



APPENDIX H

Land Use Policy Consistency Tables

A consistency analysis of the Project with the SCAG 2020-2045 RTP/SCS is provided in **Table 4.11-1: Consistency Analysis 2020–2045 RTP/SCS:**

**Table 4.11-1
Consistency Analysis 2020–2045 RTP/SCS**

Goals and Policies	Consistency Analysis
Goal 1: Encourage regional economic prosperity and global competitiveness.	No Conflict. This Goal is directed towards SCAG and the City and would not apply to the Project.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	No Conflict. The Project Sites are located in an urbanized area in the City within a High-Quality Transit Area (HQTA) and a Transit Priority Area (TPA). The Project would develop 1,249 residential units, including studio units, one-bedroom units, two-bedroom units, and three-bedroom units. The Project Sites are well served by mass transit with frequency of service intervals of 15 minutes or less during peak commute periods. The Project would provide residents and visitors with convenient access to mass transit and opportunities for walking and biking. The location of the Project encourages a variety of transportation options and access.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	No Conflict. While not necessarily applicable on a project-specific basis, the Project would support this goal by improving the viability of alternative forms of transportation through higher density development, heightened walkability, and increased bicycle infrastructure. A robust variety of transportation options helps to ensure the mobility need of residents and visitors are met. Additionally, as discussed in the Transportation Assessment Study (Appendix K), the Project would not result in significant transportation impacts.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	No Conflict. While not necessarily applicable on a project-specific basis, the Project would support this goal by improving local access to alternative forms of transportation, with appropriate design considerations to account for future population growth and multimodal choices such as portal bicycle parking spaces and 0.25 mile distance to the Metro A and E Lines.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	No Conflict. The Project would place new residential units in 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 and the use of public transportation. Further, the Project would activate street frontages on the ground floor of the building encouraging pedestrian activity. As mentioned previously, the Project would include short-and-

Goals and Policies	Consistency Analysis
<p>Goal 6: Support healthy and equitable communities.</p>	<p>long-term bicycle parking to encourage bicycle use.</p> <p>No Conflict. The Project would place new residential units in a HQTAs 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 and the use of public transportation. Further, the Project would activate street frontages on the ground floor of the building encouraging pedestrian activity. As mentioned previously, the Project would include short-and-long-term bicycle parking to encourage bicycle use.</p>
<p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern in transportation network.</p>	<p>No Conflict. This policy is directed towards SCAG to support regional development patterns areas. However, the Project is an infill development within a HQTAs and a TPA which is consistent with this policy. In regard to adaptation to a changing climate, the Project would comply with the California Green Building Standards Code (CALGreen) and the City’s Green Building Code, and would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment.</p>
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>No Conflict. This policy is directed towards SCAG to leverage the use of new transportation technologies using data-driven solutions. However, as stated above, the Project is an infill development within an HQTAs and a TPA which both offer highly-efficient travel opportunities, which is consistent with this policy. The Project Sites are well served by mass transit with more than a dozen bus lines in walking distance with frequency of service intervals of 15 minutes or less during peak commute periods. The Project would provide residents and visitors with convenient access to mass transit and opportunities for walking and biking as well as 1,341 vehicle parking spaces, consisting of 581 spaces on the Site 2 and 760 spaces on the Site 3.</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>No Conflict. The Project would provide 1,249 residential units including studio, one-bedroom, two-bedroom, and three-bedroom units. The Project’s units would be contributing to a range of housing choice and available to all persons, including existing employees and residents in the City. As stated above, the Project Sites are located in an urbanized area in the City within a HQTAs and a TPA. The Project Sites are well served by mass transit with more than a dozen of bus lines in walking distance with frequency of service intervals of 15 minutes or less during peak commute periods.</p>

Goals and Policies	Consistency Analysis
	The Project would provide residents and visitors with convenient access to mass transit and opportunities for walking and biking as well as 1,341 vehicle parking spaces, consisting of 581 spaces on the Site 2 and 760 spaces on the Site 3.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	No Conflict. This policy is directed towards SCAG and does not directly apply to the Project. Development of the Project would not remove any areas that have significant value as wildlife habitats or agricultural lands given the fully graded, disturbed, and paved nature of Site 2 and Site 3 .
Guiding Principle 1: Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	No Conflict. This policy is directed towards SCAG in allocating transportation investments rather than individual development projects.
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 policy is directed towards SCAG in allocating transportation system funding. However, the Project would contribute to a safe, well maintained, and efficient multimodal transportation system. As discussed in the Transportation Assessment Study (Appendix X.1), the Project would not result in significant transportation impacts.
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. This Goal is directed towards SCAG and the City and does not apply it to individual development projects. However, the Project advances the local smart growth initiatives of Metro and the County, and the City’s Transit Oriented Communities Program, by locating residential and commercial uses designed to facilitate multiple modes of transportation.
Guiding Principle 4: Encourage RTP/SCS investments in 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 policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles. However, the Project would support the policy as it is located within a HQTa and a TPA and would support public transportation and other alternative methods of transportation.
Guiding Principle 5: Encourage transportation investments that will result in improved air quality in public health, and reduced greenhouse gas emissions.	No Conflict. This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments.
Guiding Principle 6: Monitor progress on all aspects of the plan, including the timely implementation of projects, programs, and strategies.	No Conflict. This policy directed towards SCAG and the City and not does 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 policy is directed towards SCAG and governmental agencies to encourage and support transportation investments.
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 would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems and high-performance building envelopment. Additionally, the Project would be designed and constructed to incorporate environmentally sustainable design features that

