

FINDINGS

(As Amended by the Planning Land Use and Management Committee on August 26, 2025)

1. Transfer of Floor Area Rights

The following are the findings for a Transfer of Floor Area for Projects involving a Transfer on a Receiver Site within the Central City TFAR Area which is not located within the City Center Redevelopment Project Area as required by LAMC 14.5.6 A.2.

- a. **Pursuant to Section 14.5.6 A.2 of the LAMC, the increase in Floor Area generated by the proposed Transfer is appropriate with respect to location and access to public transit and other modes of transportation, compatible with other existing and proposed developments and the City's supporting infrastructure, or otherwise appropriate for the long-term development of the Central City.**

The Project Site is currently developed with The Bloc, a mixed-use development comprised of hotel, office, and commercial uses, a portal to the Metro 7th Street/Metro Center Station and an outdoor plaza. The Project proposes the development of a 41-story residential tower, the addition of two above-ground parking levels, and the enclosure of the existing nine-story podium building's rooftop parking level, resulting in a 53-story, 710 feet tower. All existing uses would remain, excluding 24,342 square feet of theater and retail uses which would be demolished to accommodate the new residential tower. Once constructed, the Project and existing uses would total 1,894,988 square feet of floor area. In addition, a Sign District would be established for the entire Project Site that includes Digital Displays, Supergraphics, High-Rise Sign 2 Signs, Advertising Kiosks, and on- and off-site signage.

The Project Site is well-served by public transit, including both rail and bus service. In addition to the on-site portal to the Metro 7th Street/Metro Center Station, which provides direct service to Metro's A, B, D, and E Lines, the site is served by multiple local and inter-city transit operators including the 720 Rapid bus line, the 460 and 489/487 Express lines, and 19 local lines (4, 10, 14, 16, 18, 20, 28, 37, 51, 53, 55, 60, 62, 66, 70, 76, 78, 81, and 94), operated by Metro, 10 Commuter Express lines, four Downtown Area Short Hop (DASH) bus lines (A, B, E, and F), operated by the City of Los Angeles Department of Transportation (LADOT), seven lines operated by Foothill Transit, two lines operated by Orange County Transportation Authority (OCTA), one Santa Monica Big Blue Bus line, one Antelope Valley Transit authority line, and one Torrance Transit bus line. In addition to available public transit, regional access to the Site is also provided by State Route 110 (SR-110 or Harbor Freeway), which runs north-south approximately 0.4 miles west of the Project Site. Major arterials providing regional access to the Project Site vicinity include 7th, Street, 8th Street, Flower Street, and Hope Street.

The Project Site is located in an area which is developed with mid- to high-rise, commercial, residential, and mixed-use buildings. Surrounding towers include the 73-story Wilshire Grand Center, 53-story 777 Tower, 41-story EY Plaza, 53-story Figueroa at Wilshire Tower, 52-story Citi National Tower, 62-story AON Tower, 77-story LA Grand Hotel Building, and 73-story US Bank Tower, and would therefore be compatible with the current density and mix of uses in the vicinity. To the immediate north of the site, across 7th Street, are the mid-rise Roosevelt Lofts and 655 Hope Condos adaptive reuse residential buildings, to the east of the Project Site across Hope Street are mid-rise commercial and retail buildings, a three-story religious building, and a parking structure,

to the south of Project Site across 8th Street are two multi-story, mixed-use buildings with ground floor commercial uses, the 8th+Hope Apartments and the Gas Company Lofts and to the west of the Project Site, across Flower Street, are two multi-story parking garages, a surface parking lot, a multi-story office building, a portion of which is approved to be redeveloped with a new 41-story mixed-use tower. In addition, construction of a 41-story mixed-use building is underway at the intersection of Figueroa Street and 8th Street.

The Project's location is well-served by infrastructure, as the area is currently developed with a mix of uses connected to existing utilities serving the area. The recent expansion of development has furthermore resulted in extensive study, and provision if deemed necessary, of utilities in the area.

The increase in floor area generated by the proposed Transfer would allow the development of a compatible residential project consisting of 466 residential condominium units with varying unit types on the Receiver Site. The Project is considered an infill development within a developed and improved area of the City, which is developed with high-rises, residential uses, and commercial uses. The Project Site's FAR of 7.6:1 (based on the existing floor area of 1,424,314 square feet on a 186,674 square foot site) is nonconforming and legally exceeds the 6:1 maximum set by the D Limitation per Ordinance No. 164,307 as the existing building was constructed in the 1970s, prior to the adoption of the site's D Limitation. The lot area of the Project Site is 186,674 square feet, which would allow for 1,120,044 square feet of floor area based on a 6:1 FAR. In accordance with Footnote 3 of the Central City Community Plan, the Applicant has requested a transfer of 470,674 square feet of floor area from the Los Angeles Convention Center (Donor Site), located at 1201 South Figueroa Street, to permit a maximum of 1,894,988 square feet of floor area on the Project Site (Receiver Site). The Transfer is appropriate for the long-term development of the Central City because it will enable the Project to include residential uses in the Financial Core neighborhood, contributing to the revitalization Downtown including job creation and increased City tax revenue generation, maintaining the strong image of Downtown as the major center of the metropolitan region, establishing of a 24-hour community in Downtown, and serving as a linkage and catalyst for other Downtown development.

The Project Site includes an on-site portal to the Metro 7th Street/Metro Center Station, is centrally located near multiple transit services, would be compatible with densely developed surroundings in the Financial Core neighborhood and the City's supporting utility infrastructure, and would be in close proximity to jobs, housing, and a wide range of uses and public services. Thus, the proposed Transfer will be appropriate for the Receiver Site.

b. The Transfer Plan serves the public interest.

