

APPENDIX P:
LAND USE CONSISTENCY TABLES

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(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

A consistency analysis of the Project with the SCAG 2020-2045 RTP/SCS is provided in Table 1, below.

**Table 1
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)**

Goals and Policies	Consistency Assessment
Goal 1 Encourage regional economic prosperity and global competitiveness.	No Conflict. This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Project.
Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	No Conflict. The Project Site is located in a highly urbanized area with the City of Los Angeles within a High-Quality Transit Area (as defined by SCAG). The Project would develop 250 dwelling units and 300 hotel guest rooms (439,510 square feet of floor area), and 13,120 square feet of retail area within a High-Quality Transit Area (HQTA) as defined by SCAG and a transit priority area as defined by SB 743. The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The location of the Project encourages a variety of transportation options and access and would not conflict with this Goal.
Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	No Conflict. This goal is directed towards SCAG and does not apply to the Project. However, the Project would support this goal by providing residents and visitors with convenient access to public transit and opportunities for walking and biking. As discussed in the Project’s VMT Analysis (located in Appendix G.2 of this SCEA), the Project would result in a less than significant VMT impact with mitigation. As such, the Project would not conflict with the RTP/SCS’s goals and policies related to a sustainable regional transportation system.
Goal 4 Increase person and goods movement and travel choices within the transportation system.	No Conflict. The Project Site is located less than one-half mile from the intersection of two Metro Stations, the Pico Station and the Grand/LATTC Station. Additionally, the Metro E Line railway immediately borders the Project Site to the west. The Project would promote the use of a variety of transportation options by providing residents and visitors with convenient access to public transit and opportunities including regional transportation and bus systems.
Goal 5 Reduce greenhouse gas emissions and improve air quality.	No Conflict. The Project is an infill development in an area that promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. As discussed further in Section 6.III, Air Quality, construction and operational generated by the Project’s construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Additionally, as further discussed in Sections 6.VI, Energy and 6.VIII, Greenhouse Gas Emissions, the Project would comply with all regulations and policies aimed at reducing energy and greenhouse

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Consistency Analysis with Connect SoCal
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Goals and Policies	Consistency Assessment
	gas emissions, reducing the reliance on fossil fuels, and promoting energy-efficiency standards and transportation. Therefore, the Project would not conflict with this Goal.
Goal 6 Support healthy and equitable communities.	No Conflict. This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Project. Nevertheless, the Project would develop 250 dwelling units and 300 hotel guest rooms (439,510 square feet of floor area), and 13,120 square feet of ground floor commercial floor area within a HQTAs and a TPA. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes walkability. The location of the Project promotes the use of a variety of transportation options, which includes walking and biking. In addition, the Project will provide 252 bicycle spaces to promote travel by bicycle. The Project would not conflict with this Goal.
Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	No Conflict. As stated above, the Project Site is located in a highly urbanized area near downtown Los Angeles within a HQTAs and a Transit Priority Area (as defined by SB 743). The Project Site is located less than one-half mile from the intersection of two Metro Stations, the Pico Station and the Grand/LATTC Station. Additionally, the Metro Expo Line railway immediately borders the Project Site to the west. The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The Project would develop dwelling units and commercial uses near mass transit and in close proximity to services, retail stores, and employment opportunities. The location of the Project encourages a variety of transportation options and access and would not conflict with this Goal.
Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	No Conflict. This Goal is directed towards SCAG and the City of Los Angeles and does not apply to the Project. However, as discussed above, the Project is located in a highly urbanized area near downtown Los Angeles within a HQTAs and a Transit Priority Area, therefore providing transportation that results in efficient travel. The Project would not conflict with this Goal.
Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	No Conflict. The Project Site is located in a highly urbanized area with the City of Los Angeles within a HQTAs and a TPA. The Project would develop 250 dwelling units and 300 hotel guest rooms (439,510 square feet of floor area), and 13,120 square feet of retail area. The Project Site is located less than one-half mile from two Metro Stations, the Pico Station and the Grand/LATTC Station. Additionally, the Metro Expo Line railway immediately borders the Project Site to the west. The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The location of the Project

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Goals and Policies	Consistency Assessment
	encourages a variety of transportation options and access and would not conflict with this Goal.
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	No Conflict. This Goal is not applicable to the Project since the Project Site does not contain any natural or agricultural lands.
Guiding Principle 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	No Conflict. This Guiding Principle is directed towards SCAG and the City of Los Angeles and does not apply to the Project.
Guiding Principle 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	No Conflict. This Guiding Principle is directed towards SCAG and the City of Los Angeles and does not apply to the Project.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	No Conflict. The Project would develop 250 dwelling units and 300 hotel guest rooms (439,510 square feet of floor area), and 13,120 square feet of ground floor commercial floor area within a HQTa and a TPA. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Project will encourage improved access and mobility by providing both residential and commercial uses on a single site. Thus, the Project would not conflict with this guiding principle.
Guiding 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.	No Conflict. This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupant vehicles. Nevertheless, the Project is located within a HQTa and a TPA. The Project would support public transportation and other alternative methods of transportation (e.g., transit, walking and biking). Therefore, the Project would not conflict with this Guiding Policy.
Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	No Conflict. This Guiding Principle is directed towards SCAG and the City of Los Angeles and does not apply to the Project. However, this relates to the Connect SoCal Goal 5, above. The Project is an infill development in an area that promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation. As discussed further in Section 6.III, Air Quality, air quality emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Additionally, as further discussed in Sections 6.VI, Energy, and 6.VIII, Greenhouse Gas Emissions, the Project would comply with all regulations and policies aimed at reducing energy consumption and greenhouse gas emissions, reducing the reliance on fossil fuels, and promoting energy-efficiency standards and

