



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

City Planning Commission

Date: April 10, 2025
Time: After 8:30 a.m.*
Place: Los Angeles City Hall
Council Chamber, 3rd Floor
200 North Spring Street
Los Angeles, CA 90012

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: January 29, 2025
Appeal Status: Transfer of Floor Area Rights and Sign District are appealable to City Council by Applicant if disapproved in whole or in part. Site Plan Review is appealable to City Council.

Multiple Approvals: Yes

Expiration Date: April 10, 2025

PROJECT LOCATION: 700 South Flower Street, 700 West 7th Street, and 711 South Hope Street

PROPOSED PROJECT: The Project Site is currently developed with The Bloc, a mixed-use development comprised of a 26-story hotel and a 33-story office building on the northern portion of the site, and a nine-story podium building containing commercial uses, six levels of above-ground parking, and two levels of subterranean parking on the southern portion of the site. The Project proposes the development of a residential tower with up to 466 units, enclosure of the existing rooftop parking level, and the addition of two above-ground parking levels above the existing nine-story podium building. 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, or 53 stories. In addition, a Sign District would be established that includes Digital Displays, Supergraphics, and on- and off-site signage.

REQUESTED ACTIONS: **ENV-2021-9959-EIR**

Case No.: CPC-2021-9958-TDR-SPR-HCA; CPC-2018-6388-SN
CEQA No.: ENV-2021-9959-EIR
Related Cases: VTT-83482-CN-HCA; CPC-2024-8052-DA
Council No.: 14 – Jurado
Plan Area: Central City
Plan Overlay: None
Certified NC: Downtown Los Angeles
GPLU: Regional Commercial
Zone: C2-4D
Applicant: NREA-TRC 700 LLC
Dan Cote
Representative: Craig Lawson & Co., LLC
Andie Adame

1. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the Project was assessed in the previously certified **Environmental Impact Report**, No. ENV-2021-9959-EIR, certified on

February 11, 2025, and no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

CPC-2021-9958-TDR-SPR-HCA

2. Pursuant to LAMC Section 14.5.6, a **Transfer of Floor Area Rights** of up to 470,674 square feet of floor area from the City of Los Angeles Convention Center (Donor Site, located at 1201 South Figueroa Street) to the Project Site (Receiver Site); and
3. Pursuant to LAMC Section 16.05, a **Site Plan Review** for a development project which creates or results in an increase of 50 or more dwelling units.

CPC-2018-6388-SN

4. Pursuant to LAMC Section 13.11 the establishment of a **Sign District** (-SN Supplemental Use District) to regulate signage within the Project Site.

**RECOMMENDED
ACTIONS:**

ENV-2021-9959-EIR

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in The Bloc Project EIR No. ENV-2021-9959-EIR, SCH No. 2022120319, certified on February 11, 2025; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

CPC-2021-9958-TDR-SPR-HCA

2. **Recommend** that the City Council approve the requested **TFAR** Transfer Plan and Public Benefits Payment;
3. **Request** that within six months of the receipt of the Public Benefits Payment by the Public Benefit Trust Fund, the Chief Legislative Analyst convene the Public Benefit Trust Fund Committee, pursuant to LAMC Section 14.5.12;
4. **Approve** a **Site Plan Review** for a project resulting in an increase of 50 or more dwelling units;
5. **Adopt** the attached Conditions of Approval; and
6. **Adopt** the attached Findings.

CPC-2018-6388-SN

7. **Recommend** that the City Council approve the requested **Sign District**;
8. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Milena Zasadzien, Principal City Planner



Mindy Nguyen, Senior City Planner



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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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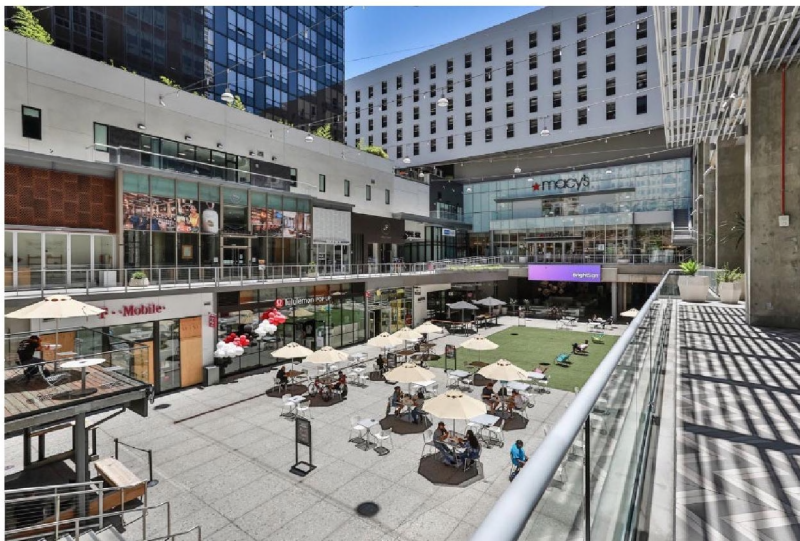
Draft EIR: <https://planning.lacity.gov/development-services/eir/bloc>

Final EIR: <https://planning.lacity.gov/development-services/eir/bloc-0>

PROJECT ANALYSIS

PROJECT SUMMARY

The Project Site is currently developed with The Bloc, a mixed-use development comprised of a 26-story hotel and a 33-story office building located on the northern portion of the site, and a nine-story podium building containing commercial uses, six levels of above-ground parking, and two levels of subterranean parking on the southern portion of the site. The site's central feature is a two-level open-air plaza fronting 7th Street, lined with retail and restaurants, and which includes a portal to the Metro 7th Street/Metro Center Station.



The Bloc - Existing Outdoor Plaza and Retail/Restaurant Uses

The Project proposes to redevelop the southern portion of the site, by partially demolishing the nine-story podium building, and removing 24,342 square feet of theater and retail uses within the podium building, in order to accommodate the development of a new residential tower. The existing rooftop parking level of the podium building would be enclosed, two above-ground parking levels would be added above the existing nine-story podium building, and 466 residential units would be developed within a tower structure above the parking levels, reaching a maximum height of 710 feet, or a total of 53 stories, including the podium. All other existing uses on the site would remain. Once constructed, the Project and existing uses would total 1,894,988 square feet of floor area on a 4.3-acre site. In addition, a Sign District would be established to permit new on-site and off-site signage, including Digital Displays and Supergraphics along the site's street frontages, small-scale advertising kiosks within the open-air plaza, and identification signage on the high-rise towers.

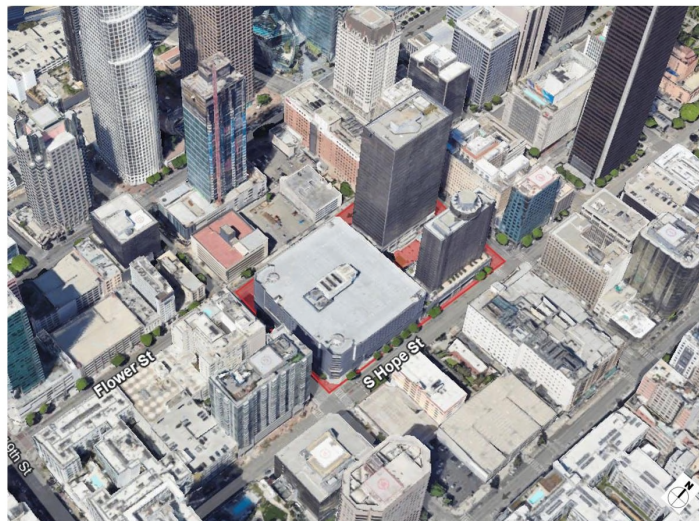


Proposed Residential Tower

BACKGROUND

Location and Setting

The Project Site is located within the Financial Core neighborhood of Downtown Los Angeles within the Downtown Community Plan area (formerly the Central City Community Plan). The Project Site encompasses an entire city block and is bounded by 7th Street to the north, Hope Street to the east, 8th Street to the south, and Flower Street to the west. Major arterial roadways in the area include Figueroa Street and Wilshire Boulevard located one block west and north of the site, respectively, and which connect to the I-110 and US-101 freeways providing vehicular access throughout the region.



Aerial View of the Project Site

Project Site Characteristics

The Project Site is rectangular in shape and comprised of one lot, totaling 4.3 acres in size. The Project Site has street frontages of approximately 296 feet along the southern side of 7th Street,

approximately 547 feet along the western side of Hope Street, approximately 295 feet along the northern side of 8th Street, and approximately 546 feet along the eastern side of Flower Street. The site is slightly sloped, and maintains an approximately 11-foot grade change from 7th Street to Flower Street.

The Project Site is located within an urbanized area, has been previously developed, and is relatively flat throughout. The site is located within a Methane Buffer Zone, a 500-year Flood Zone, designated as FEMA Zone X. The Site is not located within a Landslide or Tsunami Inundation Zone. A portion of the proposed Downtown Streetcar Project route is proposed along 7th Street adjacent to the Project Site.

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.

Existing Land Use Designation and Zoning

The Central City Community Plan has been updated through the Downtown Los Angeles Community Plan (DTLA 2040) update, which includes updates to land use, zoning, and the implementation of an updated zoning code, all of which became effective as of January 27, 2025. However pursuant to LAMC Section 1.4.4 of Chapter 1A, projects for which a complete entitlement application was filed, and fees were paid prior to the effective date are not subject to the provisions of the updated zoning code and/or DTLA 2040. The Bloc Project was deemed complete on September 12, 2023, and thus is not subject to the updated zoning code and/or DTLA 2040. In addition, the Project's associated Vesting Tentative Tract Map (VTTM) provides vesting rights which would also otherwise exempt the Project from these changes to the land use and zoning regulations for the site. As such, discussions in this report regarding land use and zoning are provided related to the plans, policies, and regulations that were operative at the time that the Project was deemed complete and vested.

The Community Plan which was effective at the time that the project application was deemed complete and vested, designates the site for Regional Commercial land uses, with corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4. The site is zoned C2-4D (Commercial Zone, Height District 4 with a D Limitation). The C2 Zone permits a variety of commercial uses, including retail, restaurant, and office uses and residential uses. Height District 4 prescribes no limit on stories or height, but the site's D Limitation (Ordinance No. 164,307) restricts the total FAR to a maximum of 6:1. Footnote 3 of the Central City Community Plan states that the land use designation "Corresponds to Height District Nos. 3-D and 4-D; D limitation to 6:1 FAR except for transfer of floor area up to 10:1 or 13:1, respectively." In conjunction with the "4D" Height District, the Project is therefore permitted up to 13:1 FAR through a TFAR request.

The existing development, constructed prior to the adoption of the Ordinance No. 164,307, has an existing legal nonconforming FAR of 7.6:1 (1,424,314 square feet of floor area), which exceeds the maximum 6:1 FAR permitted by the D Limitation.

In accordance with Footnote 3, the Project includes an associated request for a TFAR to exceed the 6:1 FAR and for the transfer of up to 470,674 square feet of floor area from the Los Angeles Convention Center, to permit a total maximum of 1,894,988 square feet.

Surrounding Uses

The Project Site is located in an urbanized area and generally surrounded by surface parking lots and low- to high-rise buildings comprised of residential, commercial, and office uses.

North: To the north of the Project Site, across 7th Street, are the mid-rise Roosevelt Lofts and 655 Hope Condos adaptive reuse residential buildings. These parcels are designated for Regional Commercial land uses and zoned C2-4D.

East: To the east of the Project Site, across Hope Street, are mid-rise commercial and retail buildings, a three-story religious institution, and a nine-story parking structure. A portion of the property on which the parking structure is located is approved to be redeveloped with a 50-story, mixed-use development under Case No. CPC-2017-505-TDR-ZC-SPPA-DD-SPR. These parcels are designated for Regional Commercial land uses and zoned C2-4D.

South: To the south of Project Site, across 8th Street, are the 8th+Hope Apartments and the Gas Company Lofts, two multi-story, mixed-use buildings with ground floor commercial uses. These parcels are designated for Regional Commercial land uses and zoned C2-4D.

West: To the west of the Project Site, across Flower Street, are two multi-story parking garages, a surface parking lot, and a multi-story office building, a portion of which is approved to be redeveloped with a new 41-story, mixed-use tower under Case No. CPC-2016-1950-TDR-SPR. In addition, construction of a 41-story mixed-use building is underway at the intersection of Figueroa Street and 8th Street. These parcels are designated for Regional Commercial land uses and zoned C2-4D.

Regional and Local Access

Primary regional access is provided by Interstate 110 (I-110) and the Hollywood Freeway (US-101). Major arterials providing regional access to the Project Site include Figueroa Street to the west and Wilshire Boulevard to the north. The Project Site has existing vehicular ingress/egress from the southern portion of the site, along Hope Street, 8th Street, and Flower Street. There are two existing driveways near the corner of 8th Street and Flower Street (an ingress/egress driveway along Flower Street and an egress-only driveway along 8th Street) and two existing driveways near the corner of 8th Street and Hope Street (an ingress/egress driveway along Hope Street and an ingress-only driveway along 8th Street). A loading driveway is located along 8th Street which provides access to the subterranean loading dock. A porte-cochere, located mid-block along Hope Street, is for the existing hotel.

Streets and Circulation

The following public ROW street standards and improvements apply to the ROWs surrounding the property.

7th Street, adjoining the Project Site to the north, is designated as a Modified Avenue II with a ROW width of 80 feet and a roadway width of 56 feet, and requires a 28-foot half-roadway width and a 12-foot sidewalk. As The Bloc development is currently built to the property line, Bureau of Engineering (BOE) is not requiring dedications/easements along 7th Street but is requiring the repair and replacement of any damaged, cracked, or off-grade concrete sidewalk, integral concrete curb, gutter, concrete bus pad and/or roadway pavement. Additionally, all existing curb ramps should be reconstructed in accordance with BOE's Special Order 04-0222, including any necessary removal and reconstruction of the existing improvements to the satisfaction of the City Engineer.

Hope Street, adjoining the Project Site to the east, is designated as an Avenue II, with modified standards, with a ROW width of 86 feet and roadway width of 56 feet, which requires a 28-foot half-roadway width and a 15-foot sidewalk, and an additional average three-foot-wide sidewalk easement. As The Bloc development is currently built to the property line, BOE is not requiring dedications/easements along Hope Street, but is requiring the repair and replacement of any damaged, cracked, or off-grade concrete sidewalk, integral concrete curb, gutter, concrete bus pad and/or roadway pavement. Additionally, all existing curb ramps should be reconstructed in accordance with BOE's Special Order 04-0222, including any necessary removal and reconstruction of the existing improvements to the satisfaction of the City Engineer.

8th Street, adjoining the Project Site to the south, is designated as a Modified Avenue II, with a ROW width of 85 feet and roadway width of 56 feet, and requires a 33-foot half-roadway width and a 12-foot sidewalk, and an additional five-foot-wide sidewalk easement. As The Bloc development is currently built to the property line, BOE is not requiring dedications/easements along 8th Street but is requiring the repair and replacement of any damaged, cracked, or off-grade concrete sidewalk, integral concrete curb, gutter, concrete bus pad and/or roadway pavement. Additionally, all existing curb ramps should be reconstructed in accordance with BOE's Special Order 04-0222, including any necessary removal and reconstruction of the existing improvements to the satisfaction of the City Engineer.

Flower Street, adjoining the Project Site to the west, is designated as a Modified Avenue II with a ROW width of 90 feet and a roadway width of 66 feet, and requires a 33-foot half roadway width and a 12-foot sidewalk. As The Bloc development is currently built to the property line, BOE is not requiring dedications/easements along Flower Street, but BOE is requiring the repair and replacement of any damaged, cracked, or off-grade concrete sidewalk, integral concrete curb, gutter, concrete bus pad and/or roadway pavement. Additionally, all existing curb ramps should be reconstructed in accordance with BOE's Special Order 04-0222, including any necessary removal and reconstruction of the existing improvements to the satisfaction of the City Engineer.

Public Transit

Public transit service in the vicinity of the Project Site is currently provided by rail and multiple bus local lines and regional lines. An on-site portal to the Metro 7th Street/Metro Center Station provides direct access to the Metro A, B, D, and E Lines. Metro also operates one Rapid bus line, two Express lines, and 19 Local lines in the Project vicinity. Additional transit lines in the area include 10 City of Los Angeles Department of Transportation (LADOT) Commuter Express lines, four LADOT Downtown Area Short Hop (DASH) bus lines, seven Foothill Transit bus lines, two Orange County Transportation Authority (OCTA) bus lines, one Santa Monica Big Blue Bus line, one Antelope Valley Transit Authority bus line, and one Torrance Transit bus line.

Bicycle Facilities

The City's 2010 Bicycle Plan identifies the City's vision for a more integrated bicycle network throughout the City, including within the Project vicinity. Currently, there are existing Class II Bicycle Lanes along 7th Street 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.

Land Use Policies

The Project Site is located within the Central City Community Plan, Downtown Design Guide, a Transit Priority Area, Freeway Adjacent Advisory Notice for Sensitive Uses, Metropolitan

Transportation Authority (MTA) Right-of-Way Project Area, and is subject to AB 2097 (Government Code Section 65863.2).

General Plan Framework

The City of Los Angeles General Plan Framework identifies the site and vicinity as a Downtown Center, which is considered 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 floor area ratios of up to 13:1 and high-rise buildings.

Downtown Community Plan

The Downtown Community Plan was adopted by the City Council on December 4, 2024 and became effective on January 27, 2025, replacing the Central City Community Plan and Central City North Community Plan. The purpose of the Downtown Community Plan is to develop and implement a future vision for Downtown Los Angeles that supports and sustains ongoing revitalization while thoughtfully accommodating projected future growth. As Downtown Los Angeles has been a rapidly changing setting within the City, it supports a collection of economic opportunities and entrepreneurship, people, culture, and distinct neighborhoods, and sits at the center of the regional transportation network.

The Downtown Community Plan identifies the Project Site with a land use designation of Transit Core, which encourages dense centers of employment, housing, and entertainment uses with the highest intensity of development, including the redevelopment of underutilized buildings to accommodate demand for housing and jobs that contribute to the area's vibrancy, well-served by a convergence of multiple transit lines to ensure a vibrant mixture of land uses to reinforce Downtown as the primary center of urban activity in the region.

While the Project Site is located within the Downtown Community Plan, pursuant to LAMC Section 1.4.4 of Chapter 1A, projects for which a complete entitlement application was filed, and fees were paid prior to the effective date are not subject to the provisions of the updated zoning code and/or DTLA 2040. The Bloc Project was deemed complete on September 12, 2023, and thus is not subject to the updated zoning code and/or DTLA 2040. In addition, the Project's Vesting Tentative Tract Map provides vesting rights which would also otherwise exempt the Project from these changes to the land use and zoning regulations for the site. However, the proposed Sign District ordinance would work in conjunction with the sign regulations of LAMC Section 4C.11 of the updated zoning code, while all other entitlements (TFAR and SPR) remain vested and comply with the Zoning Code in effect in 2021.

Central City Community Plan

The Central City Community Plan Map designates the site for Regional Commercial land uses, with corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4. The site is zoned C2-4D (Commercial Zone, Height District 4 with a "D" Limitation). According to the Community Plan, the Regional Commercial land use designation allows for a corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4. The site is zoned C2-4D (Commercial Zone, Height District 4 with a D Limitation). The C2 Zone permits a variety of commercial uses, including retail, restaurant, and office uses and residential uses. Height District 4 prescribes no limit on stories or height, but the site's D limitation (Ordinance No. 164,307) restricts the total FAR to a maximum of 6:1. Footnote 3 of the Central City Community Plan states that the land use designation "Corresponds to Height District Nos. 3-D and 4-D; D limitation to 6:1 FAR except for transfer of floor area up to 10:1 or 13:1, respectively." In conjunction with the "4D"

Height District, the Project is therefore permitted up to 13:1 FAR (based on lot area including the areas to the centerline of the street) through a TFAR request.

Downtown Design Guide

The Project is also within the boundaries of the Downtown Design Guide (the “Design Guide”) in the Financial Core, as a part of the Central City Community Plan. The Design Guide contains standards and guidelines for sustainable design, sidewalks and setbacks, ground floor treatment, parking and access, massing and street walls, on-site open space, architectural detail, streetscape improvements and signage.

Central City TFAR Area

The Project Site is located within the Central City TFAR Area ([Council File No. 10-1175](#)) which includes the area generally bounded to the north by the US-101 Freeway; to the east by Alameda Street, Los Angeles Street, San Pedro Street, and Main Street; to the south by Interstate 10 Freeway; and to the west by the I-110 Freeway and Hill Street.

Transit Priority Area

In September 2013, California Governor Jerry Brown signed Senate Bill 743 (SB 743), which made several changes to CEQA for projects located in areas served by transit. Among other things, SB 743 added California PRC Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” The Project is a mixed-use project and is located on an infill site, for which public transit service is provided on-site via the portal to the 7th Street/Metro Center Station; and several local and regional bus lines are provided in the Project vicinity. Therefore, the Project Site is considered located within a Transit Priority Area.

Assembly Bill 2097 (AB 2097)

On September 22, 2022, Governor Newsom signed AB 2097, which added Government Code Section 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project (excluding the creation or expansion of hotels) that is within one-half mile of a Major Transit Stop. While the existing development includes a hotel, the Project does not propose the creation or expansion of the existing hotel, and provides on-site access to the 7th Street/Metro Center Station portal. Therefore, the Project is eligible for AB 2097.

Relevant Cases

Subject Property

VTT-83482-CN-HCA: On February 11, 2025, the Advisory Agency approved Vesting Tentative Tract Map No. 83482-CN-HCA for the creation of two new airspace lots containing up to 466

residential condominium units above one existing ground lot; and a Haul Route for the export of up to 18,239 cubic yards of soil. No appeals were filed and the action is final.

Case No. CPC-2024-8052-DA: A concurrent request for a Development Agreement between the Applicant and the City of Los Angeles for a term of 20 years.