As part of the Transfer Plan, a Public Benefit Payment is required and must serve a public purpose, such as: providing for affordable housing; public open space; historic preservation; recreational; cultural; community and public facilities; job training and outreach programs; affordable child care; streetscape improvements; public arts programs; homeless services programs; or public transportation improvements. The Transfer serves the public interest by facilitating a project that will contribute to the sustained economic vitality of the Central City area, and by contributing a total Public Benefit Payment of \$16,792,316 (based on a formula that includes the Transfer of 470,674 square feet) and a TFAR Transfer Payment of \$2,353,370 (based on the Transfer of 470,674 square feet from the Convention Center multiplied by \$5), in accordance with Los

Angeles Municipal Code (LAMC) Section 14.5.10. The Public Benefit Payment consists of a 50 percent cash payment of \$8,396,158 to the Public Benefit Payment Trust Fund, and 17.9 percent of the payment for public benefits to be directly provided by the Applicant to the CD 14 Affordable Housing Trust Fund for Acquisition in Little Tokyo in the amount of \$3,000,000; 17.9 percent of the payment for public benefits to be directly provided by the Applicant to the CD 14 Public Benefits Trust Fund for Downtown Los Angeles Street Lighting Repair in the amount of \$3,000,000; and 14.3 percent of the payment for public benefits to be directly provided by the Applicant to CD 14 Public Benefit Trust Fund in the amount of \$2,396,158, as indicated in the table below. As such, the Transfer of Floor Area serves the public benefit interest as it complies with the specific requirement for the transfer to occur.

The Bloc Public Benefit Payment Transfer Plan*	
Total Public Benefit Payment	\$16,792,316
50% Public Benefit Cash Payment	\$8,396,158
50% Public Benefit Direct Provision	\$8,396,158
Allocation of Public Benefit Direct Provision	
CD 14 Public Benefit Trust Fund for Affordable Housing	\$3,000,000
CD 14 Public Benefit Trust Fund for Street Lighting Repair	\$3,000,000
CD 14 Public Benefit Trust Fund	\$2,396,158
*The Project's allocation of public benefit direct provision was revised by the Planning Land Use and Management (PLUM) Committee at their meeting on August 26, 2025 and the proposed project was recommended for approval as amended to City Council. If Council adopts PLUM's recommendation, the proposed changes to the TFAR allocation shall supersede the allocations that were previously listed in the Site Plan Review findings for informational purposes	

c. The Transfer is in conformance with the Community Plan and any other relevant policy documents previously adopted by the Commission or the City Council.

The Receiver Site (Project Site) of the Transfer is located within the Central City Community Plan, and has a land use designation of Regional Center Commercial and is zoned C2-4D. The Community Plan describes the Transfer of Floor Area Rights (TFAR) as follows (Page III-19):

"The transfer of floor area between and among sites is an important tool for Downtown to direct growth to areas that can best accommodate increased density and from sites that contain special uses worth preserving or encouraging."

The Site is subject to a D Limitation (Ordinance No. 164,307), which limits the FAR to 6:1, unless a transfer of floor area is approved. The Transfer will re-allocate 470,674 square feet of unused, allowable floor area from the Donor Site (Los Angeles Convention Center) and allow for development with less than a maximum FAR of 13:1 on the Receiver Site, which will be consistent with Community Plan and other relevant policy documents, which provides for a transfer of floor area up to a 13:1 FAR. As further discussed in Finding No. 2(a), the Transfer will permit the development of the Receiver Site with a Project that is consistent with the objectives and policies of the Central City Community Plan, including:

Objective 1-2: *To increase the range of housing choices available to Downtown employees and residents.*

Policy 1-3.1: *Encourage a cluster neighborhood design comprised of housing and services.*

Objective 2-1: *To improve Central City's competitiveness as a location for offices, business, retail, and industry.*

Policy 2-1.2: *To maintain a safe, clean, attractive, and lively environment.*

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.*

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.*

The site is currently developed with hotel, office, and retail uses, an outdoor plaza with a portal to the Metro 7th Street/Metro Center Station, and a nine-story podium building. The Project would construct a 41-story, residential tower above the existing podium building, enclose the podium building's rooftop parking level, and add two above-ground parking levels to the podium building, resulting in a 53-story tower, and provide a new residential lobby entrance along Hope Street.

The Project would increase the range of housing options in Downtown by providing 83 studio, 271 one-bedroom, 100 two-bedroom units and 12 three-bedroom units. Further, the addition of new residential uses would support the existing commercial base by creating new demand for goods and services. As the Project Site is already developed with hotel, retail, restaurant, and office uses, the addition of residential uses would contribute to the neighborhood design comprised of housing and services and help to create an active, 24-hour Downtown by introducing new residences to the Financial Core neighborhood, as well as bridge the gap between housing and employment by providing homes for the increasing numbers of Downtown workers.

In addition, the proximity of the site to Los Angeles Sports and Entertainment District (LASED) and the Convention Center (both within approximately one mile of the site) would locate residents within walking distance to various businesses, conventions, trade shows, and tourist destinations and provide a linkage to the surrounding Central City Community Plan districts.

Therefore, the Project is consistent with the applicable Central City Community Plan objectives and policies.

2. Site Plan Review

The following are the findings for a Project that requires Site Plan Review approval as it results in an increase of 50 or more dwelling units.

a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The Project Site is currently developed with The Bloc, a mixed-use development comprised of hotel, office, and commercial uses, a portal to the Metro 7th Street/Metro

Center Station and an outdoor plaza. The Project proposes the development of a 41-story, residential tower, the addition of two above-ground parking levels, and the enclosure of the existing nine-story podium building's rooftop parking level, for a total of 53-stories in height. All existing uses would remain, excluding 24,342 square feet of theater and retail uses which would be demolished to accommodate the new residential lobby and relocated retail space. Once constructed, the Project and existing uses would total 1,894,988 square feet of floor area.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community-specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to Housing and Conservation, Land Use, Noise, Safety, and Transportation. The City's Land Use Element is divided into 35 Community Plans that establish parameters for land use decisions within those sub-areas of the City. The Project is consistent with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element, Health and Wellness Element, Air Quality Element, and the Land Use Element - Central City Community Plan.

Framework Element

The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001.. The Framework Element sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services.