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Goals and Policies	Consistency Assessment
	transportation. Therefore, the Project would not conflict with this Guiding Policy.
Guiding Principle 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	No Conflict. This Guiding Principle is directed towards SCAG and does not apply to the Project.
Guiding Principle 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	No Conflict. This Guiding Principle is directed towards SCAG and does not apply to the Project.
Core Vision Topic 1: Sustainable Development Through our continuing efforts to better align transportation investments and land use decisions, we strive to improve mobility and reduce greenhouse gases by bringing housing, jobs and transit closer together.	No Conflict. The Project places residential and commercial land uses adjacent to two Metro stations and numerous bus lines, which will encourage use of public transportation and result in improvements in air quality and reductions in greenhouse gas emissions. The Project would place new residential units and commercial uses in a HQTAs and a TPA, which will bring housing, jobs, and mass transit closer together.
Core Vision Topic 2: System Preservation and Resilience “Fix it First” has been a guiding principle for prioritizing transportation funding in the RTP for the last decade. The cost of rebuilding roadways is eight times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost effective manner and can also improve safety.	No Conflict. This topic addresses the maintenance of existing roadways and is not applicable to the Project.
Core Vision Topic 3: Demand and System Management Better managing the existing transportation system through demand management strategies and Intelligent Transportation Systems (ITS) yields significant mobility benefits in a cost-effective manner.	No Conflict. This topic addresses better managing the existing transportation system through demand management strategies. By placing housing and commercial uses near a variety of mass transit options, the Project will support demand management strategies by increasing mass transit use.
Core Vision Topic 4: Transit Backbone Expanding the transit network and fostering development in transit-oriented communities is central to the region’s plan for meeting mobility and sustainability goals while continuing to grow the regional economy	No Conflict. The Project is a transit-oriented mixed-use Project that supports this core vision topic of fostering developing in transit-oriented communities and meeting mobility and sustainability goals.
Core Vision Topic 5: Complete Streets Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.	No Conflict. The Project supports increasing mobility choices by placing housing and commercial uses near to a variety of mass transit options and improvements that promote walking, bicycle use, and ride-sharing. The Project will provide safe, clean and easy to use access points to and from the Project Site, and would provide infrastructure improvements such as reinstalling street gutters, sidewalks, and street lighting (as applicable) along Venice Street and Flower Street as required to the satisfaction of the Department of Building and Safety in the proximity of the Development Site. The Project Site has frontage along Flower Street and the Metro A Line and E Line right-of-way to the west, Venice Boulevard to the north, Hope Street to the east and the I-10 freeway

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Goals and Policies	Consistency Assessment
	and an unnamed alley to the south. The Project proposes a sidewalk with a 15-foot minimum width on the western boundary fronting the Metro E Line and A Line right-of-way (running parallel with Flower Street), that includes a 5-foot dedication and a 3-foot easement. The Project also includes a 24 ½-foot sidewalk fronting Venice Boulevard along the northern property line. Along the northerly frontage along Venice Boulevard, the Project would provide an average 24-foot, 6-inch sidewalk fronting the hotel tower on the west side of the site and a minimum 12 foot sidewalk on the east portion of the Project Site, that includes a 3 foot easement and 15 foot dedication. Such improvements would facilitate active transportation options and improve transit access to residents and visitors of the Project. The Project also meets greenhouse gas reduction targets.
Core Vision Topic 6: Goods Movement The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.	No Conflict. This topic addresses the movement of goods and is not applicable to the development of new housing and commercial uses. Nonetheless, the Project Site’s location near a variety of mass transit options will minimize environmental and health impacts, which will indirectly foster continued economic growth.
Sustainable Communities Strategy 1 Focus Growth Near Destinations & Mobility Options	No Conflict. As stated previously, the Project would develop 250 dwelling units, 300 hotel rooms, and 13,120 square feet of commercial/retail area within a HQTAs and a TPA, near downtown Los Angeles. The Project Site’s location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Project will encourage improved access and mobility by providing both residential and commercial uses on a single site. Thus, the Project would not conflict with this strategy.
Sustainable Communities Strategy 2 Promote Diverse Housing Choices	No Conflict. The Project includes 250 residential dwelling units, 300 hotel rooms, and 13,120 square feet of commercial uses. Of the 250 residential dwelling units, the unit mix would include 75 studio units, 104 one-bedroom units, 68 two-bedroom units, and 3 three-bedroom units. Further, the Project would locate multi-family residential and commercial uses in close proximity to public transportation, thus providing housing and jobs near transit. Therefore, the Project would not conflict with this strategy.

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Goals and Policies	Consistency Assessment
Sustainable Communities Strategy 3 Leverage Technology Innovations	No Conflict. This strategy is directed towards SCAG and does not apply to the Project. No further discussion is required.
Sustainable Communities Strategy 4 Support Implementation of Sustainability Policies	No Conflict. This strategy is directed towards SCAG and does not apply to the Project. No further discussion is required.
Sustainable Communities Strategy 5 Promote a Green Region	No Conflict. This strategy is directed towards SCAG and does not apply to the Project. However, this relates to the Connect SoCal Goal 5, above. See response to Connect SoCal Goal 5 and Guiding Principle 5, above. No further discussion is required.
<i>Source: Southern California Association of Governments, Connect SoCal (2020-2045 RTP/SCS), September 2020.</i>	

City of Los Angeles General Plan

The Project would conform to objectives outlined in the City of Los Angeles General Plan (General Plan). The elements that would be most applicable to the Project are the Housing Element, the Mobility Plan, and the Land Use Element.