Surrounding Properties (Within 500-foot Radius)

CPC-2016-1950-TDR-SPR: On February 25, 2019, the City Planning Commission (CPC) approved a Site Plan Review and recommended approval of a Transfer of Floor Area Rights (TFAR) from the Los Angeles Convention Center for up to 122,480 square feet to the Project Site, thereby permitting a maximum 8.43:1 FAR in lieu of the otherwise permitted maximum 6:1 FAR and Public Benefits Payment, in conjunction with a 41-story, 530-foot tall, mixed-use development consisting of 438 residential units and approximately 7,493 square feet of ground floor commercial retail and restaurant uses located at 744-756 South Figueroa Street and 829 West 8th Street. The case was subsequently appealed by the Applicant and an Aggrieved Party. On June 28, 2019 the City Council granted the Applicant's appeal, denied the Aggrieved Party's appeal, and approved the TFAR request and Site Plan Review.

CPC-2023-2246-CUP-SPR: On March 31, 2024, an application was filed for a Major Development Conditional Use Permit and Site Plan Review, in conjunction with a 13-story, 280-foot tall data processing center located at 727-737 South Grand Avenue. This case is still pending.

CPC-2017-505-TDR-ZV-SPPA-DD-SPR: On July 13, 2023, the CPC approved two Zone Variances, two Specific Plan Project Permit Adjustments, a Director's Decision, and a Site Plan Review; and recommended approval of a TFAR from the Los Angeles Convention Center for up to 346,853 square feet to the Project Site, thereby permitting a maximum 9.25:1 FAR in lieu of the otherwise permitted maximum of 6:1 FAR and Public Benefits Payment in conjunction with a 50-story mixed-use development comprised of 580 residential units and up to 7,499 square feet of ground floor commercial uses located at 754 South Hope Street and 609-625 West 8th Street. The Project's approved Zone Variances, Project Permit Adjustments, Director's Decision, and Site Plan Review were subsequently appealed. On June 25, 2024, the City Council denied the appeals, sustained the CPC's approval, and approved the TFAR request.

PROJECT DETAILS

The Project proposes the development of a 41-story residential tower comprised of 466 residential condominium units and 54,750 square feet of open space, above a 12-story podium building, which includes an existing nine-story parking and retail podium, the addition of two above-ground parking levels, and the enclosure of the existing podium building's rooftop parking level, resulting in a 53-story, 710-foot tower. The condominium unit mix would include 83 studio, 271 one-bedroom, 100 two-bedroom units, and 12 three-bedroom units.



Residential Tower Above the Retail/Parking Podium

A total of 24,342 square feet of existing theater and retail uses (located in the podium building) would be demolished to accommodate a new residential lobby as well as a new storefront for the relocated retail space, while all other existing uses would be maintained. Upon completion, the existing and new development on the Project Site would total 1,894,988 square feet of floor area and have a maximum height of 710 feet.

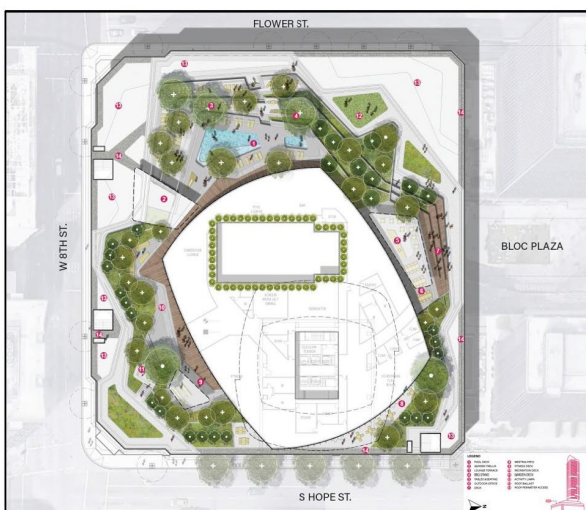
Open Space and Landscaping

Based on the unit mix proposed for the residential tower, the Project would be required to provide 51,700 square feet of usable residential open space. The Project proposes to provide 54,750 square feet of open space comprised of outdoor common areas such as the decks located on Levels 12 and 51 which would include amenities such as a swimming pool, barbeque area, outdoor office space, garden trellis, fitness deck, tables and seating area, and lawn. Indoor common areas include lounges, a gamer room, a media room, fitness center, co-working space, and conference rooms which would also be located on Levels 12 and 51. As the Project exceeds the required open space with common open space areas, the 429 private balconies would further exceed the requirement.



Rendering of Level 12 Outdoor Amenity Deck

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 to be removed; and a total of 117 additional on-site trees that would be planted, in compliance with LAMC 12.21 G.2., with 104 trees located on Levels 12 and 13, and 13 trees located on Level 51.



Level 12 Outdoor and Indoor Open Space



Level 51 Outdoor and Indoor Open Space

Parking

Vehicle Parking

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. 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. After the seismic retrofit is complete, a total of 1,507 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 vehicle parking is required for the non-hotel uses. A total of 344 spaces are required for the existing hotel use. Additionally, two parking affidavits (Nos. 81-31644 and 89-94331) require an additional 251 on-site vehicle parking spaces be provided. Thus, a total of 595 parking spaces are required for the existing uses and compliance with parking affidavits.



Rendering of Retail/Parking Podium Building with Additional Parking Levels

Bicycle Parking

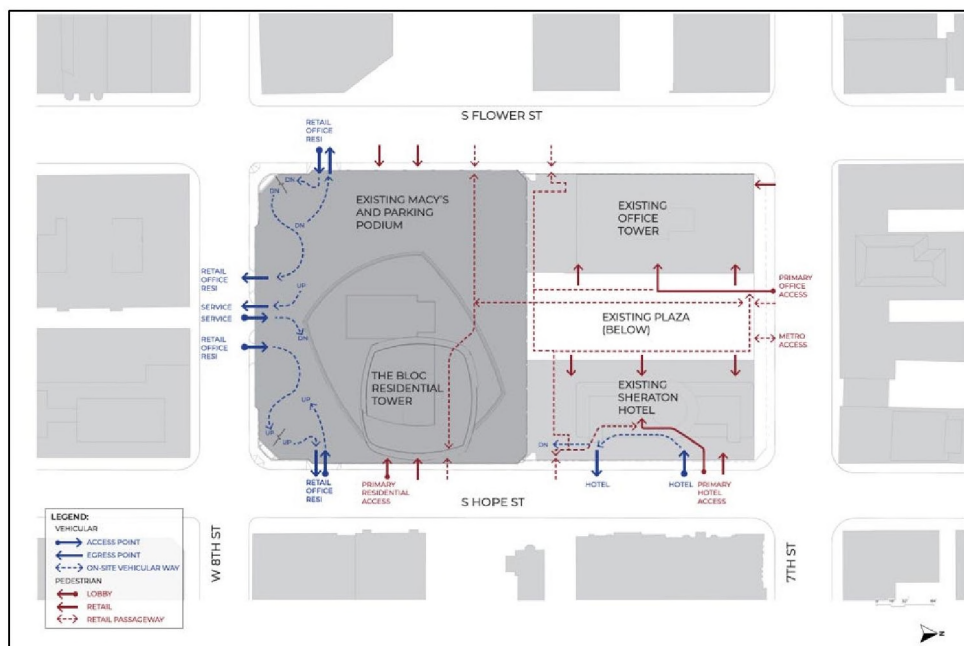
Pursuant to LAMC Section 12.21 A.16, the Project is required to provide a total of 212 short- and long-term bicycle parking spaces and would be providing a total of 214 spaces, comprised of 22 short-term and 192 long-term spaces. The short-term bicycle parking spaces would be located in the existing outdoor plaza and long-term bicycle parking spaces would be located on the first level of the subterranean parking garage.

Access and Circulation

No changes to the site's existing vehicular ingress/egress are proposed. Vehicular access to the site would continue to be provided from the ingress/egress driveways along Hope Street, 8th Street, and Flower Street. 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 located mid-block along 8th Street, which also provides access to one of the subterranean parking levels where another loading area is located. A 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, pedestrian warning systems would be installed at each driveway. The driveways are shown in blue in the figure below.

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. Pedestrian access to the site are shown in red in the figure below.



Vehicle and Pedestrian Site Access

Project Design and Architecture

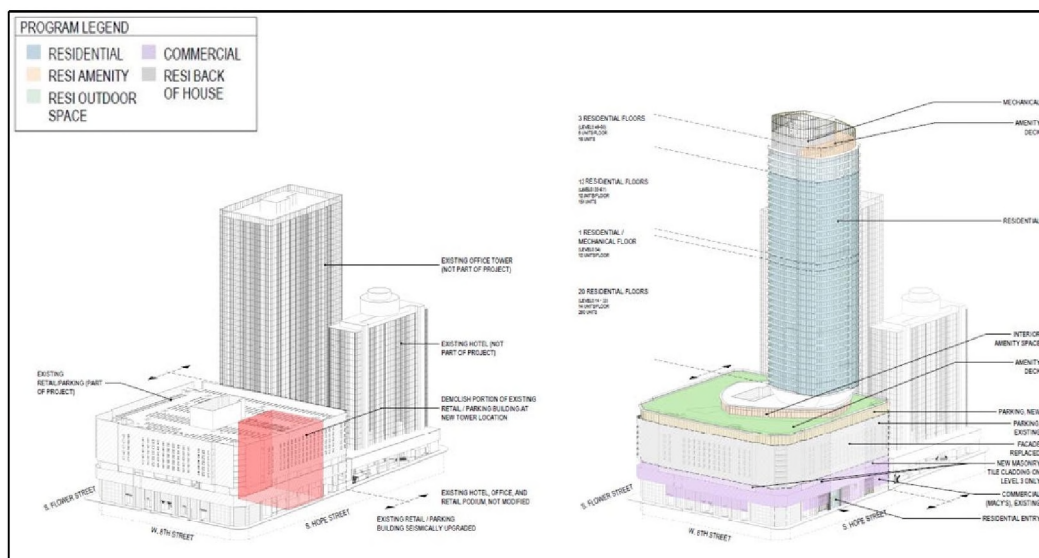
The Project's contemporary design would complement the existing Downtown skyline which is comprised of multiple high-rises including the 73-story Wilshire Grand Center, 53-story 777 Tower, 41-story EY Plaza, 53-story Figueroa at Wilshire Tower, 52-story Citi National Tower, 62-story AON Tower, 77-story LA Grand Hotel Building, and 73-story US Bank Tower. The new tower's expanding floor plate would extend from the podium building with a narrow, tapering stem at the base, while the tower crown would be 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. The balcony depths for north facing units, would be reduced to maximize access to daylight and views. The two new parking levels would be integrated into the existing podium building and minimize the visibility of vehicle parking. Materials used on the existing podium building is masonry tile cladding with small openings; while the two new levels would be articulated with a perforated metal system and integrated vertical elements. A new residential lobby as well as a new storefront for the relocated retail space would be accessible directly from Hope Street, as shown in the renderings below.



Residential Lobby and New Retail Entrance along the Southern Portion of Hope Street

Proposed materials, primarily glass and smooth, white metal panels, emphasize the curvature and flowing lines of the tower. The presence of a warmer, bronze-like material at select double height balconies serve as accents to the tower. At the base, where the stem of the proposed tower transitions into the podium, an enclosed shared residential amenity space surrounds the building stem and then gives way to an expansive landscaped roof top terrace which would be an outdoor amenity for residential occupants.



Existing and Proposed Massing

Project Design Analysis

Citywide Design Guidelines

The Citywide Design Guidelines (Guidelines), adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives, and the Guidelines may be used as a basis to condition a project. The Guidelines focus on three main design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design. These

design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including enhancing the quality of the pedestrian experience along the border of the project and public space; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the commercial environment.

Pedestrian-First Design

The Project would construct a new residential tower above an existing pedestrian-oriented, mixed-use development comprised of a hotel, office building, retail/restaurant uses, and parking, centered around an outdoor plaza with a portal to the Metro 7th Street/Metro Center Station. Pedestrian access to the residential tower would be provided directly from a new residential lobby accessible from Hope Street, and access to the existing commercial, office, and hotel uses would continue to be from Flower Street, 7th Street, and Hope Street. The addition of the residential tower to The Bloc would provide 24-hour pedestrian activity, while encourage use of the Metro 7th Street/Metro Center Station (or one of many nearby bus stops) instead of using a vehicle to travel off-site. Further, the Project's proposed signage, specifically Displays, Supergraphics, and Advertising Kiosks would allow for additional wayfinding through the site and introduce a new light source to the area, creating a more walkable area at all times of the day.

360 Degree Design

The residential tower would include units on every elevation, creating a 360 degree articulation, with floor to ceiling windows and two new parking levels integrated into the existing podium building to 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. The new tower's expanding floor plate would extend from the existing podium with a narrow, tapering stem at the base; The tower crown would be capped off with a spiraling geometry creating a distinct and unique rooftop within the Downtown skyline. Overall, the Project's contemporary architecture would complement and enhance the surrounding skyscrapers.

Climate-Adaptive Design

The Project proposes the addition of a new residential tower above an existing mixed-use development with limited demolition. Further, the Project would introduce a new residential component to a site with a variety of commercial uses and direct access to the Metro 7th Street/Metro Center Station, reducing the need to travel by car.

The Project would also incorporate environmentally sustainable building features and comply with construction protocols required by the Los Angeles Green Building Code and CALGreen, as well as the intent of the US Green Building Council's Leadership in Energy and Environmental Design (LEED) program to meet the standards of LEED Silver or equivalent building standards, which would reduce energy and water usage and would include, but not be limited to, the following features: 30 percent of provided parking to be EV-ready and (EVSE) for 10 percent of the total parking spaces, low-flow plumbing fixtures, energy-efficient mechanical systems, elevators, glazing and window frames, and lighting, drought tolerant landscaping, and 117 on-site trees. The Project would be required to comply with the Los Angeles Green Building Code and 30 percent of the total useable roof area will be solar ready.

Urban Design Studio Professional Volunteer Program

On February 20, 2024, the Project was presented to the Department of City Planning's Urban Design Studio and Professional Volunteer Program (PVP), which acts as a venue for City Planning staff to gather project-specific urban design advice and insight from local architecture professionals. Recommendations were made relating to the pedestrian environment and public realm, the ground floor design, the number of parking spaces, and the adaptability of the parking structure for future conversion to other habitable uses, and sustainability.

No changes were made to the plans as a result of the PVP comments. As previously stated, the Project proposes to develop a residential tower within an area of the existing parking podium and no changes to the existing uses and other street frontages (except for the new residential lobby on Hope Street and relocated retail store front) would occur. In addition, the existing parking structure design and floor heights are not being changed and therefore would be difficult to make adaptable for habitable uses.

ENTITLEMENTS

In order to develop the project, the Applicant has requested the following land use entitlements and environmental review compliance:

- Consideration of the previously certified **Environmental Impact Report**, which included a Statement of Overriding Considerations for significant and unavoidable construction noise impacts; and a Mitigation Monitoring Program to off-set any potential environmental impacts the project may have on the environment.
- A **Transfer of Floor Area Rights** for the transfer of floor area from the City of Los Angeles Convention Center to the Project Site.
- A **Site Plan Review** to allow construction of a proposed development project which will create an increase of more than 50 dwelling units.
- A **Sign District** for a comprehensive signage program.
- A **Development Agreement** for the provision of public benefits in exchange for a 20 year term.

Transfer of floor area (TFAR) public benefits transfer plan

To initiate a TFAR for a project site within the Central City TFAR Area (and outside of the City Center Redevelopment Area), the Applicant submits a Transfer Plan identifying the Donor Site, Receiver Site, amount of Floor Area Rights for Transfer, and information about the Public Benefit payment to the Department of City Planning (DCP). In accordance with LAMC Section 14.5.5, the proposal is evaluated in an Early Consultation Session with the Mayor's Office, the City Council Office for the City Council in which the Receiver Site is located in, and the Chief Legislative Analyst, and following a report from the Director of Planning, the CPC then considers the requests and provides a recommendation to the City Council.

The size of the Project Site for calculating maximum floor area is based on LAMC Article 14.5, which provides Transfer of Floor Area regulations that are applicable to Transit Area Mixed Use Projects, such as the Project. For the purposes of computing the maximum Floor Area Rights available through the approval of a Transfer Plan for a Transit Area Mixed Use Project, Lot Area shall mean the same as Buildable Area, except that the buildable area shall include the lot area

plus the area between the exterior lot lines and the centerline of any abutting public right-of-way. Based on this criterion, the Buildable Area or Lot Area for calculating maximum allowable FAR is 273,236 square feet in size. As the D-condition of the site allows for a FAR of up to 13:1 for TFAR projects, the maximum floor area allowed through a TFAR process would be 273,236 x 13, or 3,552,068 square feet.

The Project is presently developed with 1,424,314 square feet of floor area. The Project proposes a total of 1,894,988 square feet of floor area, less than the maximum allowable under the TFAR program, and thereby requests a transfer of 470,674 square feet of floor area.

Under a Transfer Plan, a Public Benefit Payment is required for this transfer of floor area. The Public Benefit Payment under any Transfer Plan shall equal: (1) the sale price of the Receiver Site, if it has been purchased through an unrelated third-party transaction within 18 months of the date of submission of the request for approval of the Transfer, or an Appraisal, if it has not; (2) divided by the Lot Area (prior to any dedications) of the Receiver Site; (3) further divided by the High-Density Floor Area Ratio Factor; (4) multiplied by 40 percent; and (5) further multiplied by the number of square feet of Floor Area Rights to be transferred to the Receiver Site.

The property appraisal was completed on December 7, 2021, and the Project application was also submitted on the same date. The appraisal was conducted under a hypothetical “as if vacant condition”. The “as if vacant” market value opinion assumes that the subject property were vacant and used for its highest and best use under all the current zoning and planning restrictions and policies affecting the Receiver Site at the time of the appraisal, and estimated the property value at \$99,900,000. The Project’s pre-dedication lot area is 186,674 square feet as determined in the surveyed tract map. Therefore, the required total Public Payment Benefit for the request is \$16,792,316.

As part of the request, the Applicant has submitted a Transfer Plan indicating the proposed distribution of the Public Benefit Payment required pursuant to LAMC Section 14.5.9. The Public Benefit Payment requires that at least 50 percent of the payment be provided as a cash payment by the Applicant to the Public Benefit Trust Fund, unless otherwise approved by City Council. The remaining 50 percent of the payment may be provided by the direct provision of Public Benefits by the Applicant.

Pursuant to LAMC Section 14.5.5, Planning staff engaged in TFAR Early Consultation Session meetings with representatives from the Mayor’s Office, the Office of the Chief Legislative, Analyst, and Council District 14 to discuss the Project, including parking and signage, transfers, and public benefits. Pursuant to LAMC Section 14.5.9, a Public Benefit Payment shall be provided as part of an approved Transfer Plan and shall serve a public purpose, such as: providing for affordable housing; public open space; historic preservation; recreation; cultural; community and public facilities; job training and outreach programs; affordable childcare; streetscape improvements; public arts programs; homeless services programs; or public transportation improvements. The Applicant’s proposal for the Public Benefit Direct Provision consisted of payment to CD 14’s Affordable Housing Trust Fund. The Table below outlines the Project’s Public Benefit Payment Plan.

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	
Council District 14 Public Benefits Trust Fund for Affordable Housing	100%

In addition, pursuant to LAMC Section 14.5.10, if the Donor Site is owned by the City, the TFAR Transfer Payment shall be the greater of (a) 10 percent of the Public Benefit Payment, or (b) \$5 multiplied by the number of square feet of Floor Area Rights to be transferred to the Receiver Site. In this instance, the greater is \$5 multiplied by 470,674 square feet of floor area to be transferred, for a total TFAR Transfer Payment of \$2,353,370.

Site Plan Review

See previous sections regarding **Open Space and Landscaping** and **Project Design Analysis** on pages A-9 and A-13.

Sign District

LAMC Section 13.11 allows for the establishment of Signage Supplemental Use Districts to create unique signage regulations for commercially zoned properties with a minimum lot area of either one block or three acres. In conjunction with the development of the Project, The Bloc Sign District (Sign District) would provide a comprehensive set of signage regulations for a 4.3-acre site, primarily focused on creating a unique and recognizable identity through signage elements to enhance and contribute to the Financial Core neighborhood, draw visitors to the Downtown area, and benefit the local economy, while fostering a vibrant environment with a unified aesthetic. The boundaries of the Sign District would mirror the boundaries of The Bloc property line.

In general, the proposed variety and amount of signage would be comparable to other developments within the Downtown area with tailored sign regulations, such as the Grand Sign District (The Grand), Figueroa and Wilshire Sign District (Wilshire Grand), Figueroa and Olympic South Sign District (Luxe Hotel), Figueroa and Pico Sign District (Moxy and A/C Hotels), and the Los Angeles Sports and Entertainment District (Circa Mixed-Use Development).

Signage would be architecturally integrated into the existing buildings, new residential tower, and overall site design; dynamically activate the public realm; provide effective wayfinding; minimize potential traffic hazards; and support the economic vitality of The Bloc (for both on-site event marketing and off-site advertising revenue generation). The Sign District is intended to create a unified signage theme, and promote the unique commercial character of the development. The proposed standards of the Sign District would provide flexibility in design for certain ground- and wall-mounted signage; allow for Supergraphic and Digital Display signage; allow for revenue generation through off-site advertising; and set tailored illumination standards. These regulations deviate from the standard requirements of the LAMC by allowing for non-typical signage designs and sizes and allowing for otherwise prohibited sign types. Regulations for all signage would include area, height, design, number, illumination standards, and location, while further tailored Digital Display regulations would include illumination, refresh rates, hours of operation, and design.

Certain standard signage types would not be regulated by the Sign District and would be subject to the LAMC. These include Awning Signs, Illuminated Canopy Signs, Marquee Signs, Monument Signs, Pedestrian Signs, Projecting Signs, Wall Signs, Window Signs, Temporary Signs, Original Art Murals, Public Art Installations, and signs owned and operated by Metro. Inflatable Devices, Pole signs, Roof Signs, and any other signs not specifically authorized in the Sign District would be prohibited. Signage types regulated by the Sign District include the four types listed in the table below:

Sign Type	Number of Signs	Combined Size	Operation	On-Site/ Off-Site	Review
High-Rise Sign 2	5	4,057 sf	24 hrs.	On-Site	Director Sign-Off
Supergraphic Sign	3	1,158 sf	7am- 2am	On-Site	Director Sign-Off
Advertising Kiosk	8	312 sf	24 hrs. Animated	Off-Site	Director Sign-Off
Digital Display	9*	6,036 sf	7am- 2am (dimmed at 10pm) Non-animated (8-second refresh)	Off-Site	Project Compliance
*Six of the Digital Display Signs would be two sets of triplet signs comprised of three panels. One triplet group is located on Flower Street and the second triplet group is located on Hope Street.					