The Framework's Long-Range Diagram identifies the Project Site as located within the Downtown Center, an international center for finance and trade, the largest government center in the region, and the location for major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, financial institutions, high-rise residential towers, regional transportation, and Convention Center facilities. The Downtown Center is generally characterized by high-rise buildings and floor area ratios up to 13:1.

The Project is consistent with the objectives and policies of the Framework Element as described below:

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial uses and structures that integrate a mix of commercial uses as well as the integration of housing and commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates residential condominium units in accordance with the applicable policies of the Central City Community Plan. Specifically, the Project would be consistent with the following goals, objective and policies, as set forth in the General Plan Framework 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.

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

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.*

Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

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.*

Policy 3.4.1: *Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

Goal 3C: *Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.*

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.*

Goal 3C: *A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.*

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.*

The Project would support the above goals, objectives, and policies of the Framework Element through the addition of a 41-story, residential tower to a 4.3-acre site currently development with hotel, office, retail, and restaurant uses, a portal to the Metro 7th Street/Metro Center Station, and an outdoor plaza The addition of 466 residential condominium units to the site, and the retention of all existing uses, excluding 24,342 square feet of theater and retail uses, would create a physically balanced distribution of a diversity of land uses that contribute towards the City's long-term fiscal and economic vitality.

The Project would also facilitate a reduction of vehicular trips, vehicle miles traveled, and air pollution, as the project would introduce new residential units in proximity to public

transit and bicycle infrastructure facilities. The Metro 7th Street/Metro Center Station portal is accessible from the site and provides direct service to Metro's A, B, D, and E Lines. Additionally, the site is served by multiple local and inter-city transit operators, including 720 Rapid bus line, the 460 and 489/487 Express lines, and 19 local lines (4, 10, 14, 16, 18, 20, 28, 37, 51, 53, 55, 60, 62, 66, 70, 76, 78, 81, and 94) operated by Metro; 10 Commuter Express lines; four Downtown Area Short Hop (DASH) bus lines (A, B, E, and F) operated by City of Los Angeles Department of Transportation (LADOT); seven lines operated by Foothill Transit, two lines operated by OCTA, one line by Santa Monica Big Blue Bus, one Antelope Valley Transit authority line, and one Torrance Transit bus line. The Project would provide short- and long-term on-site bicycle parking spaces for residents, in compliance with the LAMC. Currently, there are existing Class II Bicycle Lanes along 7th from Figueroa Street to San Pedro; a Class III Sharrow Bicycle Route along Broadway from 3rd Street to 11th Street; Class IV Bicycle Lanes along Figueroa Street from Wilshire Boulevard to 2nd Street which connect to the MyFigueroa protected bike lane, Grand Avenue from 6th Street to Pico Boulevard and Olive Street from 7th Street to Pico Boulevard. In addition, there are nine Metro Bicycle Share stations in the Project Site vicinity.

The Project Site is located in an urbanized area and generally surrounded by medium- to high-rise commercial and residential buildings, as well as a few low-rise buildings and surface parking lots. The Project would enhance the neighborhood by providing additional new housing in areas at a scale and intensity that is compatible with the Downtown Center, and where there is sufficient public infrastructure and services. The Financial Core's neighborhood existing public infrastructure as well as the City's public services would accommodate the Project's residents, employees, and visitors.

The Project would improve the surrounding area's livability by introducing new residential condominium units to a site with on-site public transit, office, hotel, retail, and restaurant uses and in a neighborhood with multiple local and regional bus lines, a variety of commercial uses and offices. The introduction of a new residential tower that includes the provision of bicycle facilities within close proximity to public transit would provide residences of Downtown a new and nearby location to work, eat, and gather, creating a more livable city.

Chapter 4: Housing

Goal 4A: *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

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.*

The Project would allow for the development of a 41-story residential tower comprised of 466 condominium units made up of 83 studio, 271 one-bedroom, 100 two-bedroom units, and 12 three-bedroom units. The Project Site is currently developed with The Bloc, a mixed-use development, and includes an on-site portal to the Metro 7th Street/Metro Center Station portal which provides direct service to Metro's A, B, D, and E Lines; Additionally, the site is located in an area served by multiple local and inter-city transit operators, including the 720 Rapid bus line, the 460 and 489/487 Express lines, and 19 local lines (4, 10, 14, 16, 18, 20, 28, 37, 51, 53, 55, 60, 62, 66, 70, 76, 78, 81, and 94) operated by Metro; 10 Commuter Express lines, four DASH bus lines (A, B, E, and F) operated by LADOT, seven lines operated by Foothill Transit, two lines operated by OCTA,

one line by Santa Monica Big Blue Bus, one Antelope Valley Transit authority line, and one Torrance Transit bus line. Therefore, the Project would contribute a variety of housing types to the site, as well as be located in proximity to transit.

Chapter 5: Urban Form and Neighborhood Design

Goal 5A: *A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.*

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*

Policy 5.2.2: *Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime (see [Chapter 3: Land Use](#)). Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by the following building characteristics.*

Objective 5.5: *Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*

Objective 5.9: *Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.*

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.*

The Project Site is currently developed with The Bloc, a mixed-use development comprised of hotel, office, and commercial uses, an outdoor plaza, and an on-site portal to the Metro 7th Street/Metro Center Station, located in the Financial Core neighborhood of Downtown. The neighborhood is also comprised of office, retail, restaurant, hotel and residential uses and is served by multiple bus and railways operated by Metro, LADOT, OCTA, Foothill Transit, Santa Monica Big Blue Bus, and Antelope Valley Transit Authority. The Project proposes the addition of a 41-story, residential tower with up to 466 condominium units, the addition of two above-ground parking levels, and the enclosure of the existing nine-story podium building's rooftop parking level, with a new residential lobby and relocated retail to be provided along Hope Street. All existing uses would remain, excluding 24,342 square feet of theater and retail uses (located in the podium building) which would be demolished to accommodate the new residential tower. The addition of the residential tower to the site would increase the Financial Core neighborhood's livability by increasing the neighborhood's residential population and eyes on the street for increase safety.