Goals and Policies	Consistency Analysis
	<p>would be equivalent to the Silver level under the LEED green building program.</p> <p>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. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. The Project Sites are also within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less and is located approximately 0.25 miles from the Metro A and E Lines at the Pico light-rail station</p>
<p>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.</p>	<p>No Conflict. This core vision topic is directed towards SCAG to ensure the safety and security of the regional transportation system and to guide, encourage, and support transportation investments.</p>
<p>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.</p>	<p>No Conflict. This core vision topic is directed towards public transportation investments and is not directly applicable to individual mixed-use residential development projects. However, the Project design would promote active transportation modes, including pedestrian and bicycle use and the use of mass transit.</p>
<p>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.</p>	<p>No Conflict. This core vision topic is directed towards SCAG goals for the region and is not directly applicable to individual mixed-use residential development projects. However, as stated above, the Project would place residential units in a HQTa and a TPA. The Project Site’s location near mass transit and in proximity to services, retail stores, and employment opportunities promotes the use of a variety of transportation options, which include walking, cycling, and the use of public transportation which supports this core vision topic.</p>
<p>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.</p>	<p>No Conflict. This core vision topic is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, the Project Site’s location near mass transit, walking distance to services, retail stores, employment opportunities, and the availability of bike parking located on the Project Site would promote a variety of transportation options.</p>
<p>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</p>	<p>No Conflict. This core vision topic is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, the Project Site’s location near mass transit, walking distance to services, retail stores, employment opportunities, and the availability of bike parking located on the Project</p>

Goals and Policies	Consistency Analysis
<p>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.</p>	<p>Site would promote a variety of transportation options to minimize environmental health impacts while fostering continued economic growth.</p>
<p>Sustainable Community Strategy 1: Focus Growth Near Destinations and Mobility Options</p>	
<p>Sustainable Community Strategy 1a: Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.</p>	<p>No Conflict. The Project’s mixed-use design and location would encourage the use of alternative transportation, including walking and bicycling opportunities. Additionally, the Project Sites are located approximately 0.25 from the Metro A and E Lines at Pico station and is located within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less.</p>
<p>Sustainable Community Strategy 1b: Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets</p>	<p>No Conflict. This strategy is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, 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. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. Moreover, the Project Sites are located approximately 0.25 from the Metro A and E Lines at Pico station and is located within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less.</p>
<p>Sustainable Community Strategy 1c: Plan for growth near transit investments and support implementation of first/last mile strategies</p>	<p>No Conflict. This strategy is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, the Project would provide 1,249 units of varying size as well as employment opportunities approximately 0.25 miles from the Metro A and E lines at Pico station. The Project would aid in accommodating projected population and employment growth by accommodating approximately 3,398 residents as further detailed in Section 4-XIV: Population and Housing of this SCEA.</p>
<p>Sustainable Community Strategy 1d: Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.</p>	<p>No Conflict. This strategy is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, the Project is an infill mixed-use development that would add housing and employment as well as increase the utilization of the Project Site, which is currently used as a surface parking lot on Site 2 and a surface parking lot on Site 3.</p>
<p>Sustainable Community Strategy 1e: Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.</p>	<p>No Conflict. This strategy is directed towards SCAG and the City and does not apply to individual development projects. However, the Project advances the local smart growth initiatives of Metro and the County, and the City’s Transit Oriented</p>

Goals and Policies	Consistency Analysis
	Communities Program, by locating residential and commercial uses designed to facilitate multiple modes of transportation.
<p>Sustainable Community Strategy 1f: Encourage design and transportation options that reduce the reliance on number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).</p>	<p>No Conflict. The Project Sites are located in a HQTa and a TPA as defined by CEQA. Additionally, the Project would develop new residential and commercial uses within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Sites are located approximately 0.25 miles from the Metro A and E Lines and is located within a 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, such as walking and biking. Thus, the Project would reduce VMT and promote alternatives to driving.</p>
<p>Sustainable Community Strategy 1g: Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking).</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p>Sustainable Community Strategy 2: Promote Diverse Housing Choices</p>	
<p>Sustainable Community Strategy 2a: Preserve and rehabilitate affordable housing and prevent displacement.</p>	<p>No Conflict. Strategy 2a is directed towards SCAG and does not apply to the Project. Nonetheless, the Project will provide a variety of dwelling units sizes including studio units, one-bedroom units two-bedroom units, and three-bedroom units. The Project would participate in the Public Benefit Payment program and would contribute a portion of the required payment to the construction of affordable housing through provision of financial resources to the Affordable Housing Trust Fund.</p>
<p>Sustainable Community Strategy 2b: Identify funding opportunities for new workforce and affordable housing development.</p>	<p>No Conflict. This strategy is directed towards SCAG in identifying funding opportunities for affordable housing development. Nonetheless, as stated above, the Project would participate in the Public Benefit Payment program and would contribute a portion of the required payment to the construction of affordable housing through provision of financial resources to the Affordable Housing Trust Fund.</p>
<p>Sustainable Community Strategy 2c: Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p>Sustainable Community Strategy 2d: Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the Project is an infill development within a HQTa and 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 in Section III: Air Quality and Section VIII: Greenhouse Gas Emissions, operational emissions</p>

Goals and Policies	Consistency Analysis
	<p>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 be consistent with this strategy.</p>
<p>Sustainable Community Strategy 3: Leverage Technology Innovations</p>	
<p>Sustainable Community Strategy 3a: Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking /drop off space.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the Project would provide 30 percent EV Ready and 10 percent EV Charging Stations of the total 1,341 parking spaces, consistent with Ordinance No. 186485. The 1,341 parking spaces would consist of 581 spaces on Site 2 and 760 spaces on Site 3.</p>
<p>Sustainable Community Strategy 3b: Improve access to services through technology such as telework and telemedicine as well as other incentives such as a “mobility wallet”, an app-based system for storing transit and other multi modal payments.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p>Sustainable Community Strategy 3c: Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the Project would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment.</p>
<p>Sustainable Community Strategy 4: Support Implementation of Sustainability Policies</p>	
<p>Sustainable Community Strategy 4a: Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.</p>	<p>No Conflict. This policy is directed towards SCAG in pursuit of funding opportunities for projects that reduce greenhouse gas emissions. Nonetheless, the Project is an infill development within a HQTa and 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 in Section III: Air Quality and Section VIII: 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 be consistent with this strategy.</p>
<p>Sustainable Community Strategy 4b: Support statewide legislation that reduces barriers to new construction and that incentivizes development new transit corridors and stations.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p>Sustainable Community Strategy 4c: Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>