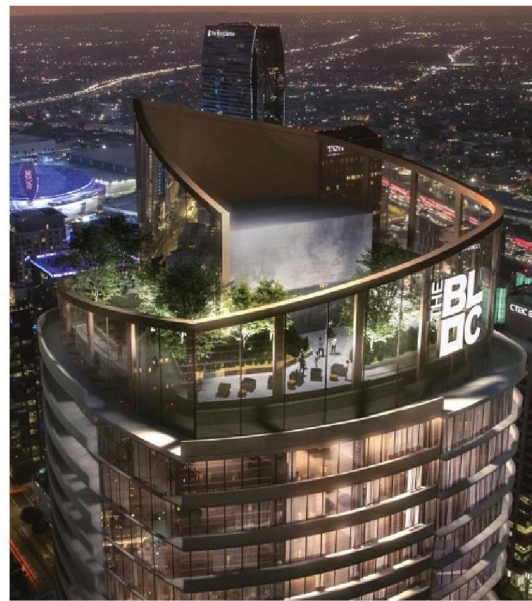
High-Rise Sign 2 Signs, Supergraphics, Advertising Kiosks, and Digital Displays would be installed in substantial conformance with Conceptual Sign Plans (Appendix A of the Sign District). Additional regulations pertaining to these signs are outlined below.

On-Site Signage

On-site signage is regulated by sign type, with specific area, height, design, illumination, and regulations restricting signs to on-site advertisements. The signage would integrate into the overall design and theme of the development, and the regulations would be uniform across the site.

High-Rise Sign 2 Signs

The Project is permitted a total of five High-Rise Sign 2 Signs; which are identification signs located in close proximity to the top of a building. Each building tower is permitted one High-Rise Sign 2 Sign per elevation. for a maximum of two High-Rise 2 signs per building, consistent with the LAMC, with the exception of the residential tower which is permitted a maximum of three High-Rise 2 Signs. The permitted location of the High-Rise Sign 2 Signs is dependent on whether the building is flat topped or articulated. On a flat topped building, High-Rise Sign 2 Signs must be located between the top of the windows on the topmost floor and the top of the roof parapet or within an area 30 feet below the top of the roof parapet. On buildings with stepped or otherwise articulated tops, High-Rise Sign 2 Signs may be located within an area 30 feet below the top of the building or within an area 30 feet below the top of the parapet of the main portion of the building below the stepped or articulated top. These signs may include a company logo and/or name of a business or building, may be non-illuminated, externally or internally illuminated, may include digital elements, and are used for the on-site identification of building tenants or on-site branding of the development. These signs may operate 24 hours a day.



High-Rise Sign 2 Signs Facing 7th Street



High-Rise Sign 2 Signs Facing 8th Street, Hope Street, and 7th Street

Supergraphic Signs

The Sign District permits three Supergraphic Signs; two above the parking garage ingress/egress driveway along Flower Street and one at the southwest corner of 8th Street and Flower Street. The Supergraphic Signs contain on-site signage and can be externally illuminated from 7am - 2am.



Supergraphic Signs along Flower Street and at the corner of 8th and Flower Streets

Off-Site Signage

Advertising Kiosks

A total of eight digital Advertising Kiosks, all of which could include off- and on-site signage, are proposed. The kiosks would be located at the street and plaza levels of the existing open-air courtyard plaza and would not be visible from the adjacent public sidewalks or streets. Three would be floor-mounted and the remaining five would be wall-mounted. The Advertising Kiosks would advertise tenants, orient and direct visitors to the on-site uses at The Bloc, and would include off-site advertising. Digital components of these signs would be able to operate 24 hours daily and could be fully animated.



Advertising Kiosks at the Street and Plaza Level

Digital Displays

A total of nine Digital Displays are proposed, including a display that wraps the corner of 7th and Hope Streets (shown below), a display that wraps the corner of 8th and Hope Streets, an angled display along 7th Street (shown below), and two sets of triplet signs consisting of three panels each on Flower Street and on Hope Street (one set of triplets on Flower Street is shown below). A majority of the Digital Displays would be located on an existing horizontal building element that extends around the entirety of the site. Articulated by an exterior brick finish, the horizontal band is the datum that visually ties the office tower, hotel tower, and parking/retail podium together into one cohesive development. The bottom of the horizontal band is approximately 24 to 30 feet above the sidewalk grade. All Digital Displays would be limited to operating hours of 7 am – 2 am and would be limited to 200 candelas luminance from 7am to 10pm, which would dim to 150 candelas from 10pm to 2am. Lighting studies have been conducted to ensure that light trespass does not exceed a three-foot candela illumination limit at the property line of any nearby residential property.

Digital Displays are permitted to display Off-Site advertising content pursuant to a Sign Reduction Plan. The Sign Reduction plan requires the removal of existing, legally permitted Off-Site Signs from any other property located within the boundaries of the Downtown Community Plan. Each square foot of sign area of a new off-site Digital Display shall be offset by a reduction of a minimum of two square feet of off-site Sign area. The Sign Reduction Plan regulations of the Sign District for the removal of off-site signage would aide in the reduction of signage blight in the surrounding communities, while fostering a distinct identity for the site and region through a coordinated sign program.



Digital Displays along 7th Street



Digital Displays at 7th Street and Flower Street



Digital Displays along Flower Street

Environmental Analysis

The City of Los Angeles released the Final Environmental Impact Report (EIR), ENV-2021-9959-EIR (SCH No. 2022120319), in January 2025, detailing the relevant environmental impacts resulting from the Project. The EIR includes the Draft EIR for The Bloc Project, dated March 2024, and the Final EIR, dated January 2025.

The EIR identified the following significant and unavoidable impacts: On- and Off-site Construction Noise, Off-site Construction Vibration – Human Annoyance, and Cumulative On-and Off-site Construction Noise and Off-site Construction Vibration-Human Annoyance.

The Deputy Advisory Agency certified the EIR on February 11, 2025 and adopted the Mitigation Measures and Mitigation Monitoring Program, as well as a Statement of Overriding Considerations, finding that the project's benefits outweighed the identified environmental impacts, in conjunction with the approval of Case No. VTT-83482-CN-HCA.

Development Agreement

A concurrent request for a Development Agreement is provided under Case No. CPC-2024-8052-DA. Further details are provided in the accompanying staff report. The Applicant has offered to provide a public benefit of a payment of \$1,600,000 to the City of Los Angeles Bureau of Engineering (BOE) 7th Street Streetscape Project, in exchange for a development agreement term of 20 years.

Public Hearing and Communications

A joint public hearing was held virtually via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on January 29, 2025 for the subdivision and related Project entitlements (see Public Hearing and Communications, Page P-1). The hearing

was attended by approximately 30 individuals. At the public hearing, testimony was provided by the Project team; three people spoke in favor of the Project, including the Central City Association of Los Angeles, and FASTLinkDTLA Transportation Management Organization, and two commenters asked questions regarding the Project's unit type, sign district, the retention of the existing theater, and whether the Project's shading impacts were analyzed. One of the commenter's who spoke in support of the Project also requested that the crosswalks be improved to American Disability Act (ADA) standards and include Accessible Pedestrian Signals (APS) that provide auditory, visual, and vibrotactile information to pedestrians. No oral testimony was provided in opposition of the Project. One letter was received prior to the public hearing in support of the Project, while another letter requested that parking be provided for the residential units.

ISSUES

On February 11, 2025 the Downtown Los Angeles Neighborhood Council (DLANC) submitted a letter of support for the Project and requested several conditions be included as part of the Project, including the development of a construction and traffic management plan, maintenance of pedestrian access, and adequate lighting if temporary sidewalk closures are needed, the regulation of all amplified and operational noise so as not to exceed LAMC regulations, and that light emissions from the proposed Digital Displays would not impact surrounding residences. All of these conditions would be met with: The implementation of the Project's Construction Traffic Management Plan (Transportation Project Design Feature-1), Noise Project Design Feature-4, and the Digital Displays illumination plan/standards included as part of The Bloc Sign District. The DLANC included additional conditions such as ground floor storefronts maintaining transparency during construction and the request for additional presentations to the DLANC if there are changes to the existing restaurant uses that currently serve alcohol; These conditions would be the responsibility of the Applicant as they do not related directly to the proposed Project.

CONCLUSION

The Bloc Project would construct a new residential tower directly above the Metro 7th Street/Metro Center Station and the existing Bloc mixed-use development comprised of retail, restaurant, hotel, and office uses and an outdoor plaza, thereby reducing the amount of single-occupancy vehicles on the road. In addition, a Sign District would be established with a variety and amount of signage that would be appropriate for the scale of the development and other Project elements which utilize signage as a placemaking tool, creating a unified identity for The Bloc.

Approval of the requested entitlements would facilitate a new residential tower in Downtown and allow for a cohesive site design, contributing to an active and safe pedestrian environment, and offering a variety of, amenities, including communal and private open space features that would be complementary with the surrounding neighborhood. Based on the information submitted, the testimony received at the public hearing, the analysis in the EIR, and the whole of the record, staff recommends that the City Planning Commission adopt and approve the Project, as conditioned herein, and approve the Sign District and accompanying proposed Ordinance.

CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 14.5.6 and 16.05 the following conditions are hereby imposed upon the use of the subject property.

Transfer Floor Area Conditions

1. **Floor Area.** The Development shall not exceed a total floor area of 1,894,988 square feet. The Transfer Payment and Public Benefit Payment shall be pro-rated to the amount of TFAR being acquired in the event the maximum amount of TFAR is not required. The requested floor area for transfer shall be based on the difference between the requested total floor area for the site and the existing legal non-conforming floor area (1,424,314 square feet). The buildable area of the Project used to calculate the maximum floor area shall be 273,236 square feet with a 13:1 FAR. Changes to the Project that result in a 20 percent decrease in floor area, or more, shall require new entitlements.
2. **Verification of Existing Floor Area.** Documentation verifying the existing legal non-conforming floor area of the site (1,424,314 square feet) shall be submitted and approved by the Department of City Planning and the Department of Building and Safety. If the City determines that the legal non-conforming floor area is different from the amount indicated, the TFAR Transfer Payment and Public Benefit Payments shall be revised accordingly. The Department of City Planning reserves the right to confirm the accuracy of the requested floor area, and to verify the calculation of the Transfer Payment and Public Benefit Payment at any time prior to the issuance of the first building permit, or 24 months after the final approval of the Transfer and the expiration of any appeals or appeal period, or any extensions permitted by the Director in accordance with Section 14.5.11 of the LAMC.
3. **TFAR Transfer Payment.** The Project is subject to and shall pay a TFAR Transfer Payment in conformance with Section 14.5.6 through 14.5.12 of the Code. Such payment shall be based on the actual amount of floor area transferred to the Project site.
 - a. The total amount of floor area authorized to be transferred from the Los Angeles Convention Center by this action shall not exceed 470,674 square feet. The total floor area of the Project Site (Receiver Site) shall not exceed 1,894,988 square feet.
 - b. The Applicant shall provide a TFAR Transfer Payment consistent with LAMC Section 14.5.10 in the amount of \$5 per square foot, or \$2,353,370 for the transfer of 470,674 square feet from the Los Angeles Convention Center located at 1201 Figueroa St (Donor Site) to the Project Site (Receiver Site).
4. **Public Benefit Payment.** The Project is subject to and shall pay a Public Benefit Payment in conformance with Section 14.5.6 through 14.5.12 of the Code.
 - a. The Applicant shall provide a Public Benefit Payment consistent with LAMC Section 14.5.9 in the amount of \$16,792,316 provided that at least 50 percent (\$8,396,158) of the Public Benefit Payment consist of cash payment by the Applicant to the Public Benefit Payment Trust fund. Direct provision payments shall be paid directly to the recipients. Proof shall be provided in the form of a cleared check or bank statement and a letter signed by the Executive Director of each organization. Consistent with the TFAR Ordinance, the Project shall provide 50 percent (or \$8,396,158) of the Public Benefit Payment by directly providing the following public benefit:

- i. A payment to the City of Los Angeles Council District 14 Public Benefits Trust Fund for Affordable Housing in the amount of \$8,396,158 (100 percent). The funds shall be utilized for construction and operation of affordable housing developments.
- b. At the time of issuance of the Certificate of Occupancy for the Project, the Applicant shall provide an update to the file from the recipient of direct provisions detailing how the money has been spent thus far.
- c. The Applicant shall pay the required Public Benefit Payment, less the cost of the Direct Provision of Public Benefits, in cash to the Public Benefit Trust Fund, pursuant to the terms of Transfer of Floor Area Rights Ordinance No. 181,574, Article 4.5 of the LAMC. The Public Benefit Payment proof of cash payment and direct provision of public benefits is required upon the earliest occurrence of either:
 - i. The issuance of the building permit for the Project; or
 - ii. Twenty-four months after the final approval of the Transfer and the expiration of any appeals or appeal period; should the Applicant not make the required payments within the specified time, the subject approval shall expire, unless extended by the Director in writing.
- 5. The Transfer shall provide a Public Benefit Payment, and, if applicable, a TFAR Transfer payment in conformance, respectively, with Section 14.5.9 and Section 14.5.10 of this Code.
- 6. Transfer must comply with any urban design standards and guidelines adopted by the City Planning Commission for the area, including the Downtown Design Guide, and other applicable design guidelines;

Site Plan Review Conditions

- 7. **Site Development.** The use and development of the Property shall be in substantial conformance with the plans stamped Exhibit A, dated August 23, 2024. No change to the plans will be made without prior review by the Department of City Planning, Major Projects Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the Project conditions. The Project shall be constructed in a manner consistent with the following project description: A new residential tower with 466 residential dwelling units.
- 8. **Development Service Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit A, dated August 23, 2024, as approved by the City Planning Commission (CPC).

Note to Development Services Center: The plans presented to, and approved by, the CPC included specific architectural details that were significant to the approval of the project. Plans submitted at plan check for condition clearance shall include a signature

and date from Major Projects Section planning staff to ensure plans are consistent with those presented at CPC.

9. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A, dated August 23, 2024. Minor deviations from the requirements provided below may be permitted by the Department of City Planning to permit the existing landscaping conditions provided that the plantings are well established and in good condition.
10. **Parking.** The Project is not subject to any minimum vehicular parking requirements, pursuant to California Government Code Section 65863.2 (AB 2097). Bicycle parking shall be provided at a minimum in compliance with LAMC Section 12.21 A.16.
11. **Driveway Safety Features.** Pedestrian warning signs shall be installed at each driveway.
12. **Open Space.** Common and Private Open Space shall conform to the requirements of the LAMC Section 12.21 G. Common Open Space, and shall include amenities such as a swimming pool, barbeque area, outdoor office space, garden trellis, fitness deck, and tables and seating area.
13. **Tree Wells.** The minimum depth of tree wells and planters on the rooftop, any above grade open space, and above a subterranean structure shall be as follows:
 - a. Minimum depth for trees shall be 42 inches.
 - b. Minimum depth for shrubs shall be 30 inches.
 - c. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
 - d. Minimum depth for an extensive green roof shall be three inches.

The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:

 - a. 220 cubic feet for a tree 15 - 19 feet tall at maturity.
 - b. 400 cubic feet for a tree 20 - 24 feet tall at maturity.
 - c. 620 cubic feet for a medium tree or 25 - 29 feet tall at maturity.
 - d. 900 cubic feet for a large tree or 30 - 34 feet tall at maturity.
14. **Tree Maintenance.** All newly planted trees must be appropriately sized, staked and tied; provided with a watering moat; and shall be properly watered and maintained.
15. **Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.
16. **Glare.** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

17. **Reflectivity.** Glass used in building façades shall be non-reflective or treated with a non-reflective coating in order to minimize glare from reflected sunlight.
18. **Construction Signage.** There shall be no off-site commercial signage on construction fencing during construction.
19. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
 - a. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.
 - b. All pedestrian walkways shall be illuminated with lighting fixtures.
 - c. Light fixtures located on the Project Site (and not in the public right-of-way) shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
20. **Mechanical Equipment.** All mechanical equipment shall be fully screened from view of any abutting properties and the public right-of-way.
21. **Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way. Trash receptacles shall be enclosed and/or covered at all times. Trash/recycling containers shall be locked when not in use.
22. **Graffiti Removal.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
23. **Construction Traffic Management Plan.** The Applicant shall prepare a Construction Traffic Management Plan which will include a construction work site traffic control plan, DOT recommends that the construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work.
24. **Worksite Traffic Control Requirements.** A construction work site traffic control plan shall be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties.
25. **Development Review Fees.** LAMC Section 19.15 identifies specific fees for traffic study review, condition clearance, and permit issuance. The Applicant shall comply with any applicable fees per the LAMC section.

Environmental Conditions

26. **Implementation.** The Mitigation Monitoring Program (MMP), attached as Exhibit D and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation

Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

- 27. Construction Monitor.** During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

- 28. Substantial Conformance and Modification.** After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

Administrative Conditions of Approval

- 29. Approval, Verification and Submittals.** Copies of any approvals guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
- 30. Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

31. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
32. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
33. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
34. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
35. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
36. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve

the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

- 37.** The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

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 50 percent of the payment for public benefits to be directly provided by the Applicant to the CD14 Affordable Housing Trust Fund, 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	
Council District 14 Public Benefits Trust Fund for Affordable Housing	100%

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 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. After the seismic retrofit is complete, a total of 1,507 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.

A total of 1,971 on-site vehicle parking spaces are currently provided within the seven-level subterranean and above-ground parking structure for the existing retail, office, restaurant, and hotel uses. 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. After the seismic retrofit is complete, a total of 1,507 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.

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 to 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.

3. Supplemental Use District - Sign District

- a. **The proposed Sign District is in conformance with the purposes, intent and provisions of the City of Los Angeles General Plan.**

The Bloc Sign District is in substantial conformance with the purposes, intent, and provisions of the General Plan. In addition, the Bloc Sign District is consistent with and implements policies in the General Plan, Framework Element, and Central City Community Plan, a component of the Land Use Element of the General Plan, as explained below:

Framework Element. The General Plan Framework 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 Element denotes the Project area as a "Downtown Center", which is identified as an international center for finance and trade that serves the population of the five-county metropolitan region. Downtown Los Angeles is 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, and regional transportation facilities. The Downtown Center is generally characterized by a floor area ratio up to 13:1 and high-rise buildings.

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

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.*

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.*

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

Central City Community Plan. The Central City Community Plan (Plan) categorizes the Framework's Downtown Center into various uses and defines the Project Site as Regional Center Commercial. The Plan guides the development and improvement of the community to meet existing and anticipated needs and conditions, as well as balance growth and stability.

The Sign District is consistent with the General Plan Framework and Central City Community Plan. The Sign District would provide a comprehensive set of signage regulations for a 4.3-acre site, primarily focused on creating a unique and recognizable identity through signage elements to enhance and contribute to the Financial Core Neighborhood, draw visitors to the Downtown area, and benefit the local economy, while fostering a vibrant environment with a unified aesthetic. The boundaries of the Sign District would mirror the boundaries of The Bloc property line. Due to the unique nature of The Bloc development as a regional-scale commercial center and a residential development, the proposed signage would be generally appropriate for the use of the site and is in-line with the City's signage policies. The Sign District would enhance a sense of identity by concentrating project identification signage along visible corridors, providing functional wayfinding signage and directories, and activating the site and the central on-site plaza by incorporating a variety of sign typologies. Additionally, the Digital Displays hours of operation and refresh rates are comparable to nearby sign districts, creating level opportunities for commercial identification and advertising as with other sites located within the Downtown Center area. As such, the Sign District would support the mix of housing and employment to the Downtown Center area, and the objectives of the Framework Element.

The Sign District would ensure the signs are architecturally integrated onto the buildings. A majority of the Digital Displays would be located on an existing horizontal building element that extends around the entirety of the site. Articulated by an exterior brick finish, the horizontal band is the datum that visually ties the office tower, hotel tower, and parking/retail podium together into one cohesive development. The Digital Displays would be located within the horizontal band to organize the digital signs in one zone that avoids sign clutter and provides a consistent and coherent design.

The Sign District would create a sense of place and a lively pedestrian environment by calling attention to the existing retail and restaurant uses (many of which do not have street frontage), reinforcing The Bloc development as a Downtown destination, and contributing to Downtown as a thriving commercial, residential and visitor-serving area as well as the on-going revitalization of Downtown. Further, the Sign District would complement existing Sign Districts in the vicinity of the site including the Figueroa and 7th Street Sign District (located one block west of the site) which includes the 73-story Wilshire Grand Center by proposing similar signage types, including Off-Site Digital Displays.

The proposed signage would support the identity of The Bloc by providing advertising for both on-site and off-site businesses that serve the community and region, contributing to the economic well-being of Downtown. By contributing to an iconic activity center above the on-site Metro 7th Street/Metro Center Station portal, the signage and Project would create a regional draw, bringing new people and businesses to a site that is well served by transit. All but three of the 18 proposed signs would be located on existing on-site buildings and would generally be located on the existing building's horizontal band that extends around the entirety of The Bloc to create one cohesive development and avoid sign clutter. Other signs would be located at the top of the hotel tower, office tower and new residential tower.

Furthermore, while controlled per the Sign District as to not be obtrusive, illumination from the proposed signage would provide additional ambient lighting along the Project Site

frontages and promote safety. Under the Sign District regulations, signage would be integrated and complement the Project architecture, contributing to the placemaking and active pedestrian areas in public open space.

Any off-site advertising, as discussed above, would contribute to the economic vitality of the City as well as the community. Additionally, as discussed above, the signage would support the Project Site as a regional destination, spurring additional economic activity and supporting the existing Downtown community which continues to see investment and development. Therefore, the proposed Sign District is in conformance with the purposes, intent and provisions of the following General Plan Elements.

b. The Sign District is in conformity with public necessity, convenience, general welfare, and good zoning practice.