The addition of a 41-story, tower to the existing podium building would be compatible with the Financial Core's built environment as several high-rises are located in the Project Site's vicinity including the 73-story Wilshire Grand Center, 53-story 777 Tower, 41-story EY Plaza, 53-story Figueroa at Wilshire Tower, 52-story Citi National Tower, 62-story AON

Tower, 77-story LA Grand Hotel Building, and 73-story US Bank Tower. Additionally, the new tower's expanding floor plate would extend from the parking/retail podium building with a narrow, tapering stem at the base, while the tower crown is capped off with a spiraling geometry creating a distinct and unique rooftop within the Downtown skyline.

The Project would provide 54,750 square feet of open space throughout the Project Site comprised of common outdoor spaces and indoor communal spaces. Common outdoor open spaces would be provided in the amenity decks located on Levels 12 and 51 which would include a swimming pool, barbeque area, outdoor office space, garden trellis a fitness deck, tables and seating area, and lawn. Indoor communal spaces include lounge areas, a gamer room, a media room, fitness center, co-working space, and conference rooms, and would also be located on Levels 12 and 51. As the Project exceeds the required amount of open space, the Project's 429 private balconies would further exceed the total open space requirement.

The Project has been conditioned to illuminate pedestrian walkways, provide fixtures and lighting that is harmonies with the new residential tower and the existing mixed-use development, and to ensure new lighting is shielded from adjacent residential properties. The new residential tower would be integrated into the mixed-use development and residents would have access to the existing hotel, retail, restaurant, and office uses, as well as the outdoor plaza accessible from 7th Street and the Metro 7th Street/Metro Center Station portal.

Overall, the Project's quality design and addition of a residential tower to a site developed with a range of uses with access to public transit and consideration of future residents safety will enhance the livability of the City.

Chapter 7: Economic Development

Goal 7A: *A vibrant economically revitalized City.*

Goal 7G: *A range of housing opportunities in the City.*

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.*

Policy 7.9.2: *Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements*

As identified by the City's General Plan Framework Element, the Project Site is located in the Downtown Center and is a characterized by high-rise buildings with 13:1 FARs and includes cultural and entertainment facilities, hotels, high-rise residential towers, and regional transportation facilities. The Project would be located on a site developed with retail, restaurant, office, and hotel uses and would introduce 466 new residential condominium units with a range of unit types and include 83 studio, 271 one-bedroom, 100 two-bedroom units, and 12 three-bedroom units, to the site, complementing and supporting existing commercial uses on-site as well as in the Project vicinity.

Housing Element

The City's Housing Element for 2021-2029 (Housing Element) was adopted by the Los

Angeles City Council on November 24, 2021. While the Project does not propose any Low Income and Above Moderate Units, it would be in conformance with Senate Bill (SB) 166, which was adopted on September 29, 2017 and amended Government Code Section 65863, and also known as the No Net Loss Law, to require sufficient adequate sites to be available at all times through the Housing Element Planning period to meet a jurisdiction's remaining unmet Regional Housing Needs Assessment (RHNA) goals for each income category. Pursuant to SB 166, as jurisdictions make decisions regarding zoning and land use, or development occurs, jurisdictions must assess their ability to accommodate new housing in each income category on the remaining sites in their housing element site inventories. A jurisdiction must add additional sites to its inventory if land use decisions or development results in a shortfall of sufficient sites to accommodate its remaining housing need for each income category. In particular, a jurisdiction may be required to identify additional sites if a jurisdiction rezones a site or approves a project at a different income level or lower density than showing in the site's inventory.

State Housing Element Law Findings

The Project is located on a parcel identified in the Inventory of Sites prepared for the 2021-2029 Housing Element to which 3.11 Lower Income Units have been allocated. SB 166 requires that the reduction on an individual project site in allocated density is consistent with the City's General Plan and that the remaining sites identified in the Housing Element are adequate to meet the City's RHNA's allocation, which are demonstrated below.

The reduction is consistent with the adopted general plan, including the housing element.

Pursuant to Government Code (GC) Section 65863(b)(2), the City finds that while the Project would result in fewer units by income category than those identified in the Inventory of Sites prepared for the 2021-2029 Housing Element, the remaining sites identified in the Housing Element of the General Plan are adequate to meet the requirements of GC Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to GC Section 65584. Based on the sites' inventory and inventory of candidate sites included in the 2021-2029 Housing Element of the General Plan, as well as the most recent Annual Progress Report on the Housing Element submitted to the California Department of Housing and Community Development (HCD) as of April 1, 2024, the City's remaining RHNA Allocation for the 2021-2029 Planning period is as follows: 111,247 Very Low Income Units, 65,133 Low Income Units, 74,766 Moderate Income Units, and 153,459 Above-Moderate Income Units. As of April 1, 2024, the City has a remaining capacity of 329,022 Very Low Income Units, 330,143 Low Income Units, 62,909 Moderate Income Units, and 935,405 Above-Moderate Income Units. The City's remaining capacity for Lower income units (659,165 units) would accommodate the RHNA Allocations (176,380). Therefore, the City's remaining RHNA Allocation for the 2021-2029 Planning period for Lower units would be met, and the City finds that there are adequate remaining sites in the Housing Element to accommodate the remaining RHNA Allocation for the planning period, in compliance with the requirements of GC 65583.2.