General Plan Framework Element

Project is does not conflict with the Los Angeles General Plan Framework Element, which consists of the 35 Community Plan Area plans, of which the property is in the City Center Community Plan. Consistency with the Community Plan is demonstrated below.

**Table 2
Project Consistency with Applicable Objectives
and Policies of the Framework Element**

Objective / Policy	Project Consistency Analysis
Land Use Chapter	
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.	No Conflict. The Project would include a mixture of uses including multi-family residential, hotel guest rooms, and ground-floor commercial uses that would front Flower Street, Hope Street, and Venice Boulevard. The Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities Downtown. Additionally, the Project would foster new business and employment opportunities and potential customers, which helps improve the competitiveness of the Downtown commercial area. Thus, the Project would not conflict with this goal.
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	No Conflict. As discussed above, the Project would include a variety of uses including multi-family residential, hotel guest rooms, and ground-floor commercial which would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities and economy of Downtown. Thus, the Project would not conflict with this objective.
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.	No Conflict. The Project would provide multi-family residential dwelling units to serve the City's growing population as well as ground-floor commercial space, which would serve the neighborhood and community. The Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities Downtown. The Project would therefore support the City's population and businesses. Thus, the Project would not conflict with this policy.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	No Conflict. The Project Site is located in a Transit Priority Area as defined by CEQA. The Project would develop new residential, hotel, and commercial uses in walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is located within ½ mile of two Metro stations and numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the

Objective / Policy	Project Consistency Analysis
	Project encourages a variety of transportation options, such as walking and biking. Thus, this would reduce Vehicle Miles Traveled (VMT), promote alternatives to driving, and improve air quality. Thus, the Project would not conflict with this objective.
Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	No Conflict. The Project includes the development of two mixed-used buildings consisting of multi-family residential units, hotel guest rooms, and commercial space. The Project incorporates aspects of a compact development by providing the proposed development on a previously developed commercial lot. The Project would provide ground-floor commercial space which would serve the neighborhood and community. Thus, the Project would not conflict with this policy.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use appropriate locations.	No Conflict. The Project would encourage improved access and mobility by providing a mix of residential, hotel, and commercial uses on a single site. The on-site commercial uses would provide employment and patronage opportunities within walking distance of on-site residents and the nearby multi-family residential developments. In addition, the Project Site is located within ½ mile of two Metro stations and numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Project promotes the use of a variety of transportation options including 252 on-site bicycle parking spaces, which includes walking, biking, and the use of public transportation. Thus, the Project would not conflict with this policy.
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.	No Conflict. The Project's population and employment growth would be well within the projected population and employment growth in SCAG's Connect SoCal for the City of Los Angeles, which is further discussed in Checklist Question 13, Population and Housing. Additionally, the Project would promote a pedestrian-oriented environment with options for public transportation. ProjectFurther, the Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Thus, the Project would not conflict with this objective.
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.	No Conflict. As stated above, the Project includes the development of a mixed-use project, which would provide residents in close proximity to employment and patronage opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities in the Downtown Los Angeles area. The commercial uses on-site would further support the pedestrian activity along Hope Street and Venice Boulevard by providing ground-floor commercial uses. that would front these major commercial corridors. Thus, the Project would support this objective.

Objective / Policy	Project Consistency Analysis
<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, and (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevard, referred to as districts, centers, and mixed-use boulevard, in accordance with the Framework Long-Range Land Use Diagram.</p>	<p>No Conflict. As stated above, the Project includes the development of a mixed-use project, which would provide residents in close proximity to employment and patronage opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities in the Downtown Los Angeles area. The commercial uses on-site would further support the pedestrian activity along Hope Street and Venice Boulevard by providing ground-floor commercial uses along commercial corridors, which is characterized by a mix of office, entertainment, retail, and residential uses. Thus, the Project would not conflict with this policy.</p>
<p>Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.</p>	<p>No Conflict. The Project would include multi-family residential units that would be available at market rate. Thus, the Project would not conflict with this goal.</p>
<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 of this Element.</p>	<p>No Conflict. The Project would redevelop a site that is currently occupied by four office/retail buildings. The Project would be attractively designed and landscaped in accordance with the design guidelines of the Downtown Design Guide. Project Thus, the Project would not conflict with this policy.</p>
<p>Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.</p>	<p>No Conflict. The Project would promote a pedestrian-oriented environment by providing ground-floor commercial space that would front Hope Street and Venice Boulevard. The Project's design and ground-floor commercial/retail would enhance pedestrian activity in the area, especially within the Downtown area. Additionally, the new residents would provide new foot traffic for surrounding business, conventions, trade shows, and tourism. Further, the Project's commercial uses would support visitors to Downtown. Thus, the Project would not conflict with this goal.</p>
<p>Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures in accordance with Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies.</p>	<p>No Conflict. As discussed above, the Project would promote a pedestrian-oriented environment by providing ground-floor commercial space that would front Hope Street and Venice Boulevard. The Project would be attractively designed and landscaped in accordance with the design guidelines of the Downtown Design Guide and under provision of City Staff. Thus, the Project would not conflict with this policy.</p>
<p>Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.</p>	<p>No Conflict. The Project would provide residential and commercial uses, including a hotel building and ground-floor commercial/retail spaces that would provide future and existing residents with job opportunities, additional entertainment, and culture. Thus, the Project would not conflict with this goal.</p>
<p>Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.</p>	<p>No Conflict. The Project would provide commercial uses, including commercial/retail spaces that would provide future and existing residents with job opportunities. Additionally, the new residents would provide new foot traffic for surrounding business, conventions, trade shows, and tourism. Further, the Project's commercial uses would support visitors to Downtown. The Project would be compatible with the character of the surrounding districts and foster new business and employment opportunities and potential customers, which would help improve the competitiveness of the Downtown commercial area. Thus, the Project would not</p>