The unique characteristics of the Bloc Sign District would include specific sign regulations designed to enhance the theme and unique qualities of the Sign District. The Sign District proposes a comprehensive sign program for the site, primarily focused on providing on-site Supergraphic Signs to highlight the commercial and retail uses within the center of the site, High-Rise 2 Signs to identify the building towers and development, interior Advertising Kiosks to aide in placemaking and wayfinding, and off-site Digital Display advertising to provide lighting and foster the Downtown area's lively environment along the Project's street frontages. The Sign District would permit a variety of signage types, including nine Digital Displays (two of which would be triplet signs), three Supergraphic signs, eight Advertising Kiosks, and six High-Rise Sign 2 Signs. All signs would be architecturally integrated into the building design, functioning as both advertising and placemaking for the Project Site. The signage would be subject to regulations such as area, height, and illumination standards, and subject to hours of operation, number and location, refresh rates for digital display elements, design regulations, and a sign reduction program for off-site signage. The regulations and provisions of the Sign District would allow for orderly signage that enhances the Project Site, and contributes to the vibrancy of The Bloc and Downtown by providing advertising for both on-site and off-site businesses that serve the community and region, contributing to the economic well-being of Downtown.

As discussed above in Finding a and Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project, the Sign District would further a number of goals of the General Plan, support transit facilities on site, contribute to placemaking and public programming, and enhance the regional attraction of The Bloc and Downtown.

The Sign District would be in conformity with public necessity, convenience and general welfare by supporting a development with existing restaurant, retail, hotel and office uses, a publicly accessible plaza and a portal to the Metro 7th Street/Metro Center Station, and the proposed 41-story residential tower. The Sign District is in conformity with good zoning practice as the regulations would only permit orderly signage that is designed to enhance and integrate with the existing and proposed architecture and placemaking, includes standards limiting animation, regulating illumination, and requiring a reduction in overall signage for each new off-site Digital Display built. The Advertising Kiosks would be concentrated on the interior of the site and would not face any residential uses, and all Digital Displays facing residential uses have been conditioned to have illumination standards that are considerate of adjacent residential uses. The overall use of signage as a placemaking tool within a site that is an active pedestrian- and transit-oriented mixed-use development, within the heart of Downtown. The Sign District would therefore establish regulations that allow signs which are appropriate for the context of the area.

Accordingly, the Sign District is in conformity with public necessity, convenience, and general welfare, and good zoning practice.

In addition, the proposed Sign District meets the technical requirements for establishment of the district, as defined in LAMC Section 13.11. The Sign District includes one parcel in the commercial "C" zone, and the Site is comprised of one block. On October 31, 2018, the Applicant initiated the Sign District.

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).

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

A joint public hearing was held virtually and telephonically via Zoom by the Deputy Advisory Agency (DAA) and Hearing Officer (HO), on behalf of the City Planning Commission, on January 29, 2025 at 10:30 a.m., for the proposed subdivision and Project entitlements. In attendance were approximately 30 individuals.

Summary of Public Hearing Testimony

At the hearing, the Project team presented the following information:

- Project Background
- Overview of Project entitlement requests
- Overview of the Tract Map request
- Overview of the design elements

Five members of the public spoke, of which three were in favor of the Project, including the Central City Association of Los Angeles and FASTLinkDTLA Transportation Management Organization. Two commenters asked questions regarding the Project's unit type, sign district, the retention of the existing theater, and whether the Project's shading impacts were analyzed. One of the commenter's who spoke in support of the Project also requested that the crosswalks be improved to American Disability Act (ADA) standards and include Accessible Pedestrian Signals (APS) that provide auditory, visual, and vibrotactile information to pedestrians. No oral testimony was provided in opposition of the Project. One letter was received prior to the public hearing in support of the Project, while another letter requested that parking be provided for the residential units.

Communications Received

Prior to the public hearing, three support letters were received that focused on the addition of multi-family residences to an existing mixed-use development above a transit station, new vibrant signage, and the site's role as a central gathering space further activating the City's Downtown. Following the hearing, the Downtown Los Angeles Neighborhood Council issued a letter supporting the Project and requested that the Applicant comply with several conditions, including maintaining the adjacent sidewalks during construction, providing adequate lighting to temporary covered walkways, retaining the Project's ground floor storefront transparency, ensuring that amplified noise does not exceed the LAMC standards, ensuring that digital signage does not result in light pollution to the surrounding residences, providing on-site security cameras and lighting as applicable, and development of a construction traffic monitoring plan.

EXHIBIT A
PROJECT PLANS
CPC-2021-9958-TDR-SPR-HCA



DRAWING INDEX

SHEET NUMBER

SHEET NAME

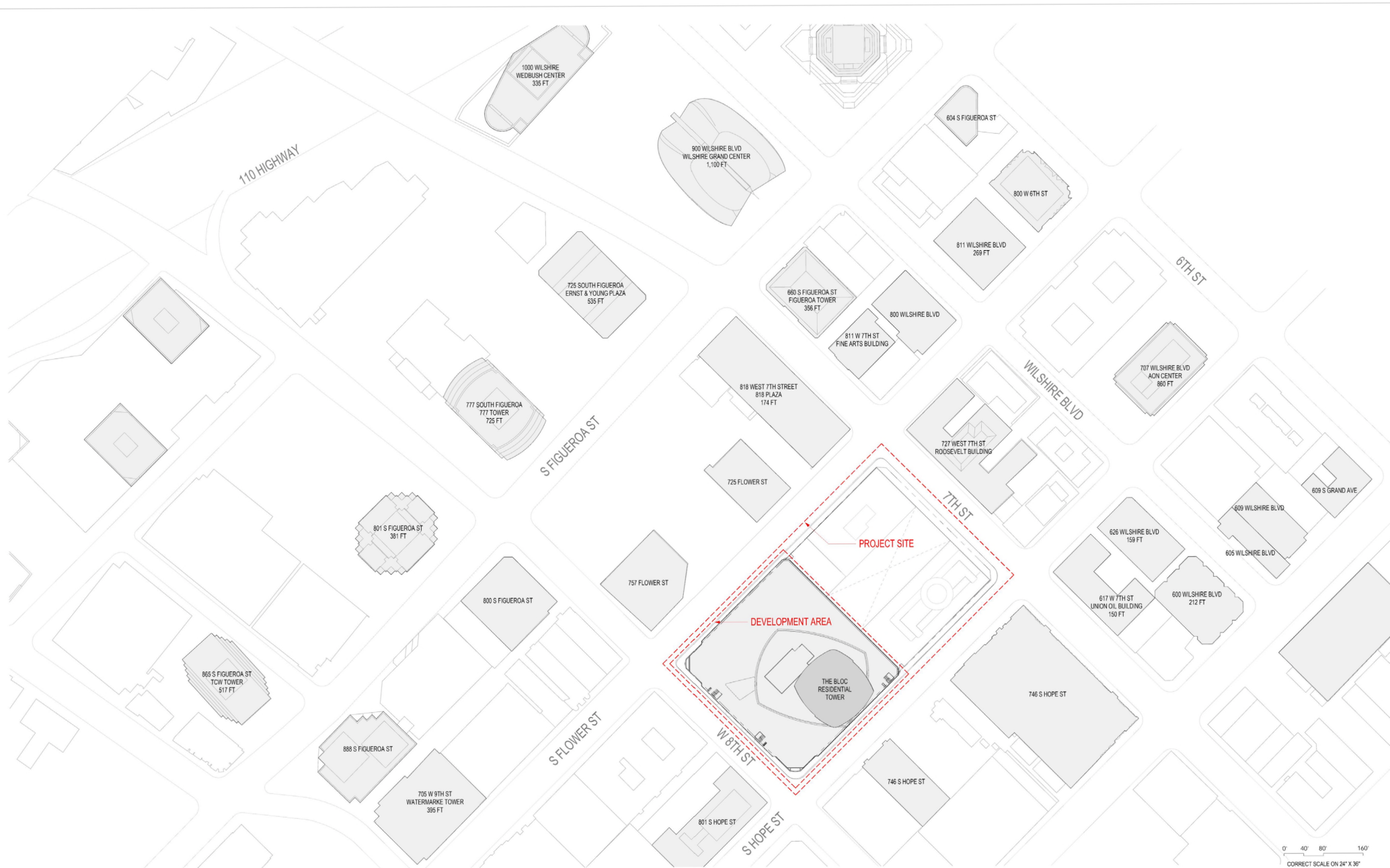
A000	ENTITLEMENT APPLICATION DRAWINGS
A001A	VICINITY MAP
A001B	VICINITY MAP - SITE RELATION TO LACC
A002	ILLUSTRATIVE SITE PLAN
A005A	PLOT PLAN
A005B	PROJECT INFORMATION
A007A	BOUNDARY SURVEY
A007B	TOPOGRAPHIC SURVEY
A007C	LEGAL DESCRIPTION
A008	PROGRAM MASSING
A009A	ZONING CODE FLOOR AREA - LEVEL B - A
A009B	ZONING CODE FLOOR AREA - LEVEL PLAZA - STREET
A009C	ZONING CODE FLOOR AREA - LEVEL 2 - 3
A009D	ZONING CODE FLOOR AREA - LEVEL 4 - 5
A009E	ZONING CODE FLOOR AREA - LEVEL 6 - 7
A009F	ZONING CODE FLOOR AREA - LEVEL 8 - 9
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A153	LEVEL 53 MECH ROOF
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A203	EXTERIOR ELEVATIONS
A204	EXTERIOR ELEVATIONS
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A302	TYPICAL RESIDENTIAL UNIT PLANS
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A402	AERIAL VIEW OF TOWER TOP
A403	AERIAL VIEW OF AMENITY TERRACE
A404	VIEW OF ENTRY
A405	AERIAL
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L001	LANDSCAPE SCOPE
L002	COMPOSITE PLAN
L003	PLAZA LEVEL - PLAN
L004	PLAZA LEVEL - SECTION
L005	LEVEL 12 - PLAN
L006	LEVEL 12 - SECTION 01
L007	LEVEL 12 - SECTION 02
L008	LEVEL 12 - AERIAL 01
L009	LEVEL 12 - AERIAL 02
L010	LEVEL 12 - AERIAL 03
L011	LEVEL 51 - PLAN
L012	PLANTING PALETTE
L013	MATERIALS PALETTE

SEE SHEET A001 FOR VICINITY MAP
SEE SHEET A005A AND SUBSEQUENT SHEETS FOR
PROJECT DESCRIPTION, APPLICABLE CODES, AREA,
AND HEIGHT

OWNER:	ARCHITECT:
NREA-TRC 700, LLC	HANDEL ARCHITECTS LLP
700 SOUTH FLOWER STREET	735 MARKET STREET
SUITE 450	SUITE 2
LOS ANGELES, CA 90017	SAN FRANCISCO, CA 94103
213.218.2243	415.490.7331

THE BLOC

ENTITLEMENT APPLICATION DRAWINGS — A000



THE BLOC

VICINITY MAP – A001A

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP



0' 100' 200' 400'
CORRECT SCALE ON 24" X 36"

THE BLOC

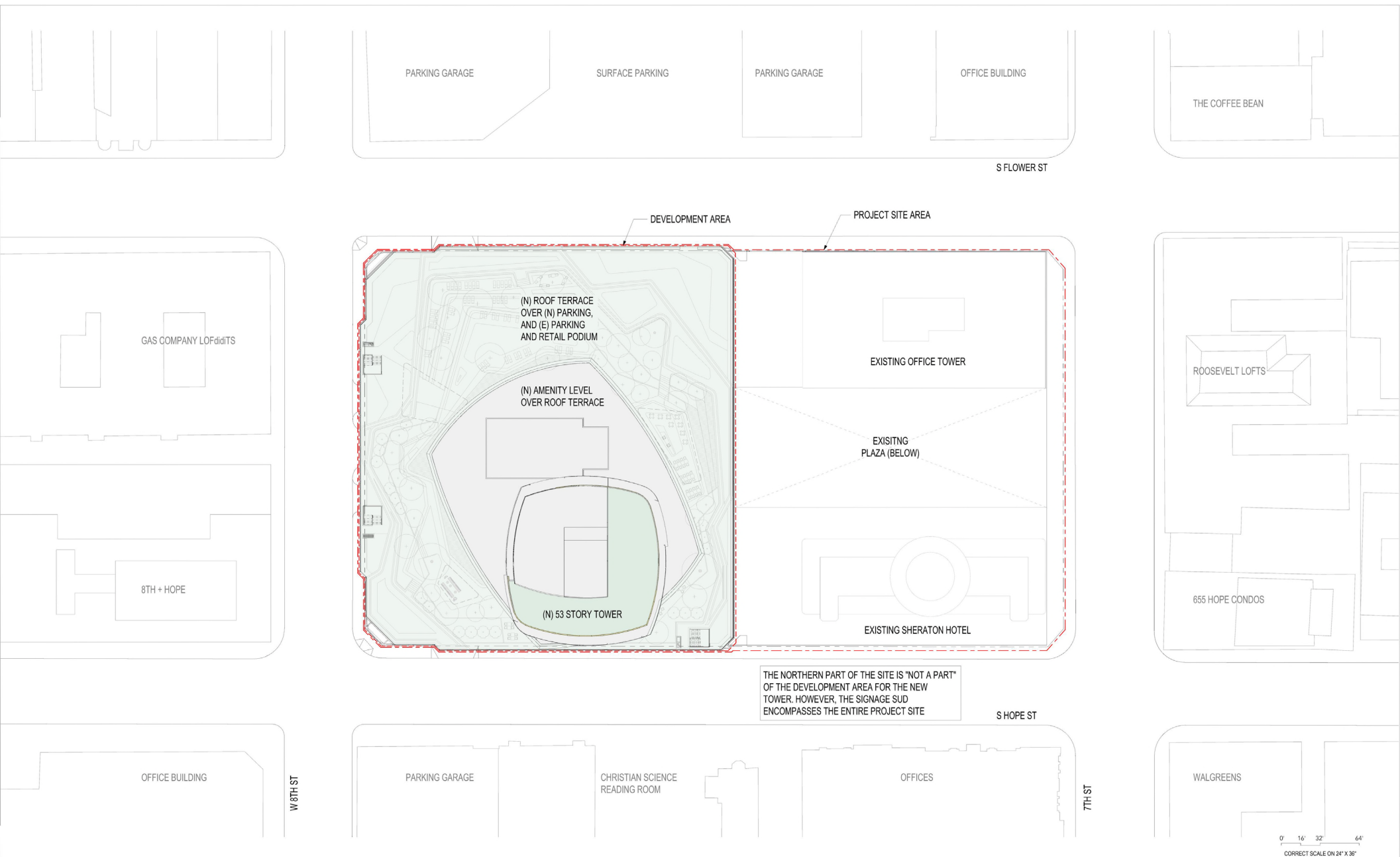
VICINITY MAP - SITE RELATION TO LACC - A001B

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET

APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP



THE BLOC

ILLUSTRATIVE SITE PLAN — A002

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET

APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

FLOOR AREA & FAR (FLOOR TO AREA RATIO)				
LOT AREA 6:1 (D-LIMITATION) 13:1 (MAXIMUM PERMITTED WITH TFAR)	186,674 SF			FAR 6.00 to 1
	1,120,044 SF			13.00 to 1
	2,426,762 SF			
FLOOR AREAS BY USE (SF)	EXISTING	PROPOSED	DELTA	
(E) OFFICE	656,423	656,423	-	
(E) HOTEL	387,357	387,357	-	
(E) THEATER	28,770	28,316	(454)	
(E) RETAIL*	351,764	327,876	(23,888)	
(N) RESIDENTIAL	-	495,016	495,016	
TOTAL FLOOR AREA	1,424,314	1,894,988	470,674	
FAR	7.63	10.15	2.52	
* RETAIL INCLUDES RETAIL, RESTAURANT/BAR, GYM/FITNESS, AND MEDICAL OFFICE				
**OFFICE, HOTEL, THEATER, RETAIL, RESTAURANT/BAR, GYM/FITNESS, AND MEDICAL OFFICE ARE REFERENCED AS COMMERCIAL USES IN THE PARKING TABLE.				
PROPOSED	FLOOR AREA			
TOTAL RESIDENTIAL FLOOR AREA	495,016 SF			
SUBTRACT: FLOOR AREA REALLOCATED FROM RETAIL AND THEATER TO RESIDENTIAL FLOOR AREA	24,342 SF			FAR 2.52 to 1
TRANSFER OF FLOOR AREA REQUEST	470,674 SF			
NOTE: OFFICE, HOTEL, THEATER, RETAIL, RESTAURANT/BAR, GYM/FITNESS, AND MEDICAL OFFICE ARE REFERENCED AS COMMERCIAL USES IN THE PARKING TABLE.				
RESIDENTIAL DENSITY				
PERMITTED	UNLIMITED			
PROPOSED	466			
UNIT TYPE	QUANTITY			
STUDIO	83 UNITS			
1-BEDROOM	203 UNITS			
1-BEDROOM+	68 UNITS			
2-BEDROOM	100 UNITS			
3-BEDROOM	12 UNITS			
TOTAL PROPOSED	466 UNITS			
HEIGHT				
PERMITTED	UNLIMITED			
PROPOSED	710 FT			
OPEN SPACE				
REQUIRED (NEW UNITS ONLY)	SF PER UNIT	UNITS	SF	
< 3 HABITABLE ROOMS (100 SF/UNIT)	100	286	28,600	
= 3 HABITABLE ROOMS (125 SF/UNIT)	125	168	21,000	
> 3 HABITABLE ROOMS (175 SF/UNIT)	175	12	2,100	
TOTAL OPEN SPACE REQUIRED		466	51,700 SF	
25% MAXIMUM PERMITTED INTERIOR OS			12,925 SF	
PROPOSED	SF		TOTAL AREA	
"EXTERIOR" COMMON OPEN SPACE	41,250			
LEVEL 12 AMENITY OUTDOOR SPACE	3,500			
LEVEL 51 AMENITY OUTDOOR SPACE				
TOTAL EXTERIOR OS			44,750	
"INTERIOR" COMMON OPEN SPACE	8,000			
LEVEL 12 AMENITIES	2,000			
LEVEL 51 AMENITIES SPACE				
TOTAL INTERIOR OS			10,000	
TOTAL COMMON OPEN SPACE			54,750	
NON-REQUIRED PRIVATE OPEN SPACE				
TOTAL PRIVATE OS-BALCONIES	-		-	
TOTAL USABLE OPEN SPACE PROPOSED			54,750	
LANDSCAPED AREAS				
REQUIRED	11,188 SF (25% OF EXTERIOR COMMON OPEN SPACE)			
PROPOSED	13,600 SF			
ON-SITE TREES				
REQUIRED	117 (1 PER 4 UNITS)			
PROPOSED	117			
STREET TREES				
EXISTING STREET TREES	25			
TREES TO BE REMOVED AND REPLACED	5			
STREET TREES TOTAL	25			

PARKING			
PARKING REQUIREMENT	SIZE	PARKING RATE	REQUIRED PARKING
EXISTING COMMERCIAL (TO REMAIN) [b]		[a]	
OFFICE	656,423 SF	[c]	0 spaces
RETAIL	245,734 SF	[c]	0 spaces
RESTAURANT/BAR	23,180 SF	[c]	0 spaces
GYM/FITNESS	30,363 SF	[c]	0 spaces
MEDICAL OFFICE	28,599 SF	[c]	0 spaces
THEATER	569 Seats	[c]	0 spaces
TOTAL - EXISTING COMMERCIAL (TO REMAIN)			0 spaces
EXISTING HOTEL (TO REMAIN)			
FIRST 20 ROOMS	20 Rooms	1 sp/2 rooms	10 spaces
NEXT 20 ROOMS	20 Rooms	1 sp/4 rooms	5 spaces
REMAINING ROOMS	456 Rooms	1 sp/6 rooms	76 spaces
HOTEL ASSEMBLY	25,282 SF	1 sp/100 sf	253 spaces
TOTAL - EXISTING HOTEL (TO REMAIN)			344 spaces
EXISTING PARKING COVENANTS [d]			251 spaces
TOTAL EXISTING HOTEL & PARKING COVENANTS			595 spaces
PROPOSED RESIDENTIAL			
≤ 3 HABITABLE ROOMS	286 Units	[c]	0 spaces
> 3 HABITABLE ROOMS	180 Units	[c]	0 spaces
TOTAL - PROPOSED RESIDENTIAL	466 Units		0 spaces
PARKING SUMMARY			TOTAL PARKING
TOTAL PROPOSED PROJECT REQUIREMENT			595 spaces
TOTAL PROVIDED PARKING SUPPLY			1948 spaces
Parking Footnotes: [a] Commercial office, medical office, retail, restaurant, and assembly space parking rates per LAMC Section 12.21 A4(i) for commercial buildings greater than 7,500 sf within the Downtown Parking District. Hotel and residential parking rates per LAMC Section 12.21 A4(p) for residential and hotel uses within the Central City Parking District. [b] The floor area of the existing commercial uses to remain reflect construction of the new 53-story tower is complete and a conversion of 24,342 sf of existing commercial (theater and retail) uses to residential uses (including a new residential lobby). [c] The Project has an on-site transit portal to the Metro 7th Street/Metro Center Station, a major transit stop, as defined in Section 21099(a) of the Public Resources Code. Therefore, in accordance with Assembly Bill 2097 (Friedman, 2022)(Gov. Code 65863.2), minimum parking requirements are prohibited for the residential and commercial uses of the Project. Thus, residential and commercial uses would have a parking requirement of 0 spaces. Minimum parking requirements can continue to be imposed on hotel, motel, bed and breakfast inns, or other transient lodgings. [d] Per Parking Affidavit 81-314644 and Parking Affidavit 89-9493331, 251 spaces within the Project Site are covenanted towards satisfying the code parking requirements for nearby properties.			
BICYCLE PARKING			
REQUIRED			
RESIDENTIAL DWELLING UNITS	UNITS / TIER	SHORT TERM RATIO	SHORT TERM SPACES
	1 to 25	25 1 SPACE/10 UNITS	3 SPACES
	26 to 100	75 1 SPACE/15 UNITS	5 SPACES
	101 to 200	100 1 SPACE/20 UNITS	5 SPACES
	201 to 455	266 1 SPACE/40 UNITS	7 SPACES
	SUBTOTAL	466	20 SPACES
RESIDENTIAL DWELLING UNITS	UNITS / TIER	LONG TERM RATIO	LONG TERM SPACES
	1 to 25	25 1 SPACE/1 UNITS	25 SPACES
	26 to 100	75 1 SPACE/1.5 UNITS	50 SPACES
	101 to 200	100 1 SPACE/2 UNITS	50 SPACES
	201 to 455	266 1 SPACE/4 UNITS	67 SPACES
	SUBTOTAL	466	192 SPACES
TOTAL RESIDENTIAL REQUIRED	SHORT TERM	LONG TERM	TOTAL
	20	192	212 SPACES
PROPOSED	SHORT TERM	LONG TERM	TOTAL
INDOOR	12	192	204
OUTDOOR	10	-	10
TOTAL	22	192	214 SPACES