The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

Pursuant to GC Section 65863(b)(2), the City finds that while the proposed Project would

result in fewer units by income category than those identified in the Inventory of Sites prepared for the 2021-2029 Housing Element, the remaining sites identified in the Housing Element of the General Plan are adequate to meet the requirements of GC Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to GC Section 65584. Based on the sites' inventory and inventory of candidate sites included in the 2021-2029 Housing Element of the General Plan, as well as the most recent Annual Progress Report on the Housing Element submitted to the California Department of Housing and Community Development (HCD) as of April 1, 2024, the City's remaining RHNA Allocation for the 2021-2029 Planning period is as follows: 111,247 Very Low Income Units, 65,133 Low Income Units, 74,766 Moderate Income Units, and 153,459 Above-Moderate Income Units. As of April 1, 2024, the City has a remaining capacity of 392,022 Very Low Income Units, 330,143 Low Income Units, 62,909 Moderate Income Units, and 935,405 Above-Moderate Income Units. The City's remaining capacity for Lower income units (659,165 units) would accommodate the RHNA Allocations (176,380). Therefore, the City's remaining RHNA Allocation for the 2021-2029 Planning period for Lower units would be met and the City finds that there are adequate remaining sites in the Housing Element to accommodate the remaining RHNA Allocation for the planning period, in compliance with the requirements of GC 65583.2.

Consistency with the Housing Element

Objective 1.2: *Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.*

Policy 1.2.2: *Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.*

Goal 3: *A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.*

Policy 3.1.2: *Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.*

Policy 3.1.4: *Site buildings and orient building features to maximize benefit of nearby amenities and minimize exposure to features that may result in negative health or environmental impacts.*

Objective 3.2: *Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.*

Policy 3.2.1: *Promote the integration of housing with other compatible land uses at both the building and neighborhood level.*

Policy 3.2.2: *Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.*

Policy 3.2.5: *Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.*

Policy 1.2.2: *Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.*

The Project Site is currently developed with The Bloc, a mixed-use development comprised of hotel, office, and commercial uses, a portal to the Metro 7th Street/Metro

Center Station and an outdoor plaza and is located in the Financial Core neighborhood of Downtown. The 41-story, residential tower with up to 466 condominium units that would include 83 studio, 271 one-bedroom, 100 two-bedroom units and 12 three-bedroom units that would be constructed above the podium building and would include the addition of two above-ground parking levels and the enclosure of the existing nine-story podium building's rooftop parking level. Additionally, as part of the Project's requested TFAR Public Benefit Direct Provision, the Project is proposing that \$8,396,158 be allocated to the CD 14 Public Benefits Trust Fund for Affordable Housing.

The Project's energy efficiency features and direct access to the Metro 7th Street/Metro Center Station which provides service to Metro's A, B, D, and E Lines, as well as multiple local and inter-city transit operators and bicycle parking and infrastructure would help reduce the energy and emission footprint of the Project and the per capita Greenhouse Gas (GHG) emissions of the residents and visitors from private automobile travel.

A minimum of 30 percent of the total parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total parking spaces would be equipped with EV chargers, which would provide a convenient service amenity to the employees and visitors who utilize electricity on site for other functions. Additionally, the Project would provide short-term bicycle parking in the plaza and long-term bicycle parking within the first level of subterranean parking.

The addition of 466 residential units to a site that is already developed with retail, restaurant, office, and hotel uses and a portal to the Metro 7th Street/Metro Center Station would reduce the need for the new residences to use a single-occupancy vehicle to access such uses. The residences would also have access to the existing outdoor plaza as well as common outdoor open spaces on levels 12 and 51 of the residential tower, and private balconies, to enjoy passive recreational opportunities.

The 41-story tower addition to the existing podium building would also be compatible with the Financial Core's built environment as several high-rises are located in the Project Site's vicinity including the 73-story Wilshire Grand Center, 53-story 777 Tower, 41-story EY Plaza, 53-story Figueroa at Wilshire Tower, 52-story Citi National Tower, 62-story AON Tower, 77-story LA Grand Hotel Building, and 73-story US Bank Tower. The Project's contemporary design would complement the Downtown skyline as the new tower's expanding floor plate would extend from the parking/retail podium building with a narrow, tapering stem at the base, while the tower crown is capped off with a spiraling geometry creating a distinct and unique rooftop within the Downtown skyline. The tower facade maximizes access to light and air by providing private balconies and floor to ceiling windows which promote inside/outside living. At north facing units, balcony depths are reduced to maximize access to daylight and views. The two new parking levels would be integrated into the existing podium building and would minimize the visibility of the parking structure. The material used on the existing podium building is masonry tile cladding with small openings; The two new levels would be articulated with a perforated metal system and integrated vertical elements.

Mobility Plan 2035

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City's

high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Project would be in conformance with following objectives and policies of the Mobility Element as described below.

Chapter 2: World Class Infrastructure

Policy 2.3: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Chapter 3: Access for All Angelenos

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

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.

Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities

The Project would provide access for all modes of travel, including vehicular, pedestrian, and bicycles. The Project Site is located in a Transit Priority Area and an on-site portal to the Metro 7th Street/Metro Center Station provides direct service to Metro's A, B, D, and E Lines; Additionally, the site is served by multiple local and inter-city transit operators, including the 720 Rapid bus line, the 460 and 489/487 Express lines, and 19 local lines (4, 10, 14, 16, 18, 20, 28, 37, 51, 53, 55, 60, 62, 66, 70, 76, 78, 81, and 94), operated by Metro, 10 Commuter Express lines, four DASH bus lines (A, B, E, and F) operated by LADOT, serve lines operated by Foothill Transit, one line operated by OCTA, one line by Santa Monica Big Blue Bus line, one line by Antelope Valley Transit authority, and one line by Torrance Transit. The Project would also introduce new residential condominium units to existing retail, restaurant, theater, office, and hotel uses on-site as well as in the surrounding area, which would reduce the vehicle miles travelled to the site.

The Project would provide short- and long-term on-site bicycle parking spaces for residents, in compliance with the LAMC. Short-term bicycle parking would be provided within the plaza and long-term bicycle parking would be provided on the first subterranean parking level. Currently, there are existing Class II Bicycle Lanes along 7th from Figueroa Street to San Pedro; a Class III Sharrow Bicycle Route along Broadway from 3rd Street to 11th Street; Class IV Bicycle Lanes along Figueroa Street from Wilshire Boulevard to 2nd Street which connect to the MyFigueroa protected bike lane, Grand Avenue from 6th Street to Pico Boulevard and Olive Street from 7th Street to Pico Boulevard. In addition, there are nine Metro Bicycle Share stations in the Project Site vicinity.