Objective / Policy	Project Consistency Analysis
	conflict with this objective.
Housing Chapter	
Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.	No Conflict. The Project's dwelling units would be of different sizes and configurations (studios, one-bedroom, two-bedroom, and three-bedroom units) and would be available at range of market rates. The Project would increase the housing choices available in Downtown Los Angeles. The additional units will increase supply and help reduce upward pressure on housing costs. Thus, the Project would not conflict with this goal.
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	No Conflict. The Project would provide multi-family residential units in a Transit Priority Area and in a highly urbanized area of Downtown Los Angeles. The Project would be within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is in close proximity to many public transportation options, including bus and subway lines. Additionally, the Project would not encroach on any existing lower-density residential neighborhoods. Thus, the Project would not conflict with this objective.
Urban Form and Neighborhood Design	
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.	No Conflict. The Project's mixed-use design and location encourages the use of alternative transportation and walking and bicycling opportunities. Additionally, the Project Site is located within ½ mile of two Metro stations and numerous bus routes with peak commute service intervals of 15 minutes or less. The Project Site is located in the highly urbanized Downtown Los Angeles area and is surrounded by a mix of retail, commercial, and entertainment services. Thus, the Project would not conflict with this objective.
Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.	No Conflict. The Project is an infill development in a Transit Priority Area and is within a major employment center. The Project would place residential units, hotel guest rooms, and ground-floor commercial space in a transit-rich and pedestrian-oriented area. Additionally, the Project Site is located within numerous bus routes with peak commute service intervals of 15 minutes or less. The Project Site's location near mass transit and in walking distance to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Thus, the Project would not conflict with this objective.
<i>Source: City of Los Angeles Department of City Planning, Framework Element, December 11, 1996.</i>	

Housing Element and Mobility Plan

As shown in Table 3, the Project would promote the goals of the Housing Element and the Mobility Plan.

Table 3
City of Los Angeles General Plan Consistency Analysis

City of Los Angeles General Plan	Project Consistency Analysis
<i>Housing Element Goals, Objectives, and Policies</i>	
Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.	No Conflict. The Project would increase the housing stock in Downtown Los Angeles by providing safe, attractive, and centrally located studios, one-bedroom, two-bedroom, and three-bedroom residential dwelling units. The Project is contributing to the range of housing choices available in Downtown Los Angeles and would not conflict with this goal.
Goal 2: A City in which housing helps to create safe, livable and sustainable neighborhoods.	No Conflict. The Project would redevelop a site that is currently occupied by four office/retail buildings. The Project would be attractively designed and landscaped in accordance with the design guidelines of the Downtown Design Guide, which would further ensure that the building maintains a safe, clean, and attractive environment during the Project's construction and operation. As such, the Project would not conflict with this goal.
Goal 3: A City where there are housing opportunities for all without discrimination.	No Conflict. The Project would provide a variety of dwelling units of different sizes and configurations that would be available at market rate. The Project is increasing the housing choices available in Downtown Los Angeles. Therefore, the Project would not conflict with this goal.
<p>Objective 2.1: Promote safety and health within neighborhoods.</p> <p>Policy 2.1.1: Establish development standards and policing practices that reduce the likelihood of crime.</p>	No Conflict. The Project would be designed in accordance with LAFD and LAPD requirements to ensure safety and security on-site and in the surrounding areas. Further, the Project would incorporate project design features, which addresses screening construction activities from view at the local street level and keeping unpermitted persons from entering the construction area, and would implement design measures such as nighttime security lighting, a closed circuit security camera system, and well-lit secure parking facilities. As such, construction and operation of the Project would be coordinated with LADOT and LAFD to ensure proper emergency access and emergency routes. Therefore, the Project would not conflict with this objective.
Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.	No Conflict. The Project involves a mixed-use development in an area characterized by residential, commercial, office, and retail land uses. The Project would supplement the area with residential dwelling units, hotel rooms, and commercial space. The Project would be designed to promote and support pedestrian activity on-site and in the Project Site area. The Project would provide pedestrian connectivity from Venice Boulevard, Hope Street, and Flower Street. Additionally, the Project Site is within close proximity to many services, job opportunities, and transit. As such, the Project would not conflict with this objective.