ADDITIONAL INFORMATION

- SEE SHEETS A009A-H AND J-L FOR FLOOR AREA OF EACH LEVEL.
- SEE SHEET A010A FOR OPEN SPACE PLANS
- SEE SHEETS A088 - A111 FOR VEHICLE PARKING COUNT, DIMENSIONS, DRIVEWAYS, AND ACCESS
- SEE SHEET A099 FOR BICYCLE ROOM LAYOUT AND COUNT

THE BLOC

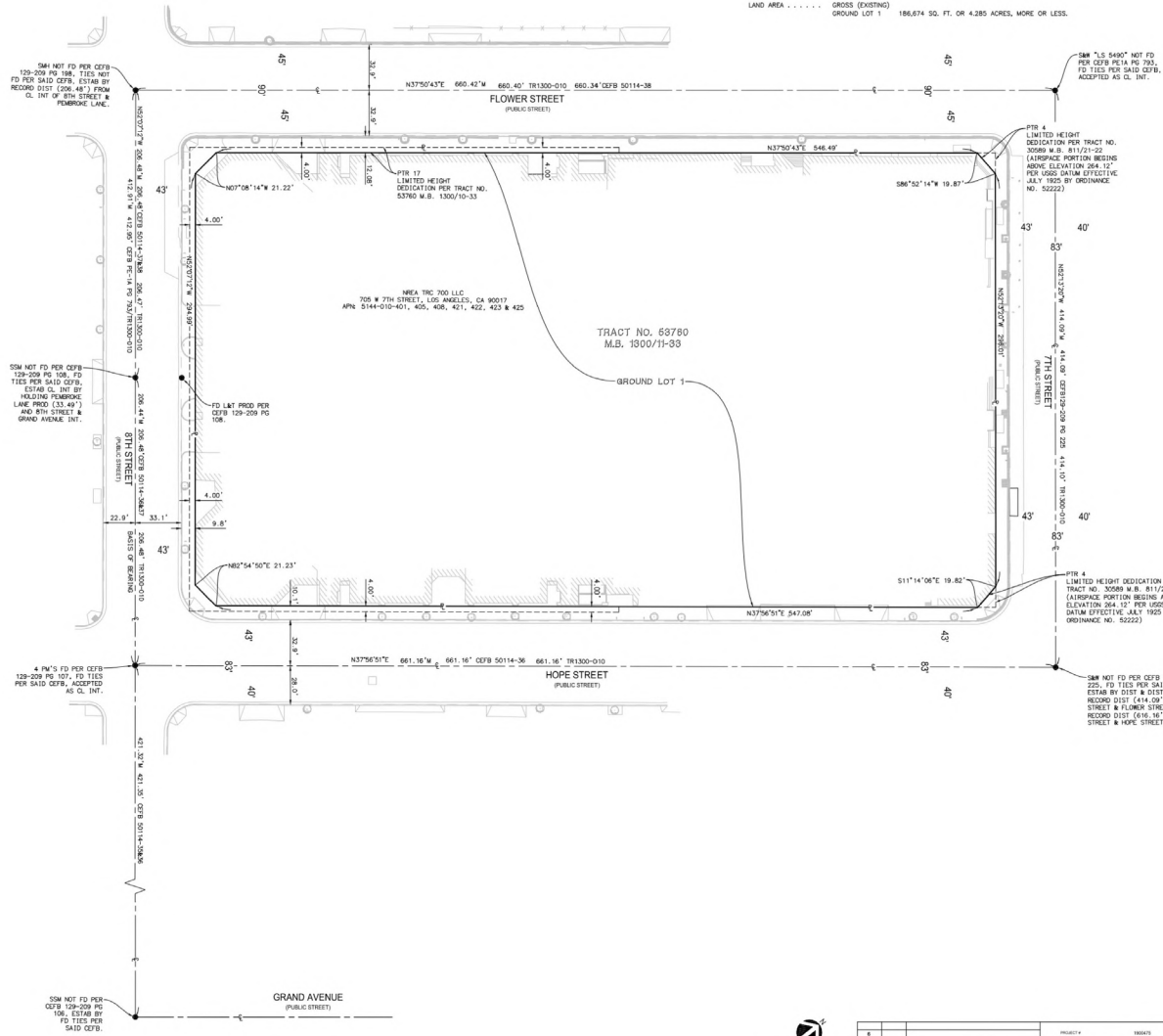
PROJECT INFORMATION – A005B

BOUNDARY SURVEY

SITE ADDRESS 750 WEST 7TH STREET, LOS ANGELES, CA 90017

APN'S 5144-010-401, -405, -408, -421, -422, -423 & -425

LAND AREA GROSS (EXISTING)
GROUND LOT 1 186,674 SQ. FT. OR 4.285 ACRES, MORE OR LESS.



6			PROJECT #	1800475
5			DATE PREPARED	08/05/2021
4			DESIGN BY	NL
3			CHECKED BY	CJ
2				
1				
NO.	DATE	REVISIONS		

THE BLOC RESIDENTIAL TOWER
PREPARED FOR: PETER HUDNUT NATIONAL REAL ESTATE ADVISORS, LLC 735 MARKET STREET, 2ND FLOOR SAN FRANCISCO, CA, 94103



SHEET 3 OF 15

THE BLOC

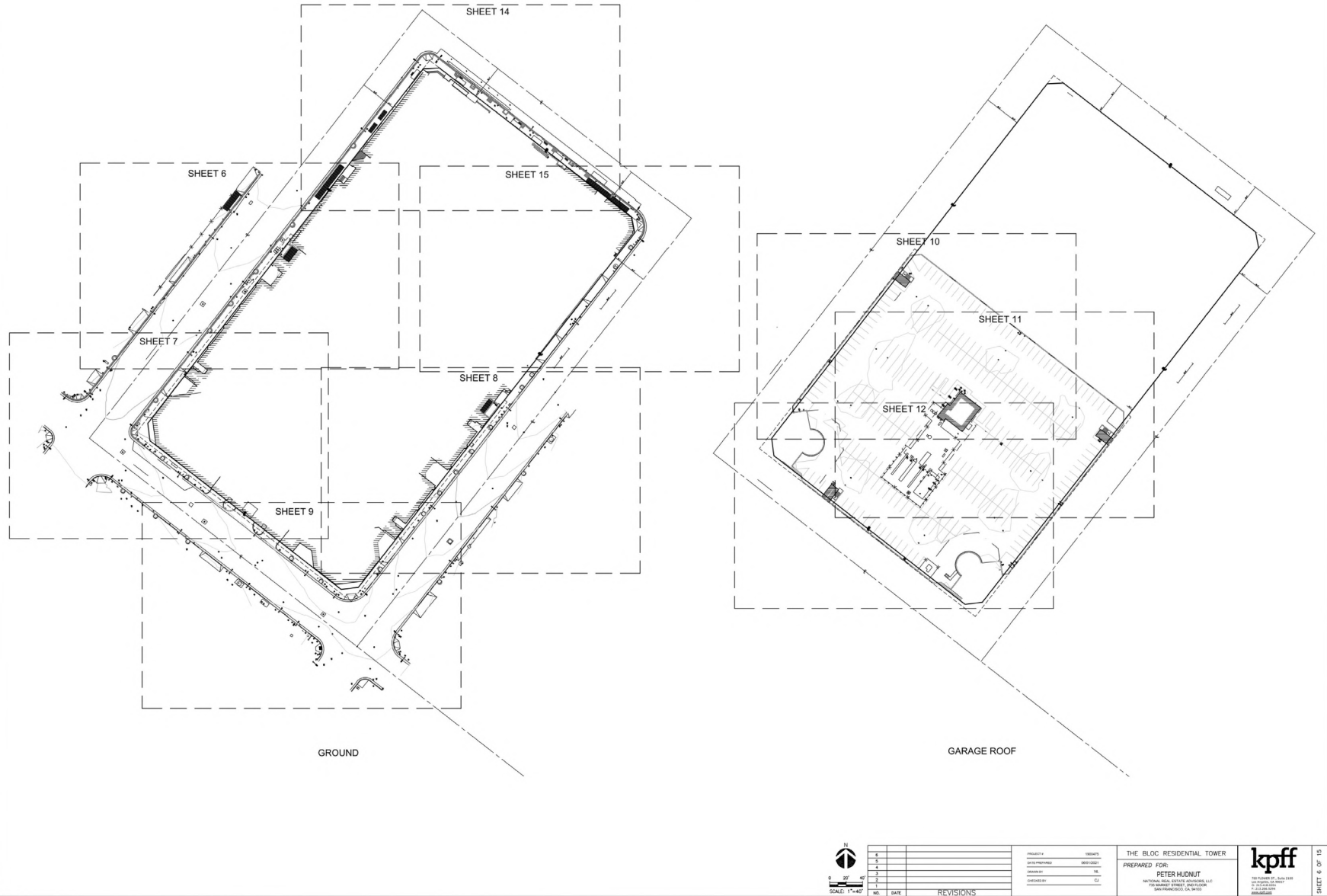
BOUNDARY SURVEY — A007A

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

TOPOGRAPHIC SURVEY - SITE OVERVIEW



THE BLOC

TOPOGRAPHIC SURVEY - A007B

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A:

LOT 1, AND AIRSPACE LOTS 5 AND 8 OF TRACT NO. 53760, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1300, PAGES 10 TO 33, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING WITHIN AND UNDER THAT PORTION OF SAID LAND INCLUDED WITHIN THE LINES OF LOTS 8, 9, AND 10 IN BLOCK 29 OF HUBER TRACT, WHICH LIES BELOW A DEPTH OF 500 FEET FROM THE PRESENT SURFACE OF SAID LOTS 8, 9 AND 10, WITHOUT ANY RIGHT TO ENTER UPON OR INTO THE SURFACE OR TOP 500 FEET OF THE SUBSURFACE OF SAID LOTS 8, 9 AND 10, AS EXCEPTED AND RESERVED BY LINCOLN SAVINGS AND LOAN ASSOCIATION, A CALIFORNIA CORPORATION, IN DEED RECORDED JUNE 16, 1967 AS INSTRUMENT NO. 737 IN BOOK D3674 PAGE 188, OFFICIAL RECORDS.

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ALSO EXCEPT THEREFROM ALL OIL, GAS, MINERAL AND OTHER HYDROCARBON SUBSTANCES LYING WITHIN AND UNDER THAT PORTION OF SAID LAND INCLUDED WITHIN THE LINES OF LOT 3 IN BLOCK 29 OF HUBER TRACT, WHICH LIES BELOW A DEPTH OF 500 FEET FROM THE PRESENT SURFACE OF SAID LOT 3, WITHOUT ANY RIGHT TO ENTER UPON OR INTO THE SURFACE OF THE TOP 500 FEET OF THE SUBSURFACE OF SAID LOT 3, AS EXCEPTED AND RESERVED BY LINCOLN SAVINGS AND LOAN ASSOCIATION, A CALIFORNIA CORPORATION, IN DEED RECORDED JULY 26, 1967 AS INSTRUMENT NO. 134 IN BOOK D3713 PAGE 885, OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM ALL OF THE OIL, GAS, ASPHALTUM AND OTHER HYDROCARBON SUBSTANCES AND ALL MINERALS RIGHTS IN AND UNDER SAID LAND, TOGETHER WITH THE RIGHT TO EXPLORE FOR, DRILL FOR, EXTRACT, PRODUCE, REMOVE, TAKE, SELL AND/OR LEASE THE SAME AND ALL OTHER RIGHTS NECESSARY OR CONVENIENT IN CONNECTION WITH ANY OR ALL OF SAID PURPOSES, WITHOUT HOWEVER, THE RIGHT TO ENTER THAT PORTION OF SAID LAND, LYING ABOVE A DEPTH OF 500 FEET BELOW THE SURFACE OF SAID LAND, FOR THE PURPOSE OF EXPLORING FOR, DRILLING FOR, EXTRACTING, PRODUCING, REMOVING, SELLING OR TAKING ANY SUCH OIL, GAS, ASPHALTUM, OTHER HYDROCARBON SUBSTANCES OR MINERALS, AS EXCEPTED BY BERTYCE WARD DAHL, INDIVIDUALLY, AND AS CO-EXECUTRIX OF THE ESTATE OF H. C. DAHL, DECEASED, FRANK W. CLARK, JR., AS CO-EXECUTOR OF THE ESTATE OF H. C. DAHL, DECEASED, AND WALTER R. HILKER, JR., AS CO-EXECUTOR OF THE ESTATE OF H. C. DAHL, IN DEED RECORDED NOVEMBER 19, 1971 AS INSTRUMENT NO. 480 IN BOOK D5262 PAGE 588, OFFICIAL RECORDS.

PARCEL A1:

EASEMENTS, AS MORE PARTICULARLY DESCRIBED IN THE DOCUMENT ENTITLED "RECIPROCAL EASEMENT AGREEMENT AND DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS", DATED NOVEMBER 19, 2015, AND RECORDED NOVEMBER 23, 2015 AS INSTRUMENT NO. 20151469455, IN THE OFFICIAL RECORDS OF LOS ANGELES COUNTY.

PARCEL A2:

EASEMENTS, AS MORE PARTICULARLY DESCRIBED IN THE DOCUMENT ENTITLED "AMENDED AND RESTATED DECLARATION OF MASTER COVENANTS, CONDITIONS AND RESTRICTIONS, RECIPROCAL EASEMENTS AND OPERATING AGREEMENT FOR THE BLOC", DATED FEBRUARY 22, 2017, AND RECORDED FEBRUARY 24, 2017 AS INSTRUMENT NO. 20170221245, IN THE OFFICIAL RECORDS OF LOS ANGELES COUNTY.

PARCEL B:

PARCELS 1 AND 2 OF PARCEL MAP EXEMPTION NO. 2015-4638, WHICH WAS RECORDED ON FEBRUARY 24, 2017 AS INSTRUMENT NO. 20170221243, IN THE IN THE OFFICIAL RECORDS OF LOS ANGELES COUNTY.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING WITHIN AND UNDER THAT PORTION OF SAID LAND INCLUDED WITHIN THE LINES OF LOTS 8, 9, AND 10 IN BLOCK 29 OF HUBER TRACT, WHICH LIES BELOW A DEPTH OF 500 FEET FROM THE PRESENT SURFACE OF SAID LOTS 8, 9 AND 10, WITHOUT ANY RIGHT TO ENTER UPON OR INTO THE SURFACE OR TOP 500 FEET OF THE SUBSURFACE OF SAID LOTS 8, 9 AND 10, AS EXCEPTED AND RESERVED BY LINCOLN SAVINGS AND LOAN ASSOCIATION, A CALIFORNIA CORPORATION, IN DEED RECORDED JUNE 16, 1967 AS INSTRUMENT NO. 737 IN BOOK D3674 PAGE 188, OFFICIAL RECORDS.

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PARCEL C:

PARCELS 2 AND 3 OF PARCEL MAP EXEMPTION NO. 2015-4298, WHICH WAS RECORDED ON FEBRUARY 24, 2017 AS INSTRUMENT NO. 20170221239, IN THE IN THE OFFICIAL RECORDS OF LOS ANGELES COUNTY.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING WITHIN AND UNDER THAT PORTION OF SAID LAND INCLUDED WITHIN THE LINES OF LOTS 8, 9, AND 10 IN BLOCK 29 OF HUBER TRACT, WHICH LIES BELOW A DEPTH OF 500 FEET FROM THE PRESENT SURFACE OF SAID LOTS 8, 9 AND 10, WITHOUT ANY RIGHT TO ENTER UPON OR INTO THE SURFACE OR TOP 500 FEET OF THE SUBSURFACE OF SAID LOTS 8, 9 AND 10, AS EXCEPTED AND RESERVED BY LINCOLN SAVINGS AND LOAN ASSOCIATION, A CALIFORNIA CORPORATION, IN DEED RECORDED JUNE 16, 1967 AS INSTRUMENT NO. 737 IN BOOK D3674 PAGE 188, OFFICIAL RECORDS.

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PARCEL D:

PARCELS 2 AND 3 OF PARCEL MAP EXEMPTION NO. 2015-4221, WHICH WAS RECORDED ON FEBRUARY 24, 2017 AS INSTRUMENT NO. 20170221241, IN THE OFFICIAL RECORDS OF LOS ANGELES COUNTY.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING WITHIN AND UNDER THAT PORTION OF SAID LAND INCLUDED WITHIN THE LINES OF LOTS 8, 9, AND 10 IN BLOCK 29 OF HUBER TRACT, WHICH LIES BELOW A DEPTH OF 500 FEET FROM THE PRESENT SURFACE OF SAID LOTS 8, 9 AND 10, WITHOUT ANY RIGHT TO ENTER UPON OR INTO THE SURFACE OR TOP 500 FEET OF THE SUBSURFACE OF SAID LOTS 8, 9 AND 10, AS EXCEPTED AND RESERVED BY LINCOLN SAVINGS AND LOAN ASSOCIATION, A CALIFORNIA CORPORATION, IN DEED RECORDED JUNE 16, 1967 AS INSTRUMENT NO. 737 IN BOOK D3674 PAGE 188, OFFICIAL RECORDS.

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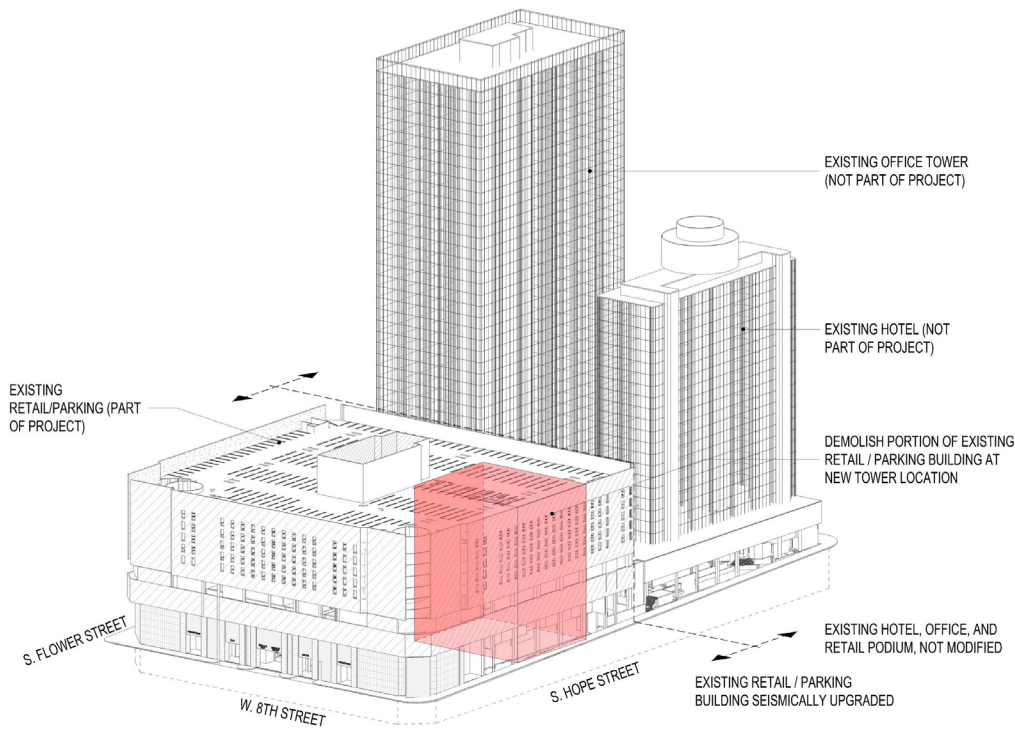
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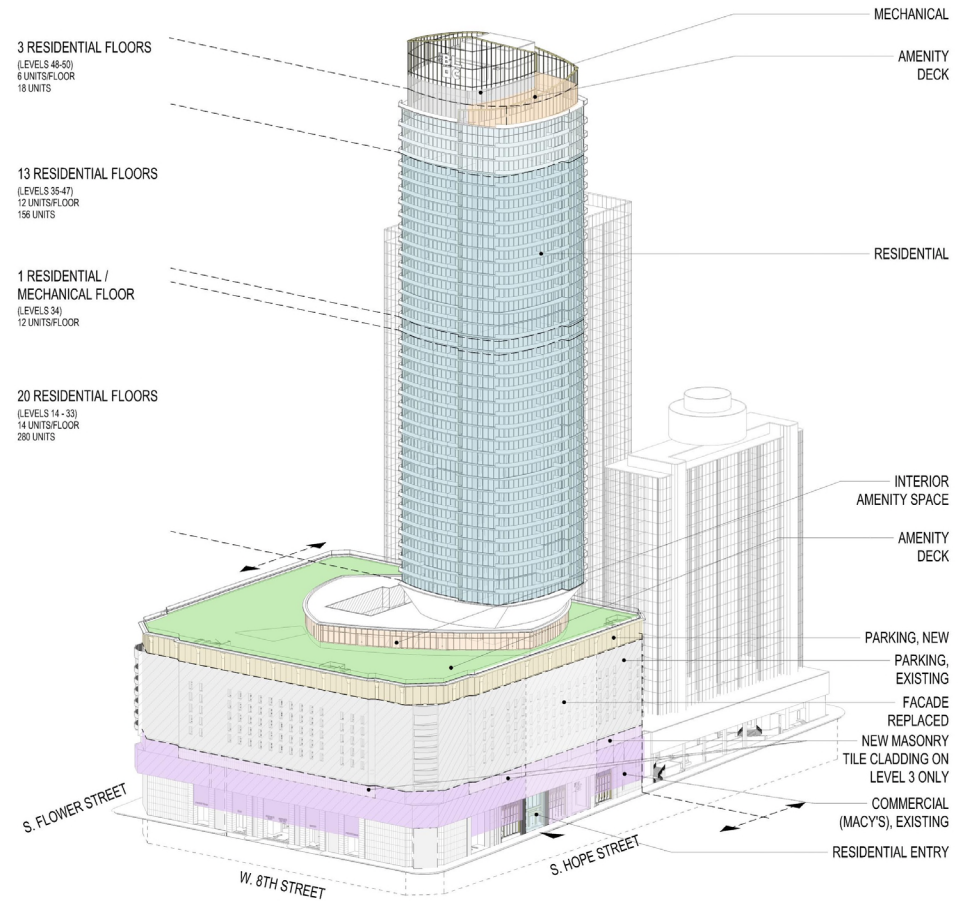
PARCEL D2:

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ASSESSOR'S PARCEL NUMBER: 5144-010-401, 405, 408, 421, 422, 423 & 425 (OLD APN: 5144-010-404, 406, 407 & 409)



PROGRAM MASSING - EXISTING 1

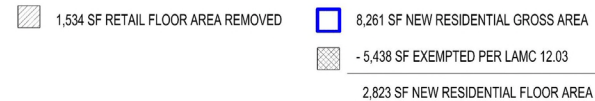
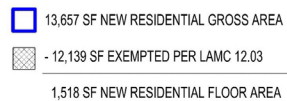


PROGRAM MASSING - PROPOSED 3

PROGRAM LEGEND			
RESIDENTIAL	RESI AMENITY	COMMERCIAL	RESI BACK OF HOUSE
RESI OUTDOOR SPACE			

THE BLOC

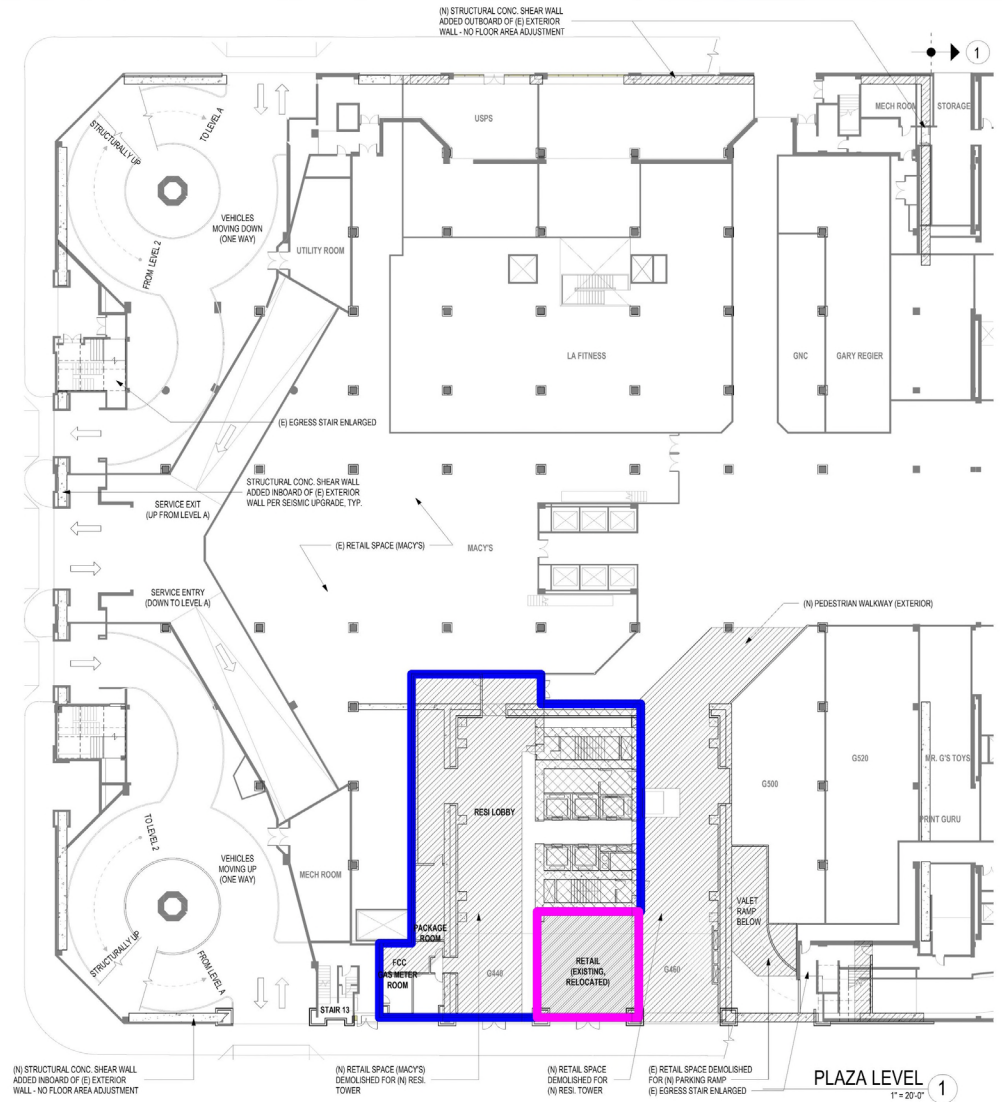
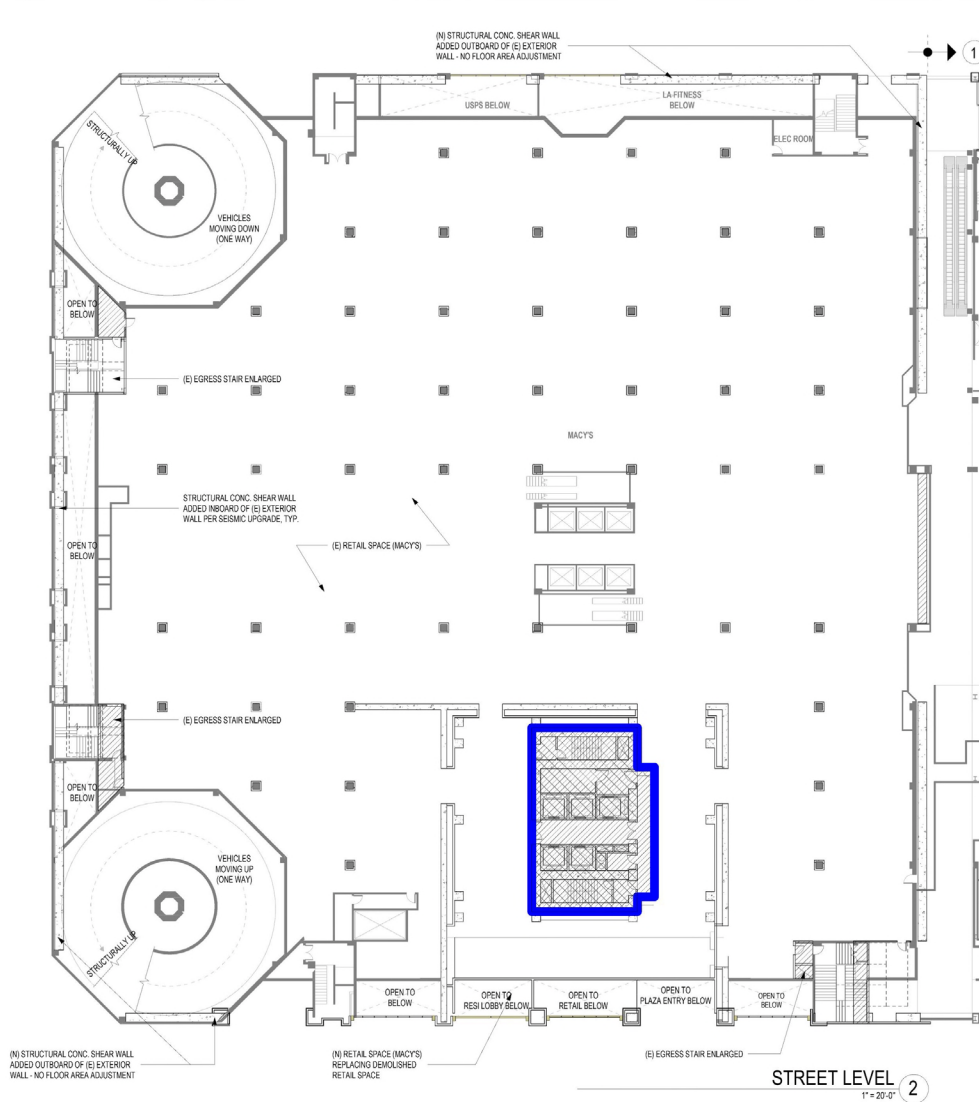
PROGRAM MASSING - A008



SHEET NOTES

1 NO FLOOR AREA ADJUSTMENTS TO EXISTING PORTIONS OF BUILDING EAST OF THIS LINE

ZONING CODE FLOOR AREA - LEVEL B - A - A009A



3,219 SF RETAIL FLOOR AREA REMOVED

2,517 SF NEW RESIDENTIAL GROSS AREA

- 1,897 SF EXEMPTED PER LAMC 12.03

620 SF NEW RESIDENTIAL FLOOR AREA

10,385 SF RETAIL FLOOR AREA REMOVED

7,810 SF NEW RESIDENTIAL GROSS AREA

1,252 SF RETAIL (EXISTING, RELOCATED)

- 2,367 SF EXEMPTED PER LAMC 12.03

5,443 SF NEW RESIDENTIAL FLOOR AREA

SHEET NOTES

1 NO FLOOR AREA ADJUSTMENTS TO EXISTING PORTIONS OF BUILDING EAST OF THIS LINE

0' 10' 20' 40'

CORRECT SCALE ON 24" X 36"

THE BLOC

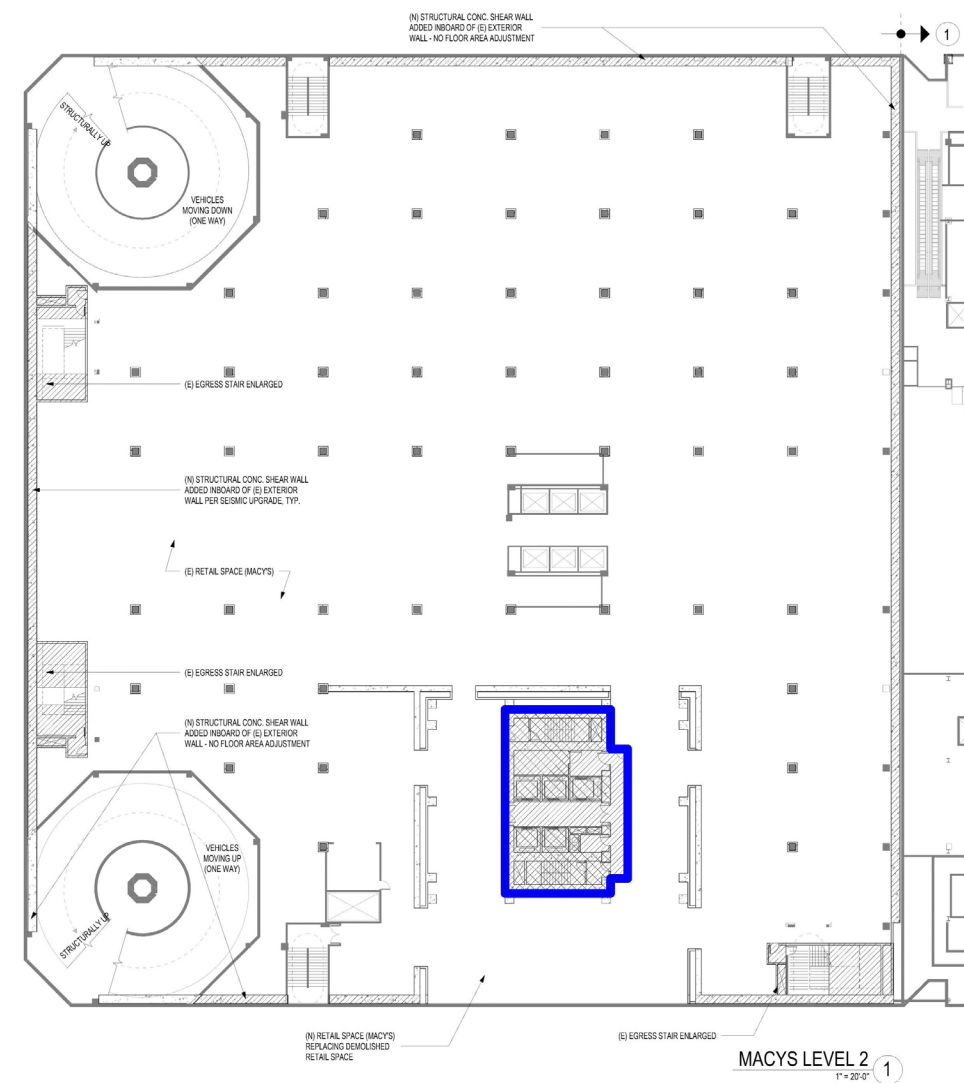
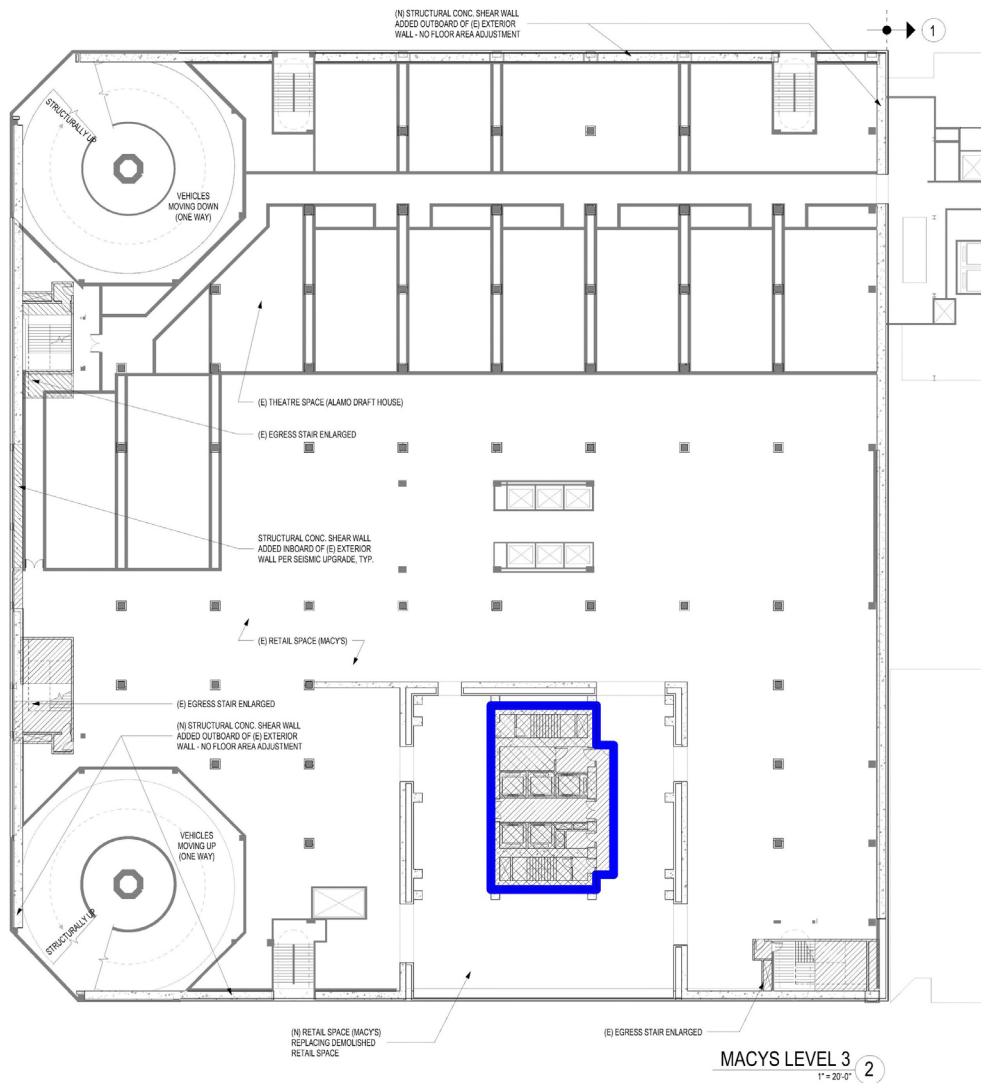
ZONING CODE FLOOR AREA - LEVEL PLAZA - STREET - A009B

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET

APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP



454 SF THEATER FLOOR AREA REMOVED
 3,631 SF RETAIL FLOOR AREA REMOVED
 2,517 SF NEW RESIDENTIAL GROSS AREA
 - 1,775 SF EXEMPTED PER LAMC 12.03
 742 SF NEW RESIDENTIAL FLOOR AREA

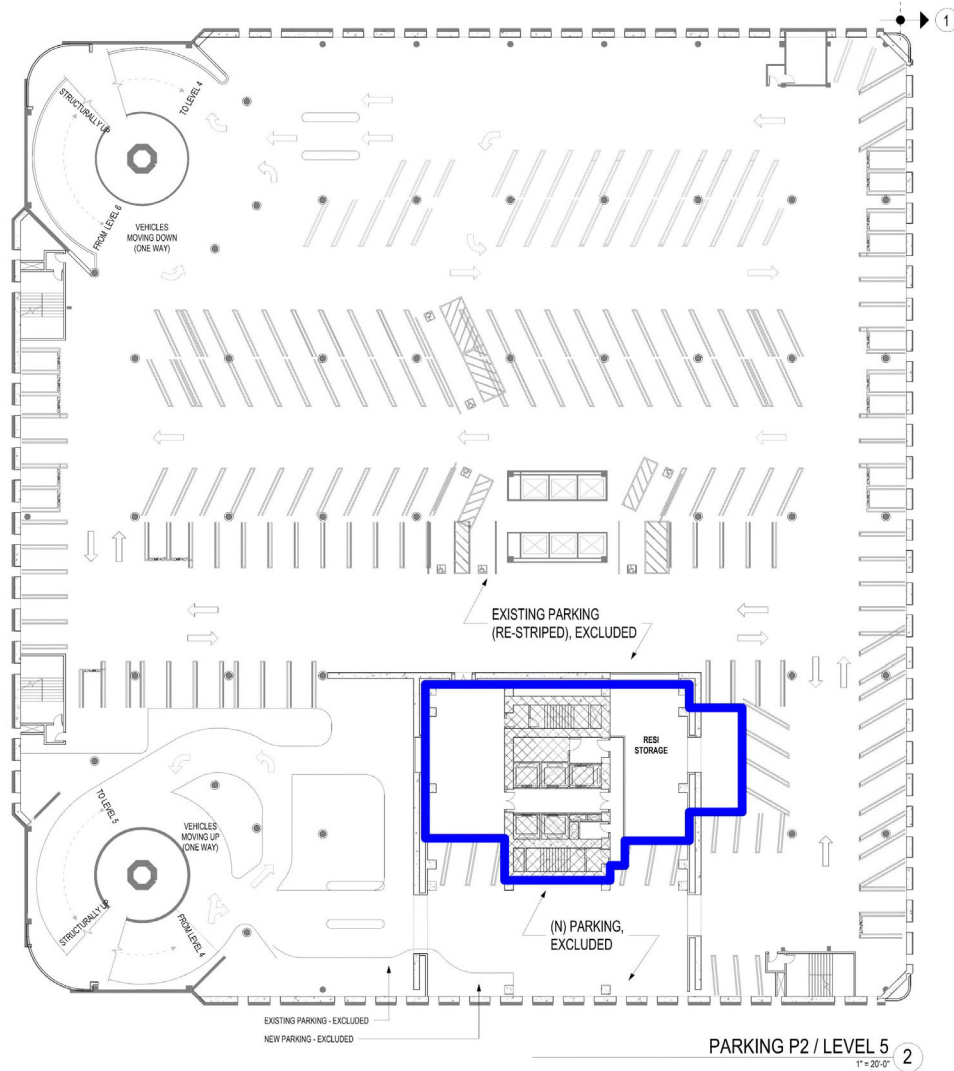
6,371 SF RETAIL FLOOR AREA REMOVED
 2,517 SF NEW RESIDENTIAL GROSS AREA
 - 1,775 SF EXEMPTED PER LAMC 12.03
 742 SF NEW RESIDENTIAL FLOOR AREA

SHEET NOTES
 ① NO FLOOR AREA ADJUSTMENTS TO EXISTING PORTIONS OF BUILDING EAST OF THIS LINE, EXCEPT WHERE OTHERWISE NOTED

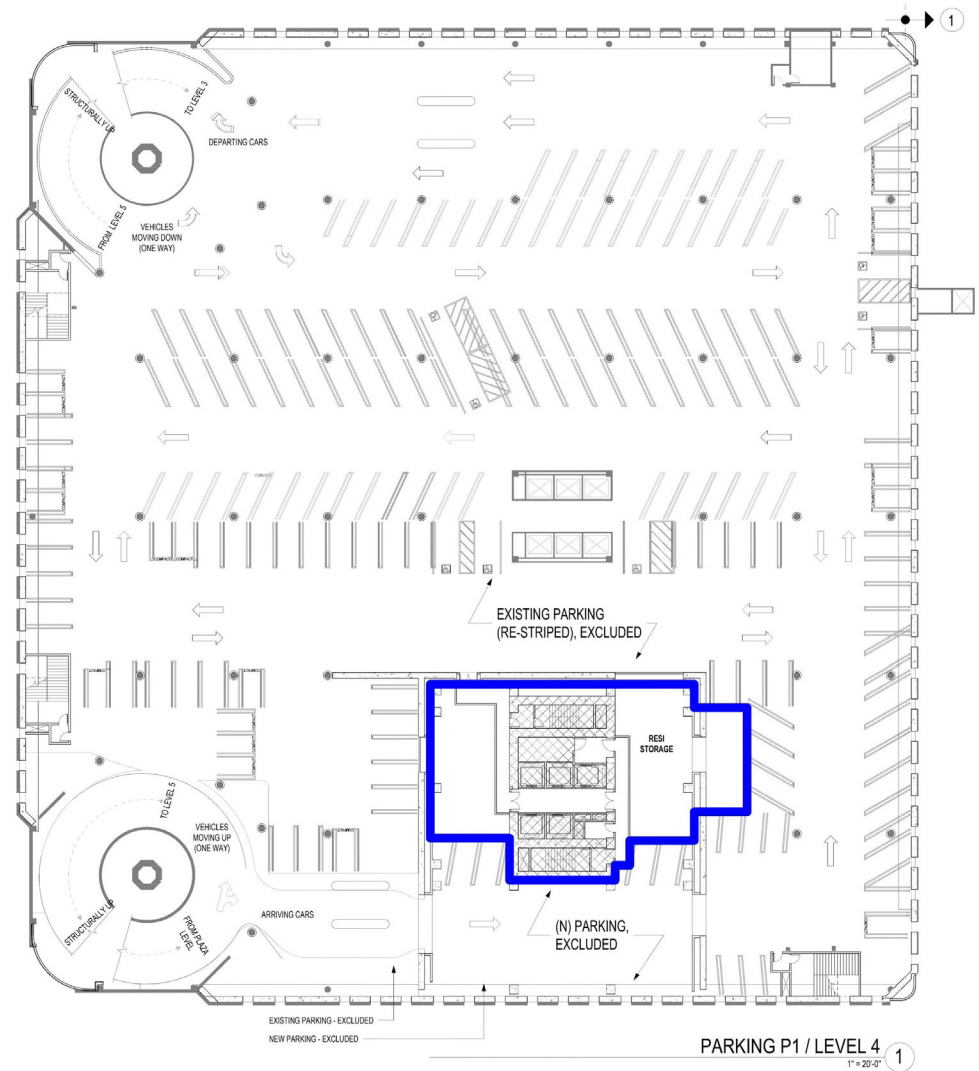
0' 10' 20' 40'
 CORRECT SCALE ON 24" X 36"