Goals and Policies	Consistency Analysis
<p>Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.</p>	
<p>Sustainable Community Strategy 4d: Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p>Sustainable Community Strategy 4e: Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p>Sustainable Community Strategy 4f: Continue to support long range planning efforts by local jurisdictions.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p>Sustainable Community Strategy 4g: Provide educational opportunities to local decisionmakers and staff on new tools, best practices and policies relating to implementing the Sustainable Communities Strategy.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p>Sustainable Community Strategy 5: Promote a Green Region</p>	
<p>Sustainable Community Strategy 5a: Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p>Sustainable Community Strategy 5b: Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the Project would provide new outdoor open space including balconies, decks, a swimming pool, dining areas, event space, and dog runs which is consistent with the reduction of urban heat islands.</p>
<p>Sustainable Community Strategy 5c: Integrate local food production into the regional landscape.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p>Sustainable Community Strategy 5d: Promote more resource efficient development focus on conservation, recycling and reclamation.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the Project would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems and high-performance building envelopment. Additionally, the Project would be designed and constructed to incorporate environmentally sustainable design features that would be equivalent to the Silver level under the LEED green building program. As such, the Project would be consistent with promotion of efficient development and a focus on conservation.</p>
<p>Sustainable Community Strategy 5e: Preserve, enhance and restore regional wildlife connectivity.</p>	<p>No Conflict. This policy is directed towards SCAG and does not directly apply to the Project. As discussed above, development of the Project would not remove any areas that have significant value as wildlife habitats given the fully graded, disturbed and largely asphalted nature of the East Site and the entirely asphalted nature of the West Site.</p>

Goals and Policies	Consistency Analysis
<p>Sustainable Community Strategy 5f: Reduce consumption of resource areas, including agricultural land.</p>	<p>No Conflict. This policy is directed towards SCAG and does not directly apply to the Project. Nonetheless, development of the Project would not remove any areas that have significant value as agricultural lands given the fully graded, paved, and disturbed and largely asphalted nature of Site 2 and Site 3.</p>
<p>Sustainable Community Strategy 5g: Identify ways to improve access to public park space.</p>	<p>No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, according to the Central City Community Plan, there are approximately 7 parks and recreational facilities in the Community Plan Area. The Project would include public and private open space and recreational amenities and is located in an area with approximately 7 parks which is consistent with residents or visitors on the Project Site having access to public park space.</p>

Source: SCAG, Connect SoCal, 2020–2045 RTP/SCS, September 2020.

Notes:

Not Applicable: Actions/strategies are those that are not identified for implementation of local jurisdictions. The Project’s consistency with any actions/strategies identified for implementation by the local jurisdictions is assessed above.

City of Los Angeles General Plan

The Project would conform to objectives outlined in the City of Los Angeles General Plan (General Plan). As shown in **Table 4.11-2: City of Los Angeles Applicable General Plan – Consistency with Applicable Policies**, the Project would promote the goals of the Framework Element, Housing Element, the Mobility Plan:

**Table 4.11-2
City of Los Angeles General Plan
Consistency with Applicable Policies**

Plan Objectives	Project Consistency
City of Los Angeles General Plan	
Framework Element	
<p>Objective 3.1: Encourage and provide incentives for the development of housing in mixed-use and transit-oriented developments.</p>	<p>No Conflict. The Project is a mixed-use Project that will include 1,249 housing units with approximately 12,000 sq. ft. of neighborhood-serving commercial uses on the ground floor for the convenience of its residents, neighbors, visitors, and employees.</p>
<p>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.</p>	<p>No Conflict. The Project Sites are located in a HQT and a TPA as defined by CEQA. Additionally, the Project would develop new residential and commercial uses within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Sites are located within approximately 0.25 miles of the Metro A and E Lines at the Pico light-rail station and is located within a 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, such as walking and biking. Thus, the Project would reduce VMT, promote alternatives to driving, and aim to improve air quality. The Project would also provide approximately 509 bicycle parking spaces, open space for residential uses that would include indoor and outdoor residential common spaces, fitness center, coworking facilities, multipurpose rooms, lounge areas, a swimming pool and outdoor amenity deck, and a dog lounge and outdoor dog run.</p>
<p>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.</p>	<p>No Conflict. The Project is a mixed-use Project with ground floor retail and open space amenities for the public. Additionally, The Project’s requested transfer of floor area reinforces the City’s intent to place the highest development intensities within 0.25 miles of a transit station. The Project’s 1,249 on-site residential units and the 11,244 square feet of commercial retail space facilitates development encouraged by the City because it places the new commercial and high-density residential uses in a transit-oriented area while preserving lower-intensity residential neighborhoods</p>

Plan Objectives	Project Consistency
<p>Objective 3.4: Encourage new multifamily residential, retail commercial, and office development in the City’s neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p>	<p>No Conflict. 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. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. The Project is also within walking distance of the Metro Pico light-rail station. Moreover, the Project would place the new commercial and high-density residential uses in a transit-oriented area while preserving lower-intensity residential neighborhoods.</p>
<p>Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, 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. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. Moreover, the Project Sites are approximately 0.25 miles from the Metro Pico light-rail station. The Project Sites are also within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less.</p>
<p>Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.</p>	<p>No Conflict. The Project includes the development of a mixed-use project providing both residential and commercial uses. The Project’s construction of 1,249 new housing units in this specific location will significantly increase the livability in the South Park neighborhood and accommodate for the anticipated population growth in the City. The Project would be located nearby both residential and office uses and would provide jobs and housing for professional workers in a growing neighborhood of Downtown Los Angeles, allowing more people to live closer to where they work.</p>
<p>Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.</p>	<p>No Conflict. The Project would redevelop two sites that are currently surface parking lots with two mixed-use residential high-rise buildings with associated ground floor commercial uses. The Project’s commercial component of the Project would attract and increase pedestrian activity by facing the 11th Street and Olive Street frontages.</p>
<p>Goal 3G: A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.</p>	<p>No Conflict. The Project includes the development of a mixed-use project providing both residential and commercial uses. The Project’s construction of 1,249 new housing units in this specific location will significantly increase the livability in the South Park neighborhood and accommodate for the anticipated population growth in the City. The</p>