<p>Policy 2.2.3: Promote and facilitate a jobs/housing balance at a citywide level.</p>	<p>No Conflict. The Project would include hotel and commercial land uses that would provide jobs for future residents and residents currently residing in the City. Thus, the Project's mixed-use design would allow future residents the opportunity to work on-site. The Project Site is in walking distance to many services, employment opportunities, and retail spaces. Thus, the Project would not conflict with this policy.</p>
<p>Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.</p> <p>Policy 2.3.2: Promote and facilitate reduction of water consumption in new and existing housing.</p> <p>Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing.</p> <p>Policy 2.3.4: Promote and facilitate reduction of waste in construction and building operations.</p>	<p>No Conflict. The Project would be required to comply with the City's Green Building Code, which implements building requirements to promote energy efficiency, water conservation, and solid waste reduction to minimize the use on non-renewable resources. Additionally, as part of its application for a Water Supply Assessment from the LADWP (see Appendix M of this SCEA), the Applicant has committed to implement water conservation measures are in addition to those required by codes and ordinances for the entire Project (see Project Design Feature PDF-PU-1 under Checklist Question XIX(b) under Section 4). As such, the Project would not conflict with this objective and policies.</p>
<p>Mobility Plan Goals</p>	
<p>GOAL 1 Safety First: Crashes, speed, protection, security, safety education, and enforcement.</p>	<p>No Conflict. The Project would not include unusual or hazardous design features. The Project Site is generally pedestrian-oriented. Primary vehicular access for the hotel building and for the mixed-use building would be provided via a full-access driveway along Hope Street, which would provide a connection to the parking podiums of both buildings. The Project does not include any hazardous design features, which could impede emergency access. The Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Therefore, the Project would not substantially increase hazards due to design features, or incompatible uses, and would not conflict with this goal.</p>
<p>Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p>No Conflict. As discussed in Section 4, Initial Study, the Project will implement MM HAZ-2 to ensure construction activities do not conflict with or pose hazards to pedestrian routes to schools during construction. In addition, PDF-PS-1 and PDF-PS-2 which requires that the construction zone be fenced of and secured during construction with security guard patrol throughout the Project Site, as needed. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 1.6.</p>

<p>GOAL 2 World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments.</p>	<p>No Conflict. This goal is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project Site’s location near mass transit, walking distance to services, retail stores, and employment opportunities, and the availability of bike parking located on the Project Site promotes a variety of transportation options. Thus, the Project would not conflict with this goal.</p>
<p>Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p>No Conflict. The Project would improve pedestrian access through the introduction of active sidewalks uses and landscaping, including street trees along Venice and Hope Street. Pedestrian access to the Project Site would be provided along Venice Boulevard and Hope Streets and at grade level in between the two towers. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 2.3.</p>
<p>Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.</p>	<p>No Conflict. Consistent with the LAMC requirements for on-site bicycle parking, the Project would provide a total of 252 short- and long-term spaces on-site, which exceeds the required 224 spaces. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 2.6.</p>
<p>Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.</p>	<p>No Conflict. As shown in Figure 2.6, Proposed Plot Plan, An 80-foot linear drop off zone along Venice Boulevard is proposed to allow for passenger loading and unloading. Additionally, passenger and delivery and building mainnenance loading areas are provided on the south side of the Project Site with access from S. Hope Street. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 2.10.</p>
<p>GOAL 3 Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.</p>	<p>No Conflict. The Project Site is located in a highly urbanized area of Downtown Los Angeles within a TPA. The Project would develop new residential, hotel, and commercial uses in walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Project encourages a variety of transportation options and access and would not conflict with this goal.</p>
<p>Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City’s transportation system.</p>	<p>No Conflict. The Project would promote this policy by providing adequate vehicular and pedestrian access and bicycle facilities. In addition, the Project is located in a designated TPA and is directly served by two Metro lines (Metro E and A Lines) and numerous local and regional commuter bus lines. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 3.1</p>

<p>Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p>No Conflict. The Project would support this policy through the development of commercial uses, inclusive of hotel, office, restaurant, and residential uses, in proximity to employment, destinations, and other neighborhood services in a transit-rich area, and in a designated TPA. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 3.3.</p>
<p>Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>No Conflict. The Project would support the implementation of this citywide policy by locating a new mixed-use project in a designated TPA. Workers and visitors of the Project would be well-served by affordable transit services in close proximity to the Project Site, which would reduce VMT. Thus, the Project would not conflict with Policy 3.4.</p>
<p>Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.</p>	<p>No Conflict. Consistent with the LAMC requirements for on-site bicycle parking, the Project would provide a total of 252 short- and long-term spaces on-site, which exceeds the required 224 spaces. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 3.8.</p>
<p>GOAL 4 Collaboration, Communication and Informed Choices. Real-time information, open-source data, transparency, monitoring, reporting, departmental and agency cooperation, database management, parking options, loading and unloading, goods movement.</p>	<p>No Conflict. While this goal is directed at City Departments to increase collaboration and communication, the Project would not conflict with the applicable objectives or policies to provide for informed choices.</p>
<p>Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>No Conflict. As discussed in Section 4, Initial Study of this SCEA, the Project would implement a TDM Program (see MM T-1 through T-4. Specifically, the Project would implement a TDM Program in accordance with the City's TDM Ordinance to reduce vehicular traffic to and from the Project Site. It would promote non-automobile travel and reduce the use of single-occupant vehicle trips with a comprehensive program of design features, transportation services, education programs, and incentive programs. Thus, the Project would not conflict with Policy 4.8.</p>
<p>GOAL 5 Clean Environments and Healthy Communities Environment, public health, clean air, clean fuels and fleets.</p>	<p>No Conflict. The Project is an infill development within a TPA and is within a major employment center. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation. As discussed further in Sections 3. Air Quality and 7. Greenhouse Gas Emissions, operational emissions and greenhouse gas emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Project would not conflict with this goal.</p>

