 1201 South Figueroa Street, to be added to the Project Site (Receiver Site) with an existing 1,424,314 square feet, thereby permitting a total maximum of 1,894,988 square feet, or 10.15:1 FAR in lieu of the otherwise permitted existing nonconforming 7.63:1 FAR and the maximum 6:1 FAR permitted by the C2-4D Zone.

- Pursuant to LAMC Section 16.05 approval of Site Plan Review for a project that adds more than 50 dwelling units.

- Pursuant to LAMC Sections 17.03 and 17.15, approval of Vesting Tentative Tract Map (Tract No. VTT-83482-HCA), including the following:

  - Resubdivision and condominium purposes.

  - Creation of two (2) new airspace lots containing up to 466 residential condominium units.

  - Maintain the existing 10.2-foot-wide sidewalk in-lieu of the 12-foot-wide sidewalk and eliminate the 5-foot-wide sidewalk easement required on 8th Street due to the location of the existing building to remain.

  - Maintain the existing 10.1-foot-wide sidewalk in-lieu of the 15-foot-wide sidewalk and eliminate the 3-foot-wide sidewalk easement required on Hope Street due to the location of the existing building to remain.

  - Maintain the existing 9.9-foot-wide sidewalk in lieu of the 12-foot-wide sidewalk required on 7th Street or any additional sidewalk easements due to the location of the existing building to remain.

  - Request that no corner cut dedication be provided in-lieu of the 15-foot by 15-foot corner cut required at the southeastern intersection of 7th Street and Flower Street due to the location of the existing building to remain.

  - Request that no corner cut dedication be provided in-lieu of the 15-foot by 15-foot corner cut required at the southwestern intersection of 7th Street and Hope Street due to the location of the existing building to remain.

  - Haul Route with the export of 18,239 cubic yards.

- Certification of the Environmental Impact Report (EIR) for the Project.

- Pursuant to LAMC Sections 12.32 S and 13.1, establishment of a Sign Supplemental Use District, pursuant to existing Case No. CPC-2018-6388-SN, filed on October 31, 2018. The Applicant requests the establishment of 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.

- Approval by the City Board of Public Works for the Removal of Trees in the Public Right of Way.

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, demolition, excavation, shoring, foundation, grading and building permits, tree removal permits, haul route approval, revocable permits, B-permit, and sign permits, project permit compliance approvals for signs.