Plan Objectives	Project Consistency
	<p>Project would be located nearby both residential and office uses and would provide jobs and housing for professional workers in a growing neighborhood of Downtown Los Angeles, allowing more people to live closer to where they work.</p>
<p>Objective 3.11: Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.</p>	<p>No Conflict. The Project includes the development of two mixed-use high-rise buildings providing both residential and commercial uses. The Project would be located nearby a variety of land uses within walking distance of each other, including grocery stores, entertainment centers, museums, parks, gyms, schools, restaurants, banks, and office buildings, which is consistent with the character of the Downtown Center..</p>
<p>Goal 3K: Transit stations to function as a primary focal point of the City’s development.</p>	<p>No Conflict. The Project Sites are located in a HQT and a TPA as defined by CEQA. Additionally, the Project Sites are located within approximately 0.25 miles of the Metro A and E Lines at the Pico light-rail station and is located within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. Thus, the Project encourages the use of the City’s transit stations.</p>
<p>Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible uses.</p>	<p>No Conflict. The Project includes the development of a mixed-use project providing both residential and commercial uses. The Project’s requested transfer of floor area reinforces the City’s intent to place the highest development intensities within 0.25 miles of a transit station. The Project’s 1,249 on-site residential units and approximately 12,000 square feet of commercial retail space facilitates development encouraged by the City because it places the new commercial and high-density residential uses in a transit-oriented area while preserving lower-intensity residential neighborhoods.</p>
<p>Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded.</p>	<p>No Conflict. The Project includes the development of a mixed-use project providing both residential and commercial uses. The Project would redevelop two existing surface parking lots into two high-rise buildings. The Project is located approximately 0.25 miles from the Metro Pico Station with access to the A and E Lines.</p>
<p>Policy 3.15.4: Design and Site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.</p>	<p>No Conflict. The Project would redevelop two sites that are currently surface parking lots with two mixed-use residential high-rise buildings with associated ground floor commercial uses. The Project’s commercial component of the Project would attract and increase pedestrian activity by facing the 11th Street and Olive Street frontages.</p>
<p>Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.</p>	<p>No Conflict. As described above, the Project would redevelop two sites that are currently surface parking lots with two mixed-use residential high-rise buildings with associated ground floor commercial uses. The Project’s commercial component of the Project</p>

Plan Objectives	Project Consistency
	<p>would attract and increase pedestrian activity by facing the 11th Street and Olive Street frontages. In addition, the Project would enhance pedestrian activity by providing a pedestrian passage adjacent to the parking entrances which would link Olive Street and the Margo Street alley with a walkway across the Margo Street alley to the South Park Commons and a pedestrian plaza space at the corner of the 11th Street and Olive Street frontages adjacent to the Project's commercial uses.</p>
<p>Objective 4.2: Encourage the location of new multifamily 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.</p>	<p>No Conflict. The Project Sites are located in a Transit Priority Area. The Project would place residential units and ground-floor commercial space in a mass transit-rich area. Additionally, the Project's addition of 1,249 residential units in a dense urban commercial area with existing office and residential towers up to 38-stories aids in preserving surrounding lower-density residential neighborhoods.</p>
<p>Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</p>	<p>No Conflict. The Project would maintain the street walls on 11th Street and Olive Street to prioritize active retail uses and active residential lobby street frontages to engage the site with street-life and promote pedestrian activity. As a mixed-use Project with 24-hour residential activity, there would be residents and visitors on the Site throughout day and night, acting as natural surveillance in addition to security measures such as adequate lighting, clear definition of spaces, and on-site security personnel. These design features will put eyes both on the street and on the Project Site.</p>
<p>Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.</p>	<p>No Conflict. As a mixed-use Project with 24-hour residential activity, there would be residents and visitors on-site throughout day and night acting as natural surveillance, in addition to security measures such as adequate lighting, clear definition of spaces, and on-site security personnel. These design features will put eyes both on the street and on the Project Site, facilitating observation and natural surveillance.</p>
<p>Policy 5.9.2: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.</p>	<p>No Conflict. The Project would maintain the street walls on 11th Street and Olive Street to prioritize active retail uses and active residential lobby street frontages to engage the site with street-life and promote pedestrian activity. As a mixed-use Project with 24-hour residential activity, there would be residents and visitors on-site throughout day and night acting as natural surveillance, in addition to security measures such as adequate lighting, clear definition of spaces, and on-site security personnel. These design features will put</p>

Plan Objectives	Project Consistency
<p>Objective 6.4: Ensure that the City’s open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.</p>	<p>eyes both on the street and on the Project Site, facilitating observation and natural surveillance.</p> <p>No Conflict. The Project would have open space provided in the form of extensively landscaped terraces with landscape and hardscape, an amenity deck featuring lounge areas, a swimming pool, dining areas, a fitness center, a plaza on the ground floor of the building, and outdoor decks distributed throughout the residential buildings. On-site recreational areas and amenities would positively contribute to residents’ access to open space or parks.</p>
<p>Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.</p> <p>Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.</p> <p>Encourage the improvement of open space, both on public and private property, as opportunities arise....</p>	<p>No Conflict. As discussed above, the Project would have open space provided in the form of extensively landscaped terraces with landscape and hardscape, an amenity deck featuring lounge areas, a swimming pool, dining areas, a fitness center, a plaza on the ground floor of the building, and outdoor decks distributed throughout the residential buildings. On-site recreational areas and amenities would positively contribute to residents’ access to open space or parks. The area is primarily comprised of office, commercial, and residential buildings with surface parking lots. The new residential common spaces would create a healthy and community oriented residential development by providing gathering space for residents and visitors to socialize.</p>
<p>Objective 7.2:</p> <p>Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.</p>	<p>No Conflict. The Project would contribute to the economic development of the community and the City while providing a mix of uses, specifically residential and retail, that would sustain economic growth.</p>
<p>Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.</p>	<p>No Conflict. The Project would be a mixed-use transit-oriented development with 1,249 residential units and approximately 12,000 square footage of commercial uses which would concentrate growth in South Park within 0.25 miles of the Metro Pico Station. The Project would not cause commercial encroachment on existing neighborhoods because the commercial uses would replace the existing surface parking lot on site.</p>
<p>Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>	<p>No Conflict. The Project would be a mixed-use transit-oriented development with 1,249 residential units and approximately 12,000 square footage of commercial uses which would concentrate growth in South Park within 0.25 miles of the Metro Pico Station.</p>