THE BLOC

ZONING CODE FLOOR AREA - LEVEL 2 - 3 - A009C



5,946 SF NEW RESIDENTIAL GROSS AREA
 - 1,775 SF EXEMPTED PER LAMC 12.03
 4,171 SF NEW RESIDENTIAL FLOOR AREA



5,946 SF NEW RESIDENTIAL GROSS AREA
 - 1,775 SF EXEMPTED PER LAMC 12.03
 4,171 SF NEW RESIDENTIAL FLOOR AREA

SHEET NOTES

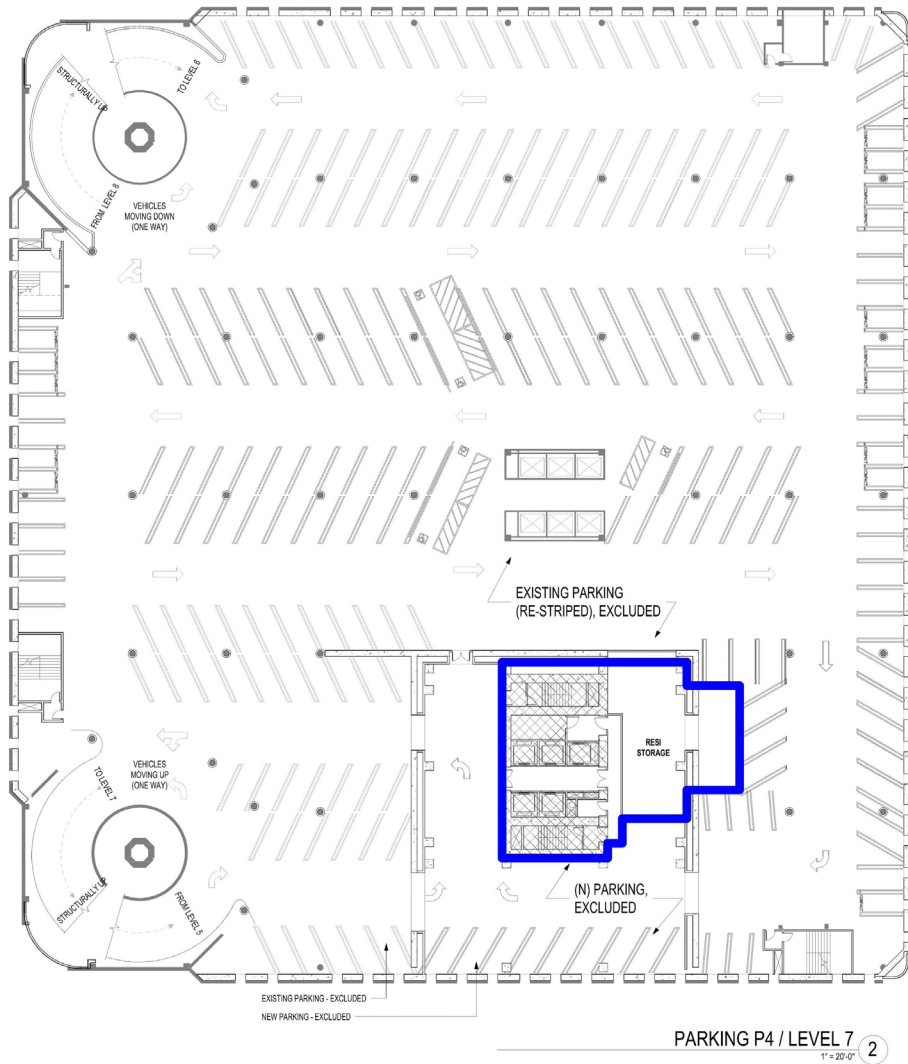
1 NO FLOOR AREA ADJUSTMENTS TO EXISTING PORTIONS OF BUILDING EAST OF THIS LINE

0' 10' 20' 40'

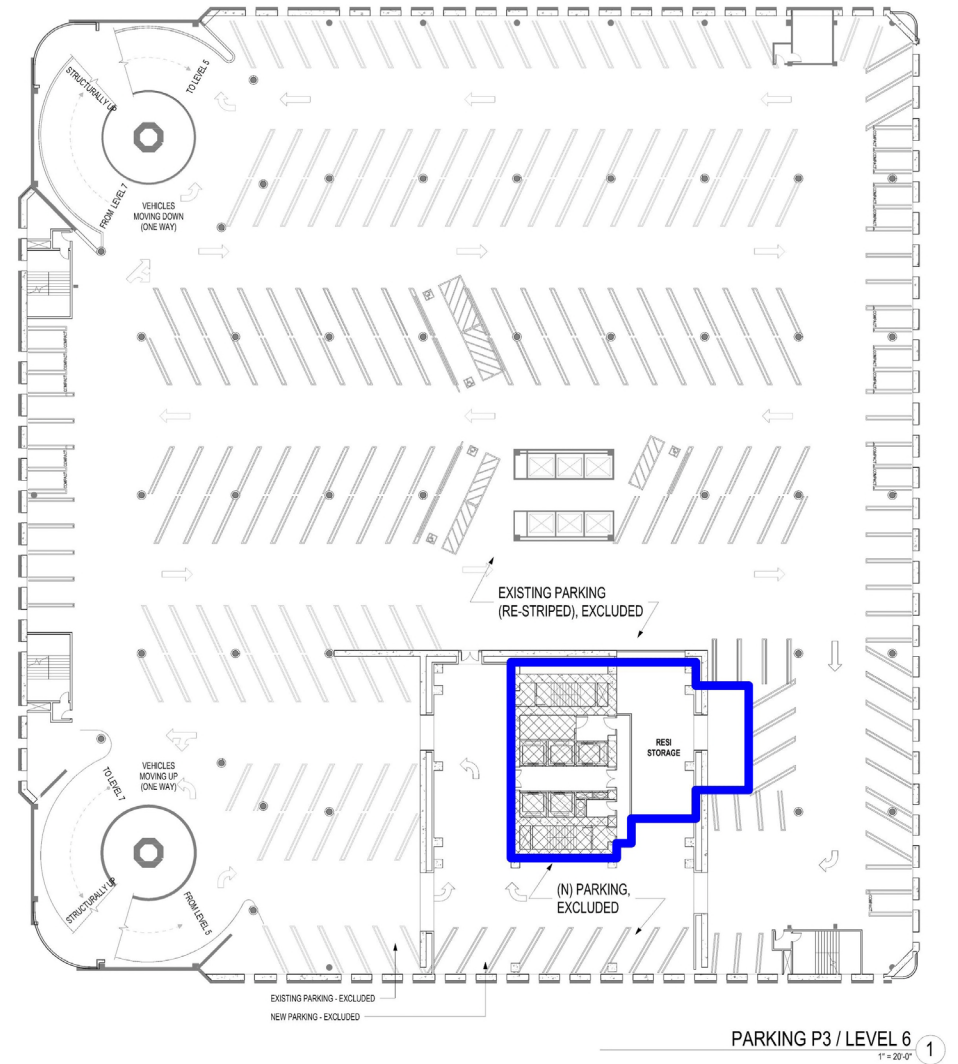
CORRECT SCALE ON 24" X 36"

THE BLOC

ZONING CODE FLOOR AREA - LEVEL 4 - 5 - A009D



- 4,528 SF NEW RESIDENTIAL GROSS AREA
- ~ 1,775 SF EXEMPTED PER LAMC 12.03
- 2,753 SF NEW RESIDENTIAL FLOOR AREA



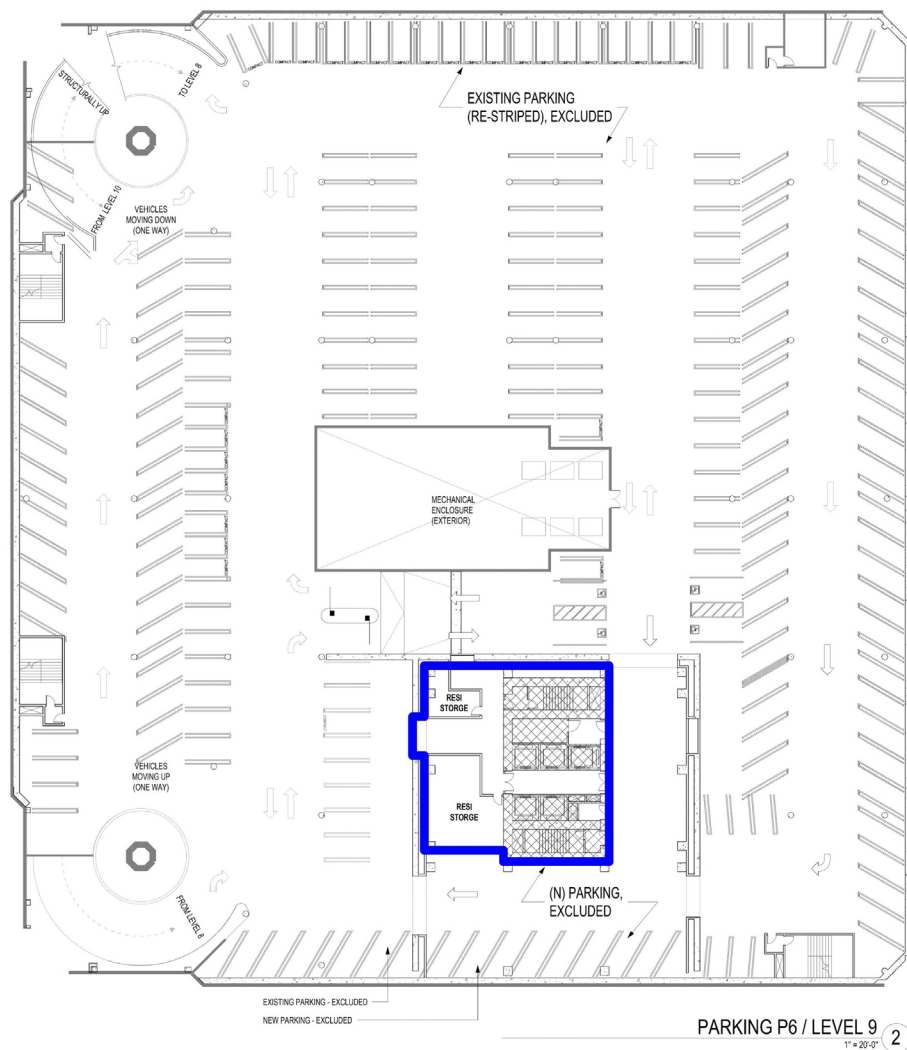
- 4,528 SF NEW RESIDENTIAL GROSS AREA
- ~ 1,775 SF EXEMPTED PER LAMC 12.03
- 2,753 SF NEW RESIDENTIAL FLOOR AREA

0' 10' 20' 40'

CORRECT SCALE ON 24" X 36"

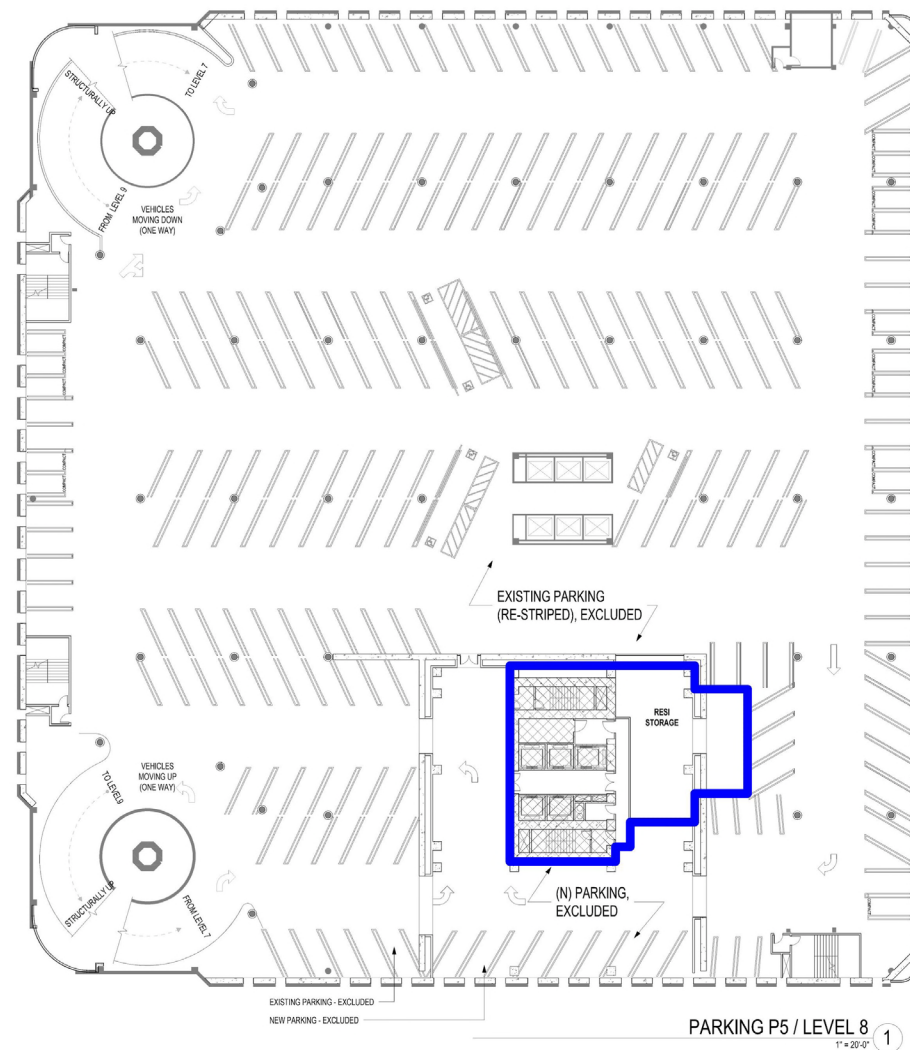
THE BLOC

ZONING CODE FLOOR AREA - LEVEL 6 - 7 - A009E



4,159 SF NEW RESIDENTIAL GROSS AREA
 - 1,775 SF EXEMPTED PER LAMC 12.03
 2,384 SF NEW RESIDENTIAL FLOOR AREA

PARKING P6 / LEVEL 9
1" = 20'-0"



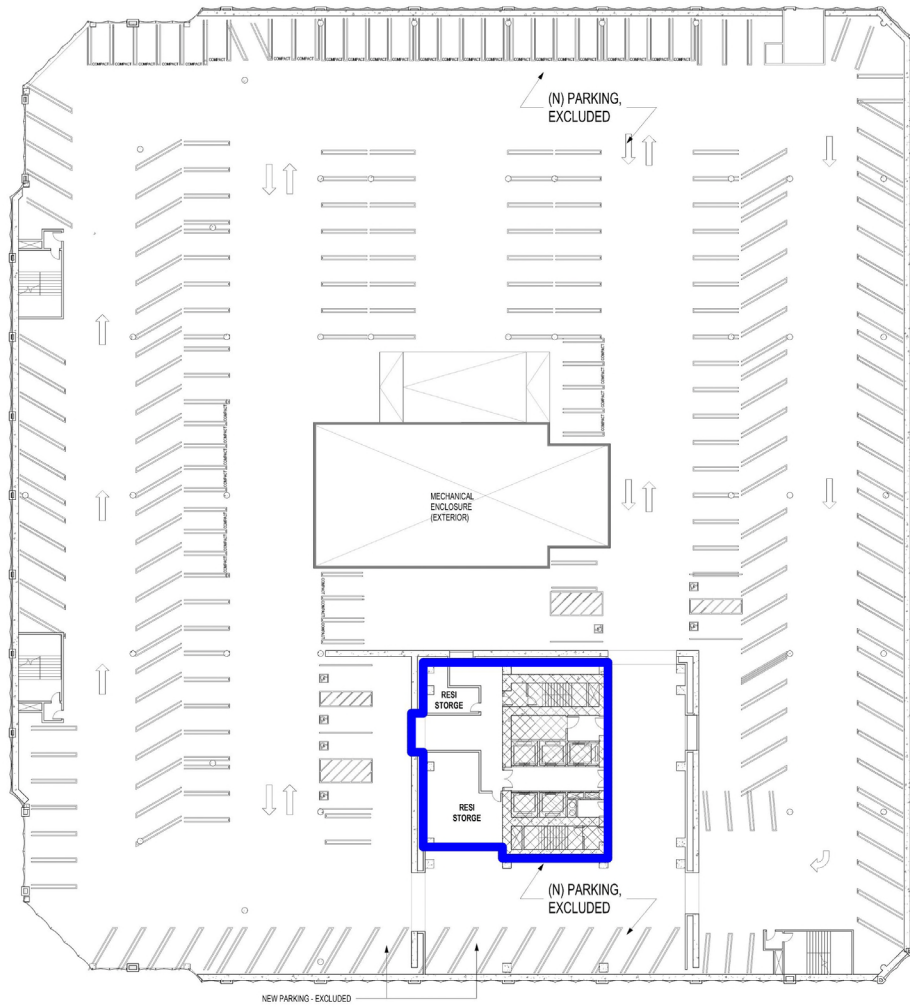
4,528 SF NEW RESIDENTIAL GROSS AREA
 - 1,775 SF EXEMPTED PER LAMC 12.03
 2,753 SF NEW RESIDENTIAL FLOOR AREA

PARKING P5 / LEVEL 8
1" = 20'-0"

0' 10' 20' 40'
CORRECT SCALE ON 24" X 36"

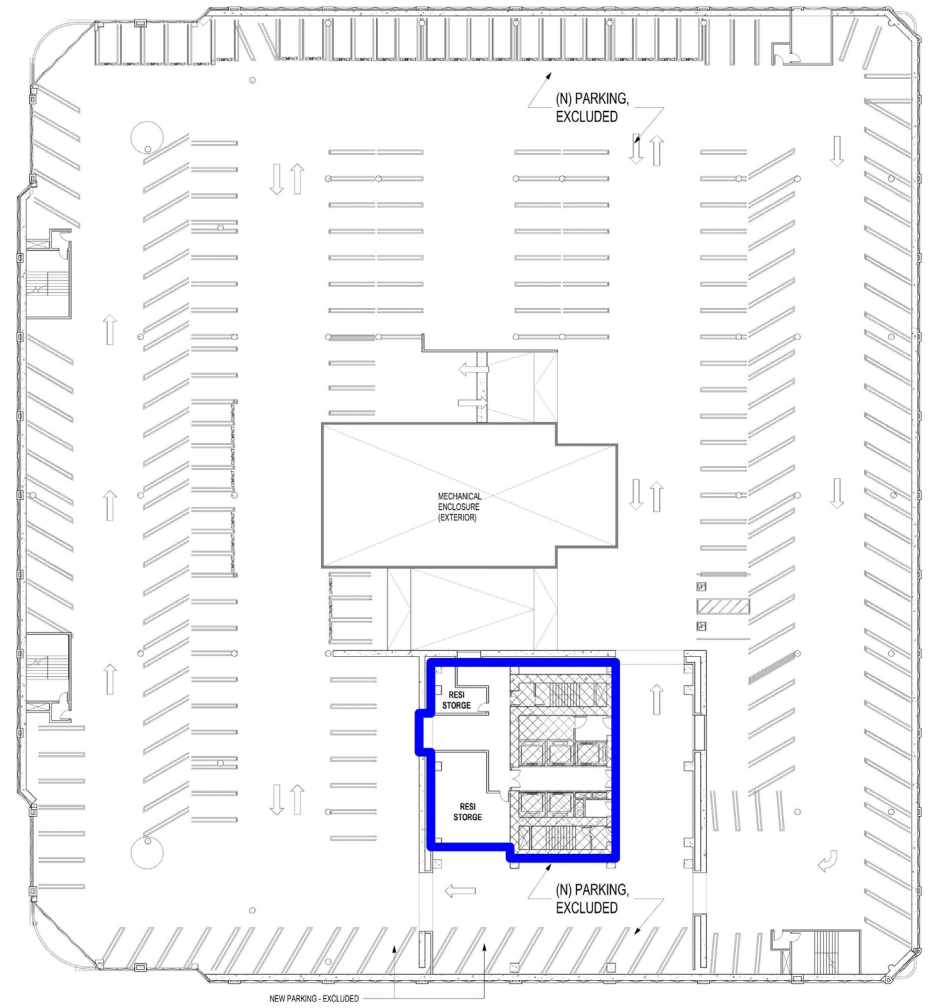
THE BLOC

ZONING CODE FLOOR AREA - LEVEL 8 - 9 - A009F



PARKING P8 / LEVEL 11
1" = 20'-0" 2

4,159 SF NEW RESIDENTIAL GROSS AREA
- 1,775 SF EXEMPTED PER LAMC 12.03
2,384 SF NEW RESIDENTIAL FLOOR AREA



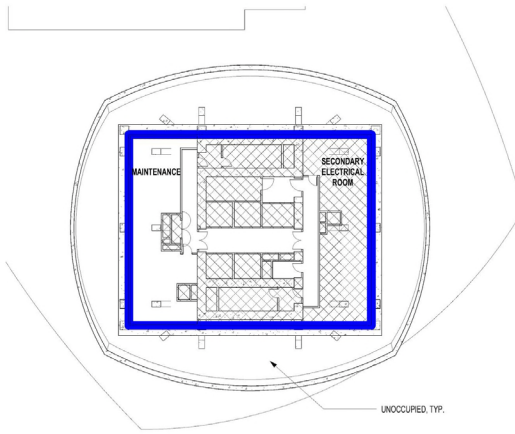
PARKING P7 / LEVEL 10
1" = 20'-0" 1

4,159 SF NEW RESIDENTIAL GROSS AREA
- 1,775 SF EXEMPTED PER LAMC 12.03
2,384 SF NEW RESIDENTIAL FLOOR AREA

0' 10' 20' 40'
CORRECT SCALE ON 24" X 36"