<p>Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>No Conflict. The Project would provide residential, office, hotel and restaurant uses in a commercial corridor. As such, the Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. As discussed in Section 4, Initial Study, the project would result in a less than significant impact with respect to the Project’s residential and work related VMT impacts. Therefore, the Project would support ways to reduce VMT. Thus, the Project would not conflict with Policy 5.2.</p>
<p>Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.</p>	<p>No Conflict. As noted in Section 4, Initial Study, the Project would include a minimum of 10 percent of the total number of parking spaces to include Electric Vehicle (EV) Charging Stations. In addition, pursuant to LAMC Section 99.04.106.4.2, 30% of the total number of parking spaces provided would be electric vehicle charging spaces (EVCS) capable of supporting future electric vehicle supply equipment (EVSE). Therefore, the Project would not conflict with Policy 5.4.</p>
<p>Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City’s public right-of-ways.</p>	<p>No Conflict. The Project would not conflict with this citywide policy. The Project would prevent additional stormwater effluent entering the public right-of-way through a SWPPP, as discussed in Section 4, Initial Study of this SCEA above under Objective 9.6 of the Framework Element. Thus, the Project would not conflict with and, therefore, would be consistent with Policy 5.5.</p>
<p><i>Sources: City of Los Angeles General Plan Elements, Housing Element 2013-2021, Chapter 6, Housing Goals, Objectives, Policies and Programs; and City of Los Angeles General Plan Elements, Mobility Plan 2035. Parker Environmental Consultants, 2022.</i></p>	

General Plan Land Use Element - Central City Community Plan

The Project Site is located within the South Park neighborhood sub-area of the Central City Community Plan Area. Therefore, all development activity on-site is subject to the land use policies of the Central City Community Plan (Community Plan). A detailed analysis of the consistency of the Project with the applicable objectives and policies of the Central City Community Plan for Residential and Commercial Land Uses is presented in Table 4, below.

**Table 4
Central City Community Plan Consistency**

Objective / Policy	Project Consistency Analysis
Residential	
Objective 1-1: To promote development of residential units in South Park.	No Conflict. The Project would include multi-family dwelling units in the South Park district of Downtown, Los Angeles. Thus, the Project supports this objective.
Policy 1-1.1: Maintain zoning standards that clearly promote housing and limit ancillary commercial to that which meets the needs of neighborhood residents or is compatible with residential uses.	No Conflict. The Project aims to promote residential land uses in South Park. The Project Site is zoned C2-2D-O with a land use designation of Community Commercial, which allows for multi-family residential development. The Project would maintain and be developed in accordance with the current zoning and land use designation. The Project would add multiple family residential units and would include limited ancillary neighborhood commercial uses. Thus, the Project would not conflict with this policy.
Objective 1-2: To increase the range of housing choices available to Downtown employees and residents.	No Conflict. The Project would increase the housing stock in Downtown Los Angeles with safe, attractive, and centrally located studios, one-bedroom, two-bedroom, and three-bedroom units. The units would be available to existing Downtown employees and residents. Thus, the Project would contribute to the range of housing choices available to Downtown employees and residents.
Policy 1-2.1: Promote the development of neighborhood work/live housing.	No Conflict. The Project would include multi-family dwelling units, hotel guest rooms, and ground floor commercial/retail. The proposed hotel building and ground-floor retail would generate the need for new employees. The proposed residential units are not live/work units; however, the Project Site is located near numerous employment opportunities in the Downtown Los Angeles area. Therefore, the Project's mixed uses would locate residential dwelling units near a major employment center allowing the future residents to live and work in the neighborhood. Therefore, the Project does not conflict with this policy.
Objective 1-3: To foster residential development which can accommodate a full range of incomes.	No Conflict. The Project's dwelling units would be of different sizes and configurations (studios, one-bedroom, two-bedroom, and three-bedroom units) and would be available at range of market rates. The Project would increase the housing choices available in Downtown Los Angeles. The additional units will increase supply and help reduce upward pressure on housing costs. Thus, the Project supports this objective.
Policy 1-3.1: Encourage a cluster neighborhood design comprised of housing and services.	No Conflict. The Project Site is located in a Transit Priority Area and in a highly urbanized area of Downtown Los Angeles. The Project would be within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is in close proximity to many