Plan Objectives	Project Consistency
<p>Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.</p>	<p>No Conflict. The commercial component of the Project would include neighborhood-serving uses such as restaurants and retail that would cater to both residents and visitors.</p>
<p>Policy 7.6.3: Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers.</p>	<p>No Conflict. As discussed above, the commercial component of the Project would include neighborhood-serving uses such as restaurants and retail that would cater to both residents and visitors.</p>
<p>Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s work force to both live and work in the City.</p>	<p>No Conflict. The Project would construct 1,249 residential units ranging in size from studio to three-bedroom within 0.25 miles of the Metro Pico Station. The commercial component of the Project would provide neighborhood-serving commercial uses that include retail and restaurants on the ground floor. The location of the Project near transit would reduce the need for reliance on single-occupancy vehicles and would reduce transportation costs for residents, visitors, and employees. Future residents would be able to live and work in the same neighborhood.</p>
<p>Housing Element Goals, Objectives, and Policies</p>	
<p>Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.</p>	<p>No Conflict. The Project would include the construction of 1,249 new residential units ranging from studios to three-bedroom units, which will provide a supply of different housing types to meet the City’s housing projection needs.</p>
<p>Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.</p>	<p>No Conflict. As described above, the Project would include the construction of 1,249 new residential units ranging from studios to three-bedroom units, which will provide a supply of different housing types. In addition, based on the Project’s proximity to amenities, especially within a quarter-mile distance, and with access to existing bus lines and the Metro A and E Lines, the Project would address the particular needs and desires of the City’s households to meet the needs of the City’s households.</p>
<p>Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.</p>	<p>No Conflict. As described above, the Project would include the construction of 1,249 new residential units ranging from studios to three-bedroom units, which will provide a supply of different housing types, expanding opportunities for residential development. The Project would also preserve the character of the existing South Park neighborhood with its location near existing high-rise buildings and away from the single-family residential areas.</p>
<p>Policy 1.1.5: Develop financial resources for new construction of affordable housing.</p>	<p>No Conflict. The Project would contribute to the Affordable Housing Trust Fund through the Public Benefit Payment program to aid in the construction of affordable housing in the City.</p>
<p>Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to</p>	<p>No Conflict. The Project at its proposed density and floor area would allow the construction of 1,249 new residential units ranging from</p>

Plan Objectives	Project Consistency
<p>meet the projections of housing needs, according to the policies and objectives of the City’s Framework Element of the General Plan.</p>	<p>studios to three-bedroom units, which will provide a supply of different housing types to meet the City’s housing projection needs. As described above, the Project would contribute to the Affordable Housing Trust Fund through the Public Benefit Payment program to aid in the construction of affordable housing in the City.</p>
<p>Goal 2: Facilitate high quality, healthy housing in neighborhoods that mix incomes and improve accessibility to jobs and services by encouraging residential proximity to these compatible land uses.</p>	<p>No Conflict. The Project would promote a safe, livable and sustainable neighborhood in the South Park neighborhood in the Central City Community Plan area with its 1,249 new units of housing immediately adjacent to offices, retail, restaurants, and within 0.25 miles of an existing Metro station. The Project embodies the Housing Element Goal to improve accessibility to jobs and services and encourage residential development with compatible uses.</p>
<p>Objective 2.1: Promote safety and health within neighborhoods.</p>	<p>No Conflict. As described above, the Project would promote a safe, livable, and sustainable neighborhood in the South Park neighborhood in the Central City Community Plan area with its 1,249 new units of housing immediately adjacent to offices, retail, restaurants, and within 0.25 miles of an existing Metro station. The design and location of the Project encourages pedestrian activity and promotes a healthy and sustainable lifestyle.</p>
<p>Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.</p>	<p>No Conflict. As described above, the Project would promote a safe, livable, and sustainable neighborhood in the South Park neighborhood in the Central City Community Plan area with its 1,249 new units of housing immediately adjacent to offices, retail, restaurants, and within 0.25 miles of an existing Metro station. The design and location of the Project encourages pedestrian activity and promotes a healthy and sustainable lifestyle.</p>
<p>Policy 2.2.2: Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework element, as reflected in Map ES.1.</p>	<p>No Conflict. The Project would be a transit-oriented development and would accommodate projected growth in a sustainable way as reflected in Housing Element Map ES.1, which shows the route of the Metro Lines in Downtown Los Angeles.</p>
<p>Policy 2.2.3: Promote and facilitate a jobs/housing balance at a citywide level.</p>	<p>No Conflict. The Project’s creation of additional residential units near jobs will help improve the jobs/housing balance in the City. The immediate area near the Project has an existing abundance of jobs. The Project would help balance the jobs/housing balance in the City by constructing 1,249 units of new multi-family housing.</p>
<p>Policy 2.2.5: Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.</p>	<p>No Conflict. The Project would provide recreational amenities for residents and employees on-site which would support the planned population while the retail opportunities would enhance the quality of life for current residents and workers nearby.</p>
<p>Objective 2.4: Promote livable neighborhoods with a mix of housing types, quality design and</p>	<p>No Conflict. The Project’s 1,249 multi-family residential units will provide a mix of housing types with quality design for a livable</p>