Primary pedestrian access would continue to be from the 7th Street outdoor plaza with additional pedestrian entries along Flower Street and Hope Street. The pedestrian

entrance accessible from the southern portion of Hope Street would be relocated to the north to accommodate the new residential lobby and retail space which would be accessible along the southern portion of Hope Street. No other changes would be made to the remaining pedestrian entrances.

In general, the site design creates an active environment by supporting bicycle and pedestrian activities, creating a building orientation that is easily accessible from Hope Street, and introducing new signage to the site. These Project features along with the introduction of new residences to a site that is developed with a variety of uses, including an on-site portal to Metro 7th Street/Metro Center Station, would further support the purpose of the Streets Standards Committee's guidelines, while creating a safe and engaging pedestrian environment, and would enrich the quality of the public realm, consistent with the objectives of the Mobility Element.

As such, the Project would be consistent with the Mobility Element through its proximity to public transit options, infrastructure improvements, pedestrian and bicycle amenities, and pedestrian-friendly design.

Health and Wellness Element

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Project is consistent with the following:

Chapter 2: A City Built for Health

Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Chapter 5: An Environment Where Life Thrives

Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.

Air Quality Element

Adopted in November 1992, the Air Quality Element sets forth the goals, objectives, and policies which guide the City in its implementation of its air quality improvement programs and strategies. The Project is consistent with the following policies:

Policy 4.2.3 Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

Policy 5.1.2 Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.

The Project's energy efficiency features and direct access to the Metro 7th Street/Metro Center Station which provides service to Metro's A, B, D, and E Lines, as well as multiple local and inter-city transit operators and bicycle parking and infrastructure would help reduce the energy and emission footprint of the Project and the per capita GHG emissions of the residents and visitors from private automobile travel.

A minimum of 30 percent of the total parking spaces would be capable of supporting future EVSE, and 10 percent of the total parking spaces would be equipped with EV chargers, which would provide a convenient service amenity to the employees and visitors who utilize electricity on site for other functions. Additionally, the Project would provide short-term bicycle parking within the plaza and long-term bicycle parking within the first level of subterranean parking.

The addition of 466 residential units to a site that is already developed with retail, restaurant, office, and hotel uses and a portal to the Metro 7th Street/Metro Center Station would reduce the need for the new residences to use a single-occupancy vehicle to access such uses. The residences would also have access to the existing outdoor plaza as well as common outdoor open spaces on Levels 12 and 51 of the residential tower, and private balconies, to enjoy passive recreational opportunities.

In addition to adhering to smart growth principles of locating infill development on-site with and adjacent to existing employment centers and public transportation options, the Project would comply with applicable provisions of the CALGreen Code and the Los Angeles Green Building Code, which would serve to reduce the Project's energy usage; and would incorporate a wide range of building technologies and design features, such as high efficiency toilet and urinals, low flow showerheads and private and commercial faucets, drought tolerant and native plants, drip/subsurface, zoned irrigation with weather-based irrigation controllers, high-efficiency that would protect the environment by saving energy (which would also reduce air emissions associated with electricity generation), reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality.

The Project would be consistent with the aforementioned policies by ensuring that future developments are energy efficient and shift to efficient and non-polluting sources of energy. As the Project would provide service amenities to improve habitability for on-site residents of the Project and to minimize impacts on neighboring properties, it would, reduce air pollution and promote land use policies that reduce per capita GHG emissions.

Land Use Element – Central City Community Plan.

Objective 1.2: To increase the range of housing choices available to Downtown employees and residents.

Objective 1-3 To foster residential development which can accommodate a full range of incomes.

Policy 1-3.1: Encourage a cluster neighborhood design comprised of housing and services.

The Project proposes the development of a 41-story, 710-foot-tall residential tower with

up to 466 condominium units and would include 83 studio, 271 one-bedroom, 100 two-bedroom units and 12 three-bedroom units. Additionally, as part of the Project's requested Transfer of Floor Area (TFAR) Public Benefit Direct Provision, the Project is proposing that \$8,396,158.00 be allocated to the CD 14 Public Benefits Trust Fund for Affordable Housing.

The residential tower would be built on a site that is developed with retail, restaurant, hotel, and office uses, as well as an outdoor plaza and the Metro 7th Street/Metro Center Station portal which provides access to the Metro A, B, D, and E lines. The residences would have access to all of the on-site uses.

Downtown Design Guide

The Project is located within the boundaries of the Downtown Design Guide (Design Guide) Map, and is therefore subject to the provisions of the Design Guide. The Design Guide supplements the City's General Plan Framework Element and the Central City Community Plan provisions and applies to all projects within its boundaries. The Design Guide helps shape well-designed projects by setting forth standards and guidelines for sustainable design, sidewalks and setbacks, ground floor treatment, parking and access, massing and street wall, on-site open space, architectural detail, streetscape improvement and signage prepared at a finer grain specifically for the Downtown neighborhood districts; and encourages Downtown Los Angeles to develop as a more sustainable community with an emphasis on walkability and the making of great streets, districts and neighborhoods. The focus of the Design Guide is the relationship of the buildings to the street, including sidewalk treatment, the character of the building as it adjoins the sidewalk and connections to transit.

The Project Site is currently developed with The Bloc, a mixed-use development comprised of hotel, office, and commercial uses, a portal to the Metro 7th Street/Metro Center Station and an outdoor plaza. The Project proposes the development of a 41-story residential tower addition, the addition of two above-ground parking levels, and the enclosure of the existing nine-story podium building's rooftop parking level, resulting in a 53-story, 710 feet tower. All existing uses would remain, excluding 24,342 square feet of theater and retail uses which would be demolished to accommodate the new residential tower. Once constructed, the Project and existing uses would total 1,894,988 square feet of floor area.

The Project does not propose any changes to the existing mixed-use development, including the commercial uses along 7th Street, the hotel use along Hope Street, and/or the office uses along Flower Street. The construction of the new residential tower is consistent with applicable Design Guide standards and guidelines, as described further below.