Objective / Policy	Project Consistency Analysis
	public transportation options, including bus and subway lines. Thus, the Project supports the cluster neighborhood design concept of including residents near neighborhood facilities. Therefore, the Project does not conflict with this policy.
Commercial	
Objective 2-1: To improve Central City's competitiveness as a location for offices, business, retail, and industry.	No Conflict. The Project includes ground-floor commercial/retail uses that would front Hope Street and Venice Boulevard. The Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities Downtown. Additionally, the Project Site is within walking distance of the Broadway Theater and Commercial District and the Spring Street Financial District. Although the Project Site is not located within these districts, the Project would be compatible with the character of these districts and foster new business and employment opportunities and potential customers, which helps improve the competitiveness of the Downtown commercial area. Thus, the Project would not conflict with this objective.
Policy 2-1.2: To maintain a safe, clean, attractive, and lively environment.	No Conflict. Compliance with regulatory compliance measures would ensure that the buildings maintain a safe, clean, attractive and lively environment during the Project's construction and operation. Thus, the Project would not conflict with this policy.
Objective 2-2: To retain the existing retail base in Central City.	No Conflict. The Project Site is currently developed with four office/retail buildings. The Project would develop ground-floor commercial/retail fronting Hope Street and Venice Boulevard, which would provide new opportunities for new businesses or the expansion or relocation of existing businesses. Additionally, the Project would not adversely impact other retail stores in the vicinity of the Project Site. Instead, new residents would likely be new customers that would support nearby local businesses. Thus, the Project would not conflict with this objective.
Policy 2-2.1: Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force and businesses.	No Conflict. The Project includes ground-floor commercial space fronting Hope Street and Venice Boulevard. As such, the Project provides new space and opportunities that can attract businesses Downtown. Therefore, the Project would not conflict with this policy.
Policy 2-2.2: To encourage pedestrian-oriented and visitor serving uses during the evening hours especially along Grand Avenue cultural corridor between the Hollywood Freeway (US 101) and Fifth Street, the Figueroa Street corridor between the Santa Monica Freeway (I-10) and Fifth Street and Broadway between Third Street and Ninth Street.	No Conflict. The Project would introduce new permanent residents and provide ground-floor commercial/retail. The Project Site is in walking distance from many services, employment opportunities, and retail spaces in the Downtown Los Angeles area. Thus, the Project would encourage a pedestrian-oriented development that would support activities and uses into the evening hour. Although the Project is not located on Grand Avenue, Figueroa Street, Fifth Street or Broadway, the Project would not conflict with this policy.
Policy 2-2.3: Support the growth of neighborhoods with small, local retail services.	No Conflict. The Project would include neighborhood serving ground-floor commercial/retail spaces fronting Hope Street and Venice Boulevard. Thus, the Project would add local retail services to support and the growth of the South Park neighborhood. Therefore, the Project would not conflict with this policy.
Objective 2-3: To promote land uses in Central	No Conflict. The Project would be consistent with the

Objective / Policy	Project Consistency Analysis
<p>City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.</p>	<p>surrounding neighborhood by adding a mixed-use development to an area that is characterized by mixed-use development. The building's design and ground-floor commercial/retail spaces would enhance pedestrian activity in the area, especially within the Downtown area. Additionally, the new residents would provide new foot traffic for surrounding business, conventions, trade shows, and tourism. Further, the Project's commercial uses would support visitors needs in Downtown. Thus, the Project would not conflict with this objective.</p>
<p>Objective 2-4: To encourage a mix of uses which creates an active, 24-hour downtown environment for current residents and which would also foster increased tourism.</p>	<p>No Conflict. The proposed mixed-use development would contribute and support this objective by adding new residents and ground-floor commercial/retail spaces. The Project would be designed to enhance pedestrian activity with the retail stores' main entrances fronting the public right-of-way and providing night-time lighting for enhanced security. These features, among others, would contribute to an active, 24-hour downtown environment. Thus, the Project would not conflict with this objective.</p>
<p>Policy 2-4.1: Promote nightlife activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity.</p>	<p>No Conflict. The Project includes ground-floor commercial/retail spaces fronting Venice Boulevard and Hope Street. The commercial and retail uses would support nightlife activities. The Project would be designed to enhance pedestrian activity with the commercial and retail stores' main entrances fronting the public right-of-way and providing night-time lighting for enhanced security. The Project would reinforce and add to the attraction of these pockets of activity by adding new residents to the area. Thus, the Project would not conflict with this policy.</p>
<p>Objective 2-5: To increase specialty and ethnic markets in order to foster a diverse range of retail and commercial uses in Central City.</p>	<p>No Conflict. The Project provides new ground-floor commercial/retail space, which would be made available to all market types including specialty and ethnic stores. Thus, the Project would not conflict with this objective.</p>
<p><i>Source: City of Los Angeles, Central City Community Plan, Land Use and Planning Element, 2003. Parker Environmental Consultants, 2022.</i></p>	

Redevelopment Plan for the City Center Redevelopment Project Area

Development on the Project Site is further defined by the Redevelopment Plan for the City Center Redevelopment Project (“Redevelopment Plan”). The Project’s consistency with the objectives in the Redevelopment Plan is further analyzed in Table 5, below.

**Table 5
Project Consistency with Applicable Objectives of the Redevelopment Plan**

Objective	Project Consistency Analysis
<ul style="list-style-type: none"> To eliminate and prevent the spread of blight and deterioration and to rehabilitate and redevelop the Project Area in accordance with this Plan. 	<p>No Conflict. The Project would redevelop an underutilized site that is currently used for office/retail uses. The Project would be attractively designed and landscaped in accordance with the design guidelines of the Downtown Design Guide. Compliance with all applicable building code requirements would further ensure that the building maintains a safe, clean, and attractive environment during the Project’s construction and operation. As such, the Project would prevent the spread of blight and deterioration by redeveloping an underutilized site in accordance with the Plan. The Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan. 	<p>No Conflict. The Project would be designed and developed with the guidance of City Planning Staff and the applicable plans. Therefore, the Project would further the goals of the Los Angeles General Plan, Framework Element, the Central City Community Plan, and the Downtown Strategic Plan. Thus, the Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> To create an environment that will prepare, and allow, the Central City to accept that share of regional growth and development which is appropriate, and which is economically and functionally attracted to it. 	<p>No Conflict. The Project would replace an underutilized commercial lot and introduce new multi-family dwelling units, hotel guest rooms, and commercial/retail uses in the area, which would accommodate an increase of population and housing. Nevertheless, the Project housing and population generation is consistent with SCAG’s growth projections for the City of Los Angeles Subarea. Additionally, the Project would be consistent with the City’s goals of increasing housing in transit-rich areas near services, retail, and employment opportunities to reduce vehicles -miles traveled; increasing safe and healthy housing options downtown; and increasing the diversity of the housing stock. Therefore, the Project would not conflict with Central City development goals and growth projections and would not hinder the implementation of this objective.</p>
<ul style="list-style-type: none"> To promote the development and rehabilitation of economic enterprises including retail, commercial, service, sports and entertainment, manufacturing, industrial and hospitality uses that are intended to provide employment and improve the Project Area’s tax base. 	<p>No Conflict. The Project would provide a hotel building and ground-floor commercial/retail fronting Hope Street and Venice Boulevard, which would increase employment opportunities within Downtown and contribute to the Project Area’s tax base. Thus, the Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated and underutilized areas. 	<p>No Conflict. The Project would be consistent with this objective since it proposes the development of an underutilized site that is currently used for office/retail purposes. The Project would be designed with the guidance of applicable plans and design guidelines. Therefore, the</p>