Plan Objectives	Project Consistency
<p>a scale and character that respects unique residential neighborhoods in the City.</p>	<p>neighborhood. The Project would have a high-quality visual presence with appealing landscaping and open space areas in an urban setting. The Project’s location, scale, and character would be compatible with the existing commercial development in the area, preserving the existing commercial and multiple-family residential neighborhoods.</p>
<p>Policy 2.4.1: Promote preservation of neighborhood character in balance with facilitating new development.</p>	<p>No Conflict. The Project would not interfere with the character of the existing multi-family developments in the area. As described above, the Project would have a high-quality visual presence with appealing landscaping and open space areas in an urban setting. The Project’s location, scale, and character would be compatible with the existing commercial development in the area, preserving the existing commercial and multiple-family residential neighborhoods. The nearest single-family residential neighborhoods are approximately 0.75 miles to the west of the I-110 Freeway. As a result, no single-family neighborhood will be affected by the new development.</p>
<p>Policy 2.4.2: Develop and implement design standards that promote quality development.</p>	<p>No Conflict. The Project would be aesthetically-pleasing and would feature complementary styled new housing units with private balconies, amenity decks, and attractive landscaping. The Project would be a quality residential development with private balconies for some units, common outdoor recreational amenities, and attractive landscaping.</p>
<p>Mobility Element</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 Sites are located in an urbanized area in the City within a HQTAs and a TPA. The Project would develop new residential and commercial uses in walking distance to numerous services, retail, and employment opportunities. The Project’s exterior design would create a public plaza space for residents, visitors, and employees at the corner of Olive Street and 11th Street. Additionally, the Project Sites are located within 0.25 miles of the Metro Pico Station with access to the A and E Lines and within a 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. The Project’s residential, retail and restaurant uses would promote pedestrian activity and circulation, and would create direct pedestrian connections between the Project and the Metro transit infrastructure. The Project would not include unusual or hazardous design features. Primary vehicular access for residential and commercial uses would be provided via full-access driveways along Victoria Avenue for the West Site and along Bronson Avenue for the East Site. This would provide connection to the parking amenities. The Project does not include any hazardous design features, which would impede emergency access, as discussed in Section 4-XVII: Transportation of this SCEA.</p>

Plan Objectives	Project Consistency
	<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, employment opportunities, and the availability of bike parking located on the Project Site would promote a variety of transportation options.</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 Sites are located in an urbanized area in the City within a HQTa and a TPA. The Project would develop new residential and commercial uses in walking distance to numerous services, retail, and employment opportunities. The Project’s exterior design would create a public plaza space for residents, visitors, and employees at the corner of Olive Street and 11th Street. Additionally, the Project Sites are located within 0.25 miles of the Metro Pico Station with access to the A and E Lines and within a 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. The Project’s residential, retail and restaurant uses would promote pedestrian activity and circulation, and would create direct pedestrian connections between the Project and the Metro transit infrastructure.</p>
<p>Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive services.</p>	<p>No Conflict. The Project is an infill development within a HQTa and 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.</p>
<p>Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle facilities.</p>	<p>No Conflict. The Project would provide approximately 509 bicycle parking spaces. The Project would be located within one block of Hope Street and Hill Street, which are part of the Neighborhood Bikeway Network as outlined in the City’s 2010 Bicycle Plan. The provision of dedicated safe and secure bicycle parking and proximity to a bicycle network would encourage bicycle use among the residents, employees, and visitors to the Project Sites.</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. The Project Sites are located in an urbanized area in the City within a HQTa and a TPA. The Project would develop new residential and commercial uses in walking distance to numerous services, retail, and employment opportunities. The Project’s exterior design would create a public plaza space for residents, visitors, and employees at the corner of Olive Street and 11th Street. Additionally, the Project Sites are located within 0.25 miles of the Metro Pico Station with access to the A and E Lines and within a 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 reduce dependence on single-occupancy vehicles.</p>

Source: City of Los Angeles, General Plan.

Downtown Community Plan

Consistency with the Community Plan is analyzed in **Table 4.11-3: Downtown Community Plan Consistency:**

**Table 4.11-3
Downtown Community Plan Consistency**

Goals/Policies	Discussion
Transit Core	
<p>LU Goal 19 Dense centers of employment, housing, and entertainment uses with the highest intensity of development, well-served by a convergence of multiple transit lines.</p>	<p>No Conflict. The Project Sites are located in a HQTA and a TPA as defined by CEQA. Additionally, the Project would develop new residential and commercial uses within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Sites are located within approximately 0.25 miles of the Metro A and E Lines at the Pico light-rail station and is located within a 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, such as walking and biking. Thus, the Project would reduce VMT, promote alternatives to driving, and aim to improve air quality. The Project would also provide approximately 509 bicycle parking spaces, open space for residential uses that would include indoor and outdoor residential common spaces, fitness center, coworking facilities, multipurpose rooms, lounge areas, a swimming pool and outdoor amenity deck, and a dog lounge and outdoor dog run.</p>
<p>LU 19.2 Ensure a vibrant mixture of land uses, including office, hotel, retail, residential, cultural, and entertainment, that together reinforce Downtown as the primary center of urban activity in the Southern California region.</p>	<p>No Conflict. The Project would consist of mixed-use development including new residential and commercial uses within walking distance to numerous services, retail, and employment opportunities.</p>
<p>LU 19.3 Encourage the redevelopment of underutilized buildings and properties to accommodate demand for housing and jobs that contribute to a vibrant Downtown.</p>	<p>No Conflict. The Project would redevelop two sites that are currently surface parking lots with two mixed-use residential high-rise buildings with associated ground floor commercial uses. The Project’s commercial component of the Project would attract and increase pedestrian activity by facing the 11th Street and Olive Street frontages. The Project would contribute to a vibrant Downtown in the South Park neighborhood.</p>
<p>LU GOAL 21 A variety of housing options for a range of income levels, supported by services and amenities, integrated into a mixed-use community.</p>	<p>No Conflict. The Project would include the construction of 1,249 new residential units ranging from studios to three-bedroom units, which will provide a of variety of housing options. The Project would contribute to the Affordable Housing Trust Fund through the Public</p>