Based on its design the Project meets several of the Design Guide standards and guidelines by providing visual articulation and variation to enrich the pedestrian experience and contribute to the quality and definition of the street wall, street wall massing and articulation that help define the pedestrian environment at street level, and complying with the Design Guide tower spacing requirements.

The Project provides a new residential lobby and relocated retail space that would be accessible directly from Hope Street, both of which would be constructed of quality materials and decorative details including floor to ceiling windows, metal, and concrete. Further, the Project would improve the sidewalk adjacent to the new residential lobby and the relocated plaza pedestrian entrance with enhanced sidewalk paving and new trees,

creating an inviting experience for all pedestrians. The new retail storefront entry and the relocated pedestrian passageway would be improved with lighting and signage to clearly mark the uses, distinguish them from the residential lobby entrance, and invite pedestrian access.

The new tower would be integrated with and set back from the existing podium façade along Hope Street to maintain the current scale. As designed, the new tower would be appropriately scaled and would be consistent with similar towers in the Financial Core neighborhood. The addition of a 41-story tower to the existing podium building would be compatible with the surrounding built environment as several high-rises are located in the Project Site's vicinity including the 73-story Wilshire Grand Center, 53-story 777 Tower, 41-story EY Plaza, 53-story Figueroa at Wilshire Tower, 52-story Citi National Tower, 62-story AON Tower, 77-story LA Grand Hotel Building, and 73-story US Bank Tower.

Additionally, in accordance with the Design Guide, the portion of the Project tower above 150 feet would be spaced approximately 144 feet from the existing office tower and 105 feet from the existing hotel tower; and approximately 150 feet from the proposed mixed-use tower on the northeast corner of 8th Street and Hope Street, and 191 feet from the existing 8th & Hope Apartments, where a minimum of 80 feet is required.

While all four streets which abut to the Project Site are identified as Retail Streets, the existing mixed-use development was constructed prior to the adoption of the Design Guide and no changes are proposed to the existing development's ground floor and/or street frontages, with the exception of those mentioned above.

Based on the above, the Project is in substantial conformance with the purposes, intent and provisions of the General Plan and applicable community plan.

- b. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development in neighboring properties.**

The Project Site is located within Central City Community Plan. The Project would construct a new 41-story residential tower, above the existing podium building, enclose the podium building's rooftop parking level, and add two above-ground parking levels to the podium building. A total of 24,342 square feet of theater and retail uses (located in the podium building) would be demolished to accommodate the new residential tower, all other existing uses would be maintained. Upon completion of the new residential tower, the Project would total 1,894,988 square feet of floor area on a 4.3-acre site, and have a maximum height of 710 feet.

Height, Bulk, & Mass

The Project Site is located in the Financial Core neighborhood of Downtown and generally surrounded by high-rise office towers and mid-rise commercial and residential buildings as well as a few surface parking lots and parking structures. The 710-foot residential tower would add to the existing Downtown skyline which is comprised of multiple high-rises including the 73-story Wilshire Grand Center, 53-story 777 Tower, 41-story EY Plaza, 53-story Figueroa at Wilshire Tower, 52-story Citi National Tower, 62-story AON Tower, 77-story LA Grand Hotel Building, and 73-story US Bank Tower. The Project would be constructed on a site that is developed with an existing 26-story hotel, 33-story office building, a nine-story podium building, and an outdoor plaza with a portal to the Metro 7th Street/Metro Center Station. The existing podium building's rooftop parking would be

enclosed and two additional parking levels would be constructed, with the 41-story residential tower addition built above the existing podium building, resulting in a 53-story tower, located at the southern portion of the site and set back from 7th Street. The two new parking levels would be integrated into the existing podium building and would minimize the visibility of the parking structure. The tower facade would maximize access to light and air by providing private balconies and floor to ceiling windows which promote inside/outside living. As all of the existing shorter buildings would remain, after the residential tower is constructed, the existing uses would create a transition between the residential tower and the surrounding low- and mid-rise structures.

The Project's contemporary design would complement the Downtown skyline as the new tower's expanding floor plate would extend from the parking/retail podium building with a narrow, tapering stem at the base, while the tower crown is capped off with a spiraling geometry creating a distinct and unique rooftop within the Downtown skyline. The tower facade maximizes access to light and air by providing private balconies and floor to ceiling windows which promote inside/outside living. At north facing units, balcony depths are reduced to maximize access to daylight and views. The two new parking levels would be integrated into the existing podium building and would minimize the visibility of the parking structure. The material used on the existing podium building is masonry tile cladding with small openings; The two new levels would be articulated with a perforated metal system and integrated vertical elements.

Overall, the Project's contemporary architecture complements and enhances the surrounding developments and would be in line with future developments, such as the 50-story 8th Grand and Hope tower the 57-story tower at 813 West Olympic, the 70-story tower at 1045 South Olive Street.

Setbacks

Pursuant to LAMC Section 12.22 C.3, lots in the R4, RAS4, R5, CR, C2, C4, and C5 zones in the Greater Downtown Housing Incentive Area are not required to provide any setbacks. The existing development, from the ground level to Level 9, is already built close to or at the property line, and the Project is not proposing to move any of the existing buildings. The new residential tower would maintain the zero-foot setback along Hope Street.

Off-Street Parking and Loading Area

Ingress/egress vehicular access to the Project Site is currently provided from Flower Street, 8th Street, and Hope Street and would not change with the development of the Project. There are two existing driveways near the corner of 8th Street and Flower Street (one ingress/egress driveway along Flower Street and one egress-only driveway along 8th Street) and two existing driveways near the corner of 8th Street and Hope Street (one ingress/egress driveway along Hope Street and an ingress-only driveway along 8th Street). A loading driveway is currently located mid-block along 8th Street, which also provides access to one of the subterranean parking levels where another loading area is located. An existing port-cochere, located on the northern portion of Hope Street is used by the existing hotel for pick-up/drop-off and valet parking. The existing driveways would remain unchanged; however, as conditioned, pedestrian warning systems would be installed at each existing driveway.