Objective	Project Consistency Analysis
	Project would not conflict with this objective.
<ul style="list-style-type: none"> To create a modern, efficient and balanced urban environment for people, including a full range of around-the-clock activities and uses, such as recreation, sports, entertainment and housing. 	<p>No Conflict. The Project would provide new residential units, hotel guest rooms, and ground-floor restaurant/retail spaces. Additionally, the Project would be designed to promote pedestrian activity with the commercial stores' main entrances fronting the public right-of-way and providing night-time lighting for enhanced security. The Project's location near mass transit and within walking distance to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. Thus, the Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> To create a symbol of pride and identity which gives the Central City a strong image as the major center of the Los Angeles region. 	<p>No Conflict. Development of the Project Site is guided by the Redevelopment Plan, Central City Community Plan, and the Downtown Design Guide. The Project would not conflict with this objective and preserve and contribute to the area's symbol of pride and identity by introducing an iconic residential and commercial development that would be consistent with the Downtown Design Guidelines. Therefore, the Project would not conflict with the goal of this objective.</p>
<ul style="list-style-type: none"> To facilitate the development of an integrated transportation system which will allow for the efficient movement of people and goods into, through, and out of the Central City. 	<p>No Conflict. This objective is directed towards City goals and does not specifically pertain to the Project. The Project would place new housing, hotel guest rooms, and commercial/retail space in a highly walkable and transit-rich area. As such, residents, guests, and employees of the Project can easily move around the Central City area and greater Los Angeles region. Therefore, the Project would not conflict with the goal of this objective.</p>
<ul style="list-style-type: none"> To achieve excellence in design, based on how the Central City is to be used by people, giving emphasis to parks, green spaces, streetscapes, street trees, and places designed for walking and sitting, and to develop an open space infrastructure that will aid in the creation of a cohesive social fabric. 	<p>No Conflict. The Downtown Design Guide directs the design of the Project. As such, the Project would be consistent with the design and development goals of the Central City Community Plan area. As such, the Project would be attractively designed and landscaped. The Project would provide private and common open space to its residents and hotel guests, which would reduce the Project's demand on local parks and open space. By providing on-site open space and the payment of the park fee, the Project's impacts on local parks would be less than significant. With development of the Project and payment of the park fee, the Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> To develop and implement public art into the urban fabric, integrating art into both public and private developments. 	<p>No Conflict. The commercial component of the Project is subject to LAMC Section 91.107.4.6, which imposes an arts development fee for new development. The fees paid pursuant to this LAMC section will be used to provide adequate cultural and artistic facilities, services and community amenities for the Project. Thus, the Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> To preserve key landmarks which highlight the history and unique character of the City, blending old and new in an aesthetic realization of change or growth with distinction, and facilitating the adaptive reuse of structures of architectural, historic or cultural merit. 	<p>No Conflict. The Project Site is currently used for office/retail uses, and no significant landmarks or structures exist on-site. As further discussed in the Section 5, Cultural Resources, the Project would have a less than significant impact on identified surrounding historic resources and would not negatively affect the physical integrity of any historical resource. All of the identified historical resources in the vicinity of the Project Site would remain listed or eligible for listing under the relevant landmark program. The</p>

Objective	Project Consistency Analysis
	ability of these historical resources to convey their significance would not be materially impaired by the Project. As such, the Project would not destroy or demolish key landmarks and historical or unique features of the City and would not conflict with the goals of this objective.
<ul style="list-style-type: none"> To provide a full range of employment opportunities for persons of all income levels. 	<p>No Conflict. The Project would not conflict with this objective, as it provides a hotel building and ground-floor commercial/retail spaces and would introduce new employment opportunities into the area.</p>
<ul style="list-style-type: none"> To provide high and medium density housing close to employment and available to all ethnic, social and economic groups, and to make an appropriate share of the City's low- and moderate-income housing available to residents of the area. 	<p>No Conflict. The Project would locate high-density housing near many employment opportunities. Additionally, the hotel building and ground-floor commercial element provides additional employment opportunities in the Downtown area. The Project's residential units and employment opportunities would be available to all ethnic, social, and economic groups without discrimination. As such, the Project would not conflict with this objective.</p>
<ul style="list-style-type: none"> To establish an atmosphere of cooperation among residents, workers, developers, business, special interest groups and public agencies in the implementation of this Plan. 	<p>Not Applicable. This objective is directed toward City goals and is not specifically applicable to the Project.</p>
<p><i>Notes:</i> 1. "Plan" used within this table means the City Center Redevelopment Plan. Source: City of Los Angeles, Redevelopment Plan For the City Center Redevelopment Project (Ordinance No. 174593), May 15, 2002. Parker Environmental Consultants, 2022.</p>	