Goals/Policies	Discussion
	<p>Benefit Payment program to aid in the construction of affordable housing in the City. The Project would be immediately adjacent to offices, retail, restaurants, and within 0.25 miles of an existing Metro station. The design and location of the Project integrate it as part of a mixed-use community.</p>
<p>LU 21.1 Encourage the development and preservation of sustainable and complete neighborhoods, where workers and residents have safe and convenient access to jobs, open space, commercial services, and amenities.</p>	<p>No Conflict. The Project includes the development of a mixed-use project providing both residential and commercial uses. The Project’s construction of 1,249 new housing units in this specific location will significantly increase the livability in the South Park neighborhood and accommodate for the anticipated population growth in the City. The Project would be located nearby both residential and office uses and would provide jobs and housing for professional workers in a growing neighborhood of Downtown Los Angeles, allowing more people to live closer to where they work.</p>
<p>LU 21.2 Create a range of housing options that supports a diversity of housing needs and affordability levels, in a manner that contributes to a resilient community.</p>	<p>No Conflict. The Project would include the construction of 1,249 new residential units ranging from studios to three-bedroom units, which will provide a of variety of housing options. The Project would contribute to the Affordable Housing Trust Fund through the Public Benefit Payment program to aid in the construction of affordable housing in the City.</p>
<p>LU Goal 22 Distinctly urban neighborhoods that have the highest levels of pedestrian activity, well designed buildings that meet the sky to create an interesting skyline, and ground floors that meet the street to contribute to any vibrant public realm.</p>	<p>No Conflict. The Project’s commercial component of the Project would attract and increase pedestrian activity by facing the 11th Street and Olive Street frontages. In addition, the Project would enhance pedestrian activity by providing a pedestrian passage adjacent to the parking entrances which would link Olive Street and the Margo Street alley with a walkway across the Margo Street alley to the South Park Commons and a pedestrian plaza space at the corner of the 11th Street and Olive Street frontages adjacent to the Project’s commercial uses. The Project would be aesthetically pleasing and would contribute to the Downtown skyline and public realm. The Project would feature complementary styled new housing units with private balconies, amenity decks, and attractive landscaping.</p>
<p>LU 22.1 Encourage well designed, intensive development that contributes to a safe and inviting pedestrian realm and includes substantial benefits that reinforce downtown's character and enhance livability.</p>	<p>No Conflict. The Project would redevelop two sites that are currently surface parking lots with two mixed-use residential high-rise buildings with associated ground floor commercial uses. The Project would maintain the street walls on 11th Street and Olive Street to prioritize active retail uses and active residential lobby street frontages to engage the site with street-life and promote pedestrian activity. As a mixed-use Project with 24-hour residential activity, there would be</p>

Goals/Policies	Discussion
	<p>residents and visitors on the Site throughout day and night, acting as natural surveillance in addition to security measures such as adequate lighting, clear definition of spaces, and on-site security personnel. These design features will put eyes both on the street and on the Project Sites, enhancing safety and livability.</p>
<p>LU 22.2 Foster and reinforce incohesive, pedestrian friendly, inviting streetscapes that promote walking, bicycling, and transit use. Encourage the creative infill of landscaped setbacks and inoperative spaces, such as those resulting from inconsistent street walls.</p>	<p>No Conflict. The Project’s commercial component of the Project would attract and increase pedestrian activity by facing the 11th Street and Olive Street frontages. The Project would maintain the street walls on 11th Street and Olive Street to prioritize active retail uses and active residential lobby street frontages to engage the site with street-life and promote pedestrian activity. The Project would also include 509 bicycle parking spaces and is located within approximately 0.25 miles of the Metro A and E Lines at the Pico light-rail station and is located within a ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less, encouraging transit use.</p>
<p>LU 22.5 Promote the activation of ground floors of buildings and public plazas with enlivening uses such as kiosks and shops to create a lively urban environment and seamless interaction between private open space and sidewalks.</p>	<p>No Conflict. The Project’s commercial component of the Project would attract and increase pedestrian activity by facing the 11th Street and Olive Street frontages.</p>
<p>LU 22.6 Encourage new developments to contribute to the pedestrian and open space network with publicly accessible plazas and paseos. Design these spaces with appropriate shade and landscaping.</p>	<p>No Conflict. The Project would contribute to the pedestrian and open space network with a publicly accessible pedestrian plaza space with appropriate shade and landscaping at the corner of the 11th Street and Olive Street frontages adjacent to the Project’s commercial uses.</p>
<p>LU 22.7 Develop well-designed towers that include upper floor building design and rooflines that create visual interest and contribute to a distinctive skyline.</p>	<p>No Conflict. The proposed building on Site 2 would be 51 stories and approximately 603 feet in height. The proposed building on Site 3 would be 60 stories and approximately 698 feet in height. Commercial retail, office, restaurant, parking, residential, and mixed-use land uses ranging in various heights, with low-, mid-, and high-rise buildings are in close proximity to the Project Sites. There are more than a dozen buildings greater than 600 feet in height within Downtown Los Angeles. The Project would be aesthetically pleasing and would enhance the public realm. The Project would feature complementary styled new housing units with private balconies, amenity decks, and attractive landscaping. As such, the building design and rooflines of the proposed Project would be compatible with the visual character of Downtown Los Angeles and contribute to a distinctive skyline.</p>

Goals/Policies	Discussion
<p>LU 22.11 In the South Park neighborhood, seek opportunities to adapt alleys into sustainable, safe, inviting, and vibrant spaces that function as publicly accessible open space and pedestrian paths of travel, while accommodating necessary vehicular and loading functions.</p>	<p>No Conflict. The Project would enhance pedestrian activity by providing a pedestrian passage adjacent to the parking entrances which would link Olive Street and the Margo Street alley with a walkway across the Margo Street alley to the South Park Commons and a pedestrian plaza space at the corner of the 11th Street and Olive Street frontages adjacent to the Project’s commercial uses.</p>

Source: Downtown Community Plan, 2021.