Pursuant to LAMC Chapter IX Article I Division 95, the podium building would be seismically retrofitted which would result in a reduction of 464 parking spaces. A total of 1,971 on-site vehicle parking spaces are currently provided within the parking structure for the existing retail, office, restaurant, and hotel uses. After the seismic retrofit is complete

and the two new levels of above-grade parking are constructed, a total of 1,948 on-site spaces would be provided. As the Project would not construct a new hotel and/or expand the existing hotel, the remaining existing and proposed uses are eligible for AB 2097 (Government Code Section 65863) and no minimum vehicle parking requirements are required for the uses. A total of 344 spaces are required for the existing hotel use; Additionally, two parking affidavits (Nos. 81-31644 and 89-94331) require 251 on-site vehicle parking spaces be provided. Thus, a total of 595 parking spaces are required for the existing uses and parking affidavits. In addition, the Project would provide 30 percent of its provided parking spaces to be EV ready, and 10 percent of its provided parking spaces would be provided chargers for electric vehicles within the subterranean parking levels.

Landscaping

Overall, 13,600 square feet, or 30 percent, of the Project's total outdoor open space areas would be landscaped with shrubs, groundcover, and trees. There are a total of 21 non-protected, on-site potted trees, none of which would be removed; and a total of 117 additional on-site trees that would be planted. There are a total of 25 street trees within the adjacent public right-of-way (ROW), five of which would be removed along Hope Street and replaced, subject to the approval of the City of Los Angeles Board of Public Works, Urban Forestry Division. The Project would comply with LAMC 12.21 G.2 and provide a total of 117 on-site trees (1 tree per 4 units). A total of 104 trees would be located on levels 12 and 13 and 13 trees would be located on level 51.

Trash Collection

As conditioned, trash and recycling storage areas would be hidden from the public and located in the subterranean parking of the podium building and accessed from the loading driveway located along 8th Street.

Lighting

The Project would add a new residential tower that would include accent and security lighting, in compliance with LAMC requirements. Additionally, the Project has been designed and conditioned to incorporate pedestrian lighting that is installed with shielding to ensure the Project's lighting is directed onto the site.

The Project would be compatible with the existing on-site uses and existing and future development on adjacent and neighboring properties with regards to height, bulk, and setbacks, off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements. Therefore, the arrangement of the development would be consistent and compatible with existing on-site and existing and future development in neighboring properties.

- c. **That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The Project proposes the development of 466 condominium units and would include 83 studio, 271 one-bedroom, 100 two-bedroom units and 12 three-bedroom units; and is required to provide 51,700 square feet of open space based on the proposed unit mix.

The Project would provide 54,750 square feet of open space throughout the Project Site comprised of common outdoor spaces and indoor communal spaces. Common outdoor

open spaces would be provided in the amenity decks located on Levels 12 and 51 which would include a swimming pool, barbeque area, outdoor office space, garden trellis a fitness deck, tables and seating area, and lawn. Indoor communal spaces include lounge areas, a gamer room, a media room, fitness center, co-working space, and conference rooms, and would also be located on Levels 12 and 51. As the Project exceeds the required amount of open space, the Project's 429 private balconies would further exceed the total required open space.

As such, the Project would provide recreational and service amenities to improve the habitability for the residents and minimize impacts on neighboring properties.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

Introduction

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of The Bloc Project by preparing an environmental impact report (EIR) ENV-2021- 9959-EIR (SCH No. 2022120319). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The Bloc Project EIR, consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and environmental impacts of The Bloc Project, located at 700 South Flower Street, 700 West 7th Street, and 711 South Hope Street, within the Central City Community Plan area of the City of Los Angeles. The Project Site is currently developed with The Bloc, a mixed-use development comprised of hotel, office, and commercial uses, an outdoor plaza, and an on-site portal to the Metro 7th Street/Metro Center Station. The Project proposes the development of a 41-story residential tower with up to 466 condominium units, the addition of two above-ground parking levels, and the enclosure of the existing nine-story podium building's rooftop parking level. All existing uses would remain, excluding 24,342 square feet of theater and retail uses (located in the podium building) which would be demolished to accommodate the new residential tower. Once constructed, the Project and existing uses would total 1,894,988 square feet of floor area on a 4.3-acre site, and have a maximum height of 710 feet. In addition, a Sign District would be established that includes Digital Displays, Supergraphics, High-Rise Sign 2 Signs, Advertising Kiosks, and On- and Off-site signage.

The Draft EIR was circulated for a 46-day public comment period beginning on March 28, 2024 and ending on May 13, 2024. A Notice of Availability (NOA) was distributed on March 28, 2024 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The NOA was also filed with the County Clerk on April 1, 2024. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and the following local libraries: Los Angeles Central Library, Chinatown Branch Library and Little Tokyo Branch Library. A copy of the document was also posted online at <https://planning.lacity.gov/project-review/environmental-review/published-documents> and was available for purchase on a USB through the Department of City Planning.

The Final EIR was then distributed in January 2025. Notices regarding availability of the Final EIR were distributed to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b).

The Deputy Advisory Agency (DAA) certified the EIR on February 11, 2025 ("Certified EIR") in conjunction with the approval of the Project's Vesting Tentative Tract Map No. VTT-83482-CN-HCA. In connection with the certification of the EIR, the Deputy Advisory Agency adopted CEQA findings, as well as a statement of overriding considerations and a mitigation monitoring program (MMP). The DAA adopted the MMP in the EIR as a Condition of Approval. All mitigation measures in the MMP are also imposed on the Project through Condition of Approval of CPC-2021-9958-TDR-SPR-HCA, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors have arisen and there are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the

certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

RECORD OF PROCEEDINGS

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 North Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the Draft EIR and Final EIR are available on the Department of City Planning's website at <https://planning.lacity.org/project-review/environmental-review/published-documents> (to locate the documents, select "Environmental Impact Reports (EIRs)" and search for the environmental case number) (ENV-2021-9959-EIR).