Central City Community Plan

The Project is consistent with the applicable goals and policies of this Specific Plan, as discussed in **Table 4.11-4: Central City Community Plan Consistency.**

**Table 4.11-4
Central City Community Plan Consistency**

Objectives and Policies	Consistency Analysis
Objective 1-1 To promote development of residential units in South Park.	No Conflict. The Project is a mixed-use development that would add 1,249 multi-family residential units to the City’s housing stock in South Park without displacement of any existing housing.
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 would fully comply with zoning standards with approximately 99 percent of the Project floor area devoted to residential use and approximately 1 percent of the floor area devoted to neighborhood-serving commercial uses.
Objective 1-2 To increase the range of housing choices available to Downtown employees and residents.	No Conflict. The Project includes a mixed-use development which would add new housing choices in the South Park area to meet market demand in the City’s housing-impacted Downtown.
Objective 1-3 To foster residential development which can accommodate a full range of incomes.	No Conflict. The Project includes mixed-use development that would include a mix of units that will accommodate a range of incomes.
Policy 1-3.1 Encourage a cluster neighborhood design comprised of housing and services. (This includes designing schools, supermarkets, parks, neighborhood parks).	No Conflict. The design of the Project’s 51-and-60-story towers with on-site recreational amenities and ground floor retail meets the intent of this policy to cluster housing and services within a neighborhood design.
Objective 2-1 To improve Central City’s competitiveness as a location for offices, business, retail, and industry.	No Conflict. The Project includes mixed-use development that would improve the Central City area’s competitiveness as a location for offices, business, retail and industry by providing 1,249 high quality residential units and in the core of Downtown Los Angeles.
Policy 2-1.2 To maintain a safe, clean, attractive, and lively environment.	No Conflict. The Project includes mixed-use development that would improve the appearance of the Project Sites, which are currently two surface parking lots.
Objective 2-2 To retain the existing retail base in Central City.	No Conflict. The Project’s mixed-use development with new a retail component and expanded customer base would not only help retain the existing retail base in the Central City, but also increase it.

Objectives and Policies	Consistency Analysis
<p>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.</p>	<p>No Conflict. The Project would provide approximately 12,000 square feet of commercial floor area which would enhance the existing retail base in the Central City area.</p>
<p>Policy 2-2.3 Support the growth of neighborhoods with small, local retail services.</p>	<p>No Conflict. The Project would provide approximately 12,000 square feet of commercial floor area which would support the growth of neighborhoods by providing local retail services.</p>
<p>Objective 2-3 To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.</p>	<p>No Conflict. No Conflict. The Project’s addition of 1,249 new residential units and approximately 12,000 square feet of commercial uses will add day- and night-time population to the South Park area which furthers the goal of addressing the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.</p>
<p>Objective 2-4 To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.</p>	<p>No Conflict. The Project’s addition of 1,249 new residential units and approximately 12,000 square feet of commercial uses will add day- and night-time population to the South Park area which furthers the goal of creating an active 24-hour downtown environment.</p>
<p>Policy 2-4.1 Promote night life 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 would allow tenants of the proposed commercial space may include restaurants or other specialty activities that promote nightlife activity.</p>

Source: Central City Community Plan, 2003.

City Center Redevelopment Plan

The Project is consistent with the applicable goals and policies of this Specific Plan, as discussed in **Table 4.11-5: City Center Redevelopment Plan Consistency.**

**Table 4.11-5
City Center Redevelopment Plan Consistency**

Objectives	Consistency Analysis
<p>Objective 1. To eliminate and prevent the spread of blight and deterioration and to rehabilitate and redevelop the Project Area in accordance with this Plan.</p>	<p>No Conflict. The Project includes mixed-use development that would improve the appearance of the Project Site, which are currently two surface parking lots. The Project would also contribute to this objective by creating a mixed-use development that would add 1,249 multi-family residential units to the City’s active Downtown center.</p>
<p>Objective 2. To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.</p>	<p>No Conflict. The Project would provide approximately 12,000 square feet of commercial floor area which would support the growth of neighborhoods in Downtown by providing local retail services as well as 1,249 multi-family residential units.</p>
<p>Objective 3. To create an environment that will prepare, and allow, the Central City to accept that share of regional growth and development which is appropriate, and which is economically and functionally attracted to it.</p>	<p>No Conflict. The Project includes mixed-use development that would improve the Central City area’s competitiveness as a location for offices, business, retail and industry by providing 1,249 high quality residential units and in the core of Downtown Los Angeles. In addition, the Project’s approximately 12,000 square feet of commercial uses would provide space for increased economic growth within the City.</p>
<p>Objective 4. 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>	<p>No Conflict. The Project’s addition of 1,249 new residential units and approximately 12,000 square feet of commercial uses will add day- and night-time population to the South Park area which furthers the objective of addressing the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism. The Project would allow tenants of the proposed commercial space may include restaurants or other specialty activities that promote nightlife activity. Additionally, the Project’s mixed-use development, with new a retail component and expanded customer base, would not only help retain the existing retail base in the Central City, but also increase it.</p>
<p>Objective 9. 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</p>	<p>No Conflict. The design of the Project’s 51-and-60-story towers with on-site recreational amenities and ground floor retail meets the intent of this objective to cluster housing</p>

Objectives	Consistency Analysis
<p>walking and sitting, and to develop an open space infrastructure that will aid in the creation of a cohesive social fabric.</p>	<p>and public amenities within a neighborhood design. The Project would also introduce new open space to this area within the City for the public to interact and support this objective. The Project would have a designed relationship to one another through the uniform MyFig improvements, consistent streetscape, and overall pedestrian experience. Through thoughtful, object-oriented urban design, the Project would create a new landscape for pedestrians including: rounded raised planters at Site 2, vertical vine bases at Crescent Heights, and future sculptural elements at Site 3. Collectively, these additions to the streetscape would facilitate movement, form space, and bring an artful, visual cohesion to the intersection.</p>
<p>Objective 13. To provide high and medium density housing close to employment and available to all ethnic, social and economic groups, and to make an appropriate share of the City’s low- and moderate-income housing available to residents of the area.</p>	<p>No Conflict. The Project includes a mixed-use development which would add new housing choices in the South Park area to meet market demand in the City’s housing-impacted Downtown. The Project would also include a mix of units that will accommodate a range of incomes.</p>

Source: City Center Redevelopment Plan, 2002.