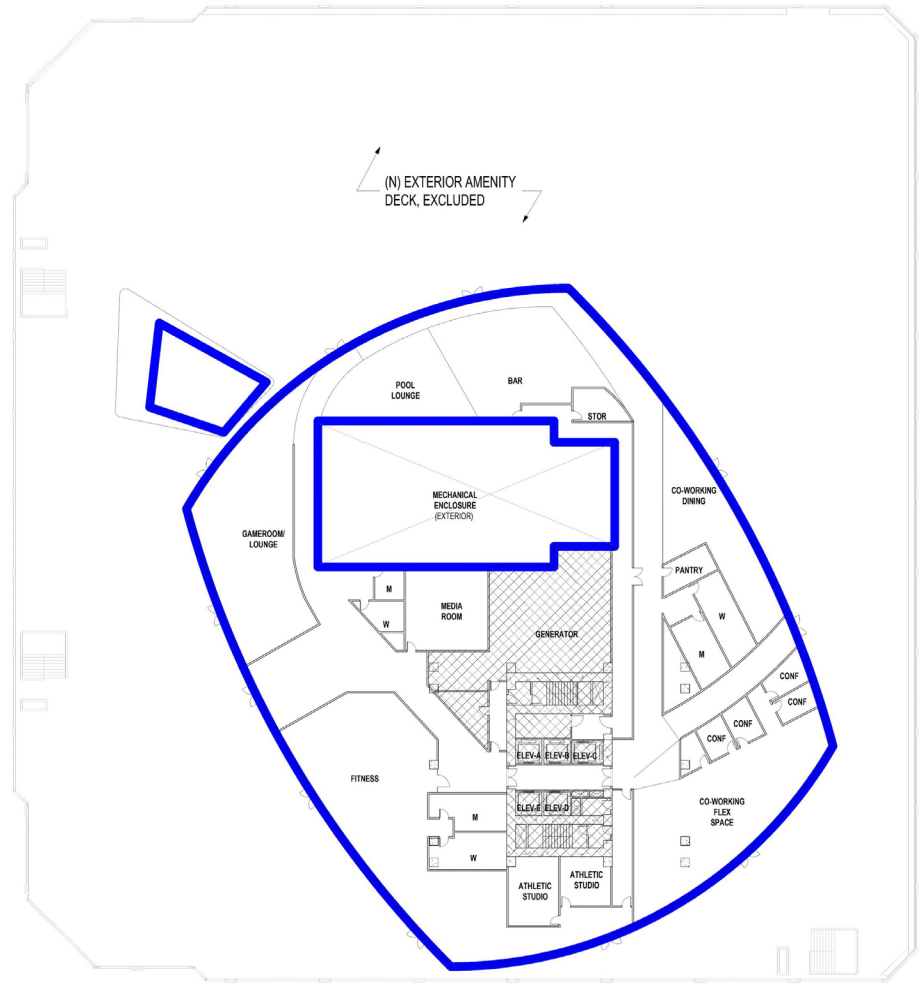
THE BLOC

ZONING CODE FLOOR AREA - LEVEL 10 - 11 - A009G



LEVEL 13 2
1" = 20'-0"

5,379 SF NEW RESIDENTIAL GROSS AREA
- 3,306 SF EXEMPTED PER LAMC 12.03
2,073 SF NEW RESIDENTIAL FLOOR AREA



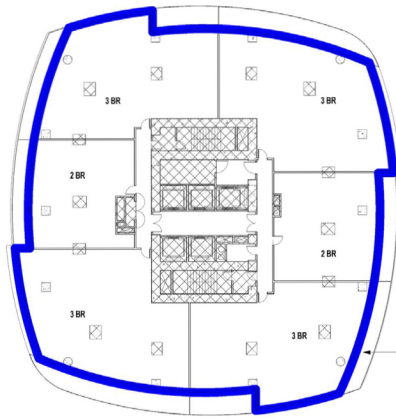
LEVEL 12 ROOF TERRACE 1
1" = 20'-0"

30,197 SF NEW RESIDENTIAL GROSS AREA
- 4,481 SF EXEMPTED PER LAMC 12.03
25,716 SF NEW RESIDENTIAL FLOOR AREA

0' 10' 20' 40'
CORRECT SCALE ON 24" X 36"

THE BLOC

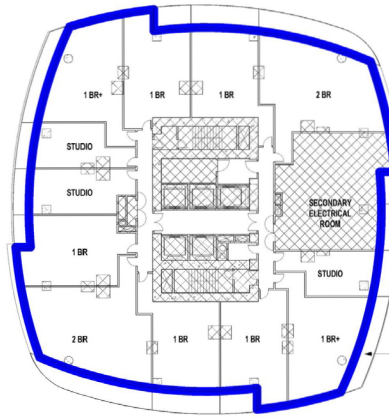
ZONING CODE FLOOR AREA - LEVEL 12 - 13 - A009H



14,100 SF NEW RESIDENTIAL GROSS AREA
 -2,434 SF EXEMPTED PER LAMC 12.03
 11,666 SF NEW RESIDENTIAL FLOOR AREA
 X 3 LEVELS
 34,998 SF RESIDENTIAL FLOOR AREA

1901 SF BALCONY SPACE, TYP

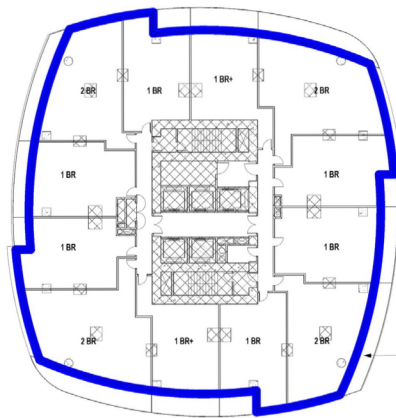
LEVEL 48 - LEVEL 50
 1" = 20'-0" 4



14,100 SF NEW RESIDENTIAL GROSS AREA
 -3,905 SF EXEMPTED PER LAMC 12.03
 10,195 SF NEW RESIDENTIAL FLOOR AREA

1901 SF BALCONY SPACE, TYP

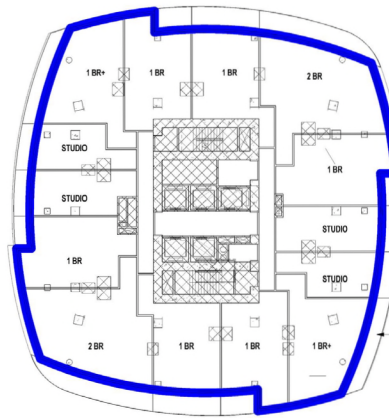
LEVEL 34
 1" = 20'-0" 2



14,100 SF NEW RESIDENTIAL GROSS AREA
 -2,544 SF EXEMPTED PER LAMC 12.03
 11,556 SF NEW RESIDENTIAL FLOOR AREA
 X 13 LEVELS
 150,228 SF RESIDENTIAL FLOOR AREA

1901 SF BALCONY SPACE, TYP
 1400 SF LEVEL 36
 1452 SF LEVEL 40

LEVEL 35 - LEVEL 47
 1" = 20'-0" 3



14,100 SF NEW RESIDENTIAL GROSS AREA
 -2,580 SF EXEMPTED PER LAMC 12.03
 11,520 SF NEW RESIDENTIAL FLOOR AREA
 X 20 LEVELS
 230,400 SF RESIDENTIAL FLOOR AREA

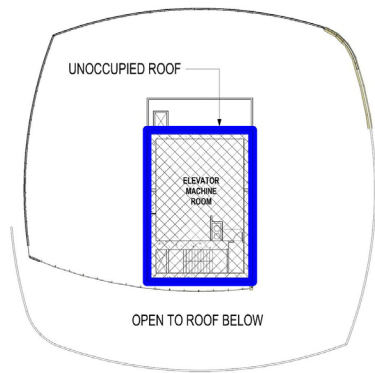
1901 SF BALCONY SPACE, TYP
 1674 SF LEVEL 16
 1433 SF LEVEL 18
 1645 SF LEVEL 20
 1741 SF LEVEL 24
 1514 SF LEVEL 27
 1675 SF LEVEL 30

LEVEL 14 - LEVEL 33
 1" = 20'-0" 1

0' 10' 20' 40'
 CORRECT SCALE ON 24" X 36"

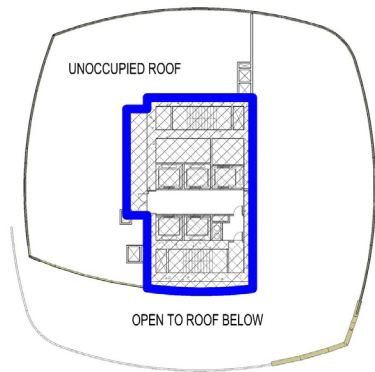
THE BLOC

ZONING CODE FLOOR AREA - LEVEL 14 - 50 - A09J



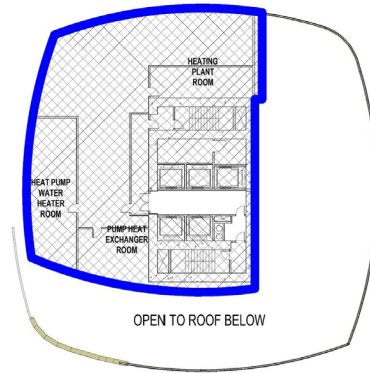
1,863 SF NEW RESIDENTIAL GROSS AREA
-1,863 SF EXEMPTED PER LAMC 12.03
0 SF NEW RESIDENTIAL FLOOR AREA

LEVEL 54 MECH 4
1" = 20'-0"



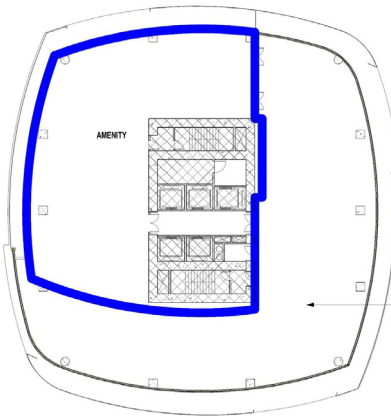
2,625 SF NEW RESIDENTIAL GROSS AREA
-2,292 SF EXEMPTED PER LAMC 12.03
333 SF NEW RESIDENTIAL FLOOR AREA

LEVEL 53 MECH ROOF 3
1" = 20'-0"



6,921 SF NEW RESIDENTIAL GROSS AREA
-6,601 SF EXEMPTED PER LAMC 12.03
320 SF NEW RESIDENTIAL FLOOR AREA

LEVEL 52 MECH 2
1" = 20'-0"



6,914 SF NEW RESIDENTIAL GROSS AREA
-1,802 SF EXEMPTED PER LAMC 12.03
5,112 SF NEW RESIDENTIAL FLOOR AREA

LEVEL 51 1
1" = 20'-0"

RESIDENTIAL FLOOR AREA
SUMMARY TABLE
(SHEET A009A-A009K)

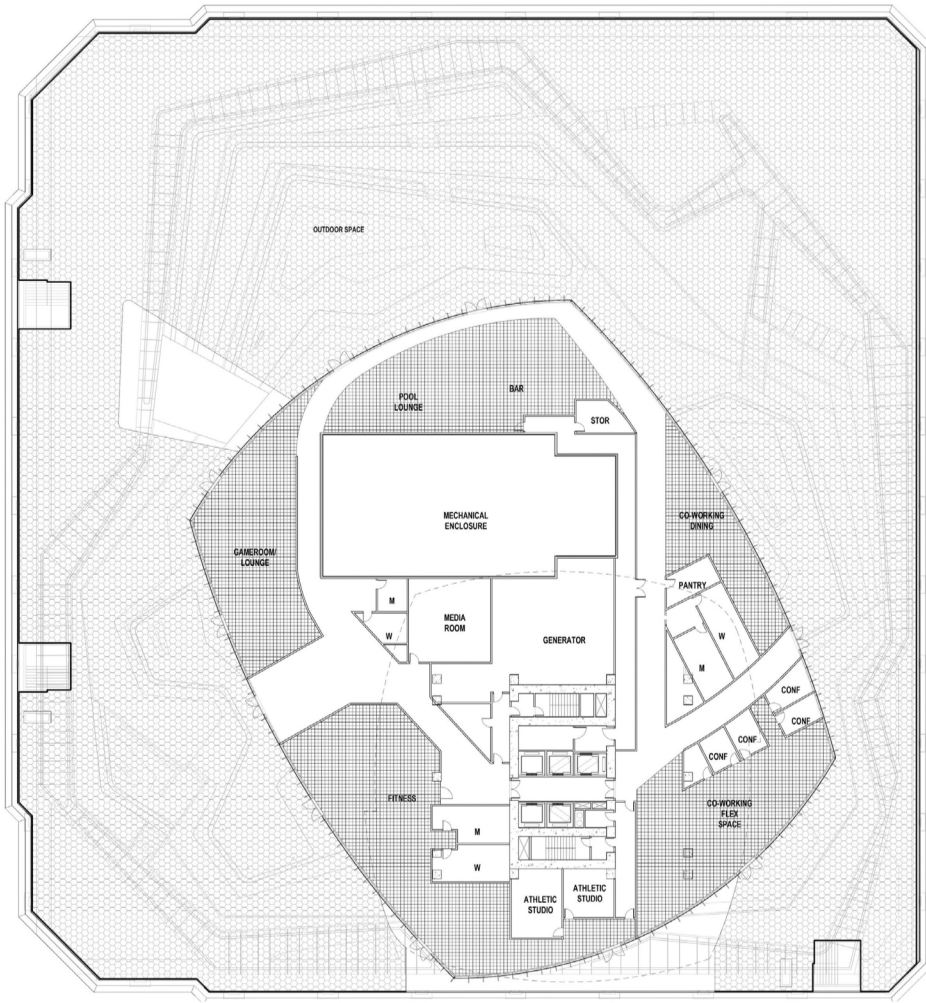
LEVEL	RESIDENTIAL FLOOR AREA
54	0
53	333
52	320
51	5,112
50	11,666
49	11,666
48	11,666
47	11,556
46	11,556
45	11,556
44	11,556
43	11,556
42	11,556
41	11,556
40	11,556
39	11,556
38	11,556
37	11,556
36	11,556
35	11,556
34	10,195
33	11,520
32	11,520
31	11,520
30	11,520
29	11,520
28	11,520
27	11,520
26	11,520
25	11,520
24	11,520
23	11,520
22	11,520
21	11,520
20	11,520
19	11,520
18	11,520
17	11,520
16	11,520
15	11,520
14	11,520
13	2,073
12	25,716
11	2,384
10	2,384
9	2,384
8	2,753
7	2,753
6	2,753
5	4,171
4	4,171
3	742
2	742
STREET	620
PLAZA	5,443
A	1,518
B	2,823
TOTAL	495,016

NOTE: 1,252 SF OF EXISTING
RELOCATED RETAIL
REFERENCED ON SHEET A009B.

0' 10' 20' 40'
CORRECT SCALE ON 24" X 36"

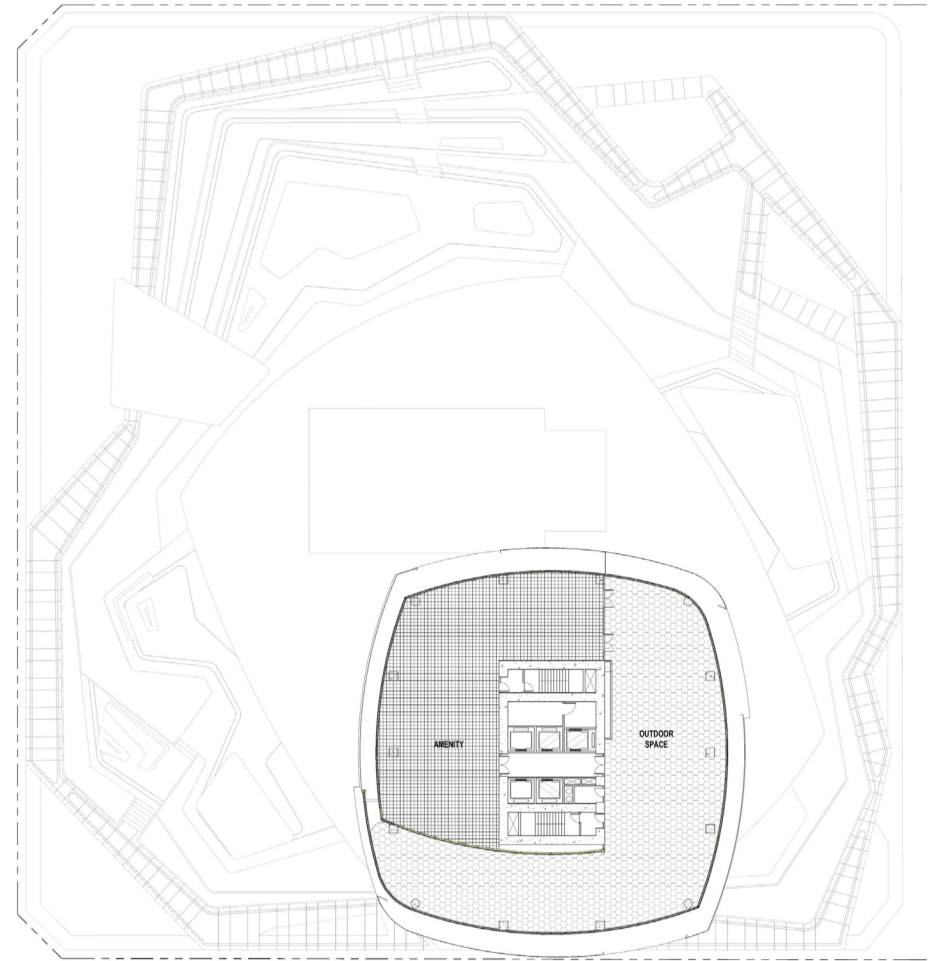
THE BLOC

ZONING CODE FLOOR AREA - LEVEL 51 - 54 - A009K



LEVEL 12 OPEN SPACE (PER LAMC 12.21 G)

	EXTERIOR	
	41,250 SF	AMENITY OUTDOOR SPACE
	INTERIOR	
	8,000 SF	AMENITY SPACE



LEVEL 51 OPEN SPACE (PER LAMC 12.21 G)

	EXTERIOR	
	3,500 SF	AMENITY OUTDOOR SPACE
	INTERIOR	
	2,000 SF	AMENITY SPACE

54,750 SF TOTAL PROPOSED COMMON OPEN SPACE

0' 10' 20' 40'
CORRECT SCALE ON 24" X 36"

THE BLOC

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

OPEN SPACE CALCULATIONS – A010A

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

[illegible]

THE BLOC

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

- CONSTRUCTION LEGEND**
- | | |
|--|---------------------------------|
| | (E) WALL TO REMAIN |
| | (E) CONC. COL. / WALL TO REMAIN |
| | (N) WALL |
| | (N) CONC. COL. / WALL TO REMAIN |
| | (N) ROOM/PROGRAM |
- PROGRAM LEGEND**
- | | | | |
|--|--------------------|--|--------------------|
| | RESIDENTIAL | | COMMERCIAL |
| | RES/ AMENITY | | RES/ BACK OF HOUSE |
| | RES/ OUTDOOR SPACE | | |

SOUTH FLOWER STREET (ABOVE)

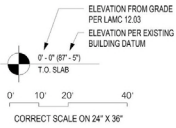
SOUTH HOPE STREET (ABOVE)

THE BLOC

SHEET NOTES

- (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING
- (N) RESIDENTIAL PROGRAM IN (E) STRUCTURE
- (N) VALET PARKING RAMP TO REPLACE (E) RAMP DEMOLISHED FOR (N) RESIDENTIAL TOWER
- (N) SEISMIC ENHANCEMENT (N) CONCRETE JACKET ON (E) COLUMN INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS B-12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- (N) ALL RESTRIPTED PARKING INDICATED IN BLACK
- (E) ALL EXISTING PARKING INDICATED IN HALF TONE
- (N) ALL COMPACT PARKING STALLS INDICATED WITH LABEL C

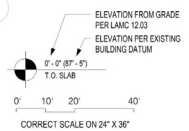
- CONSTRUCTION LEGEND**
- (E) WALL TO REMAIN
 - (E) CONC. COL./WALL TO REMAIN
 - (N) WALL
 - (N) CONC. COL./WALL TO REMAIN
 - (N) ROOM/PROGRAM
- PROGRAM LEGEND**
- RESIDENTIAL
 - RES. AMENITY
 - RES. OUTDOOR SPACE
 - COMMERCIAL
 - RES. BACK OF HOUSE



TOTAL PARKING SPACES 257
COMPACT PARKING 155

TOTAL BIKES 216
LONG TERM BIKES 192

LEVEL A - A099



NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

PLAZA LEVEL - A100

SHEET NOTES

- 1 (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- 2 (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- 3 (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING
- 4 (S) (NOT USED)
- 5 (N) SEISMIC ENHANCEMENT (N) CONCRETE JACKET ON (E) COLUMN INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- 6 (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS B-12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL

- BUILDING PEDESTRIAN ACCESS LEGEND**
- RESIDENTIAL LOBBY PEDESTRIAN ACCESS
 - RETAIL PEDESTRIAN ACCESS
 - RETAIL PASSAGEWAY PEDESTRIAN ACCESS
 - MAIN PEDESTRIAN ENTRY

- CONSTRUCTION LEGEND**
- (E) WALL TO REMAIN
 - (E) CONC. COL./WALL TO REMAIN
 - (N) WALL
 - (N) CONC. COL./WALL TO REMAIN
 - (N) ROOM/PROGRAM
- PROGRAM LEGEND**
- RESIDENTIAL
 - RESIDENTIAL AMENITY
 - RESIDENTIAL OUTDOOR SPACE
 - COMMERCIAL
 - RESIDENTIAL BACK OF HOUSE

ELEVATION FROM GRADE PER LAIAC 12.03
ELEVATION PER EXISTING BUILDING DATUM
0' 10' 20' 40'
CORRECT SCALE ON 24" X 36"



THE BLOC

STREET LEVEL - A101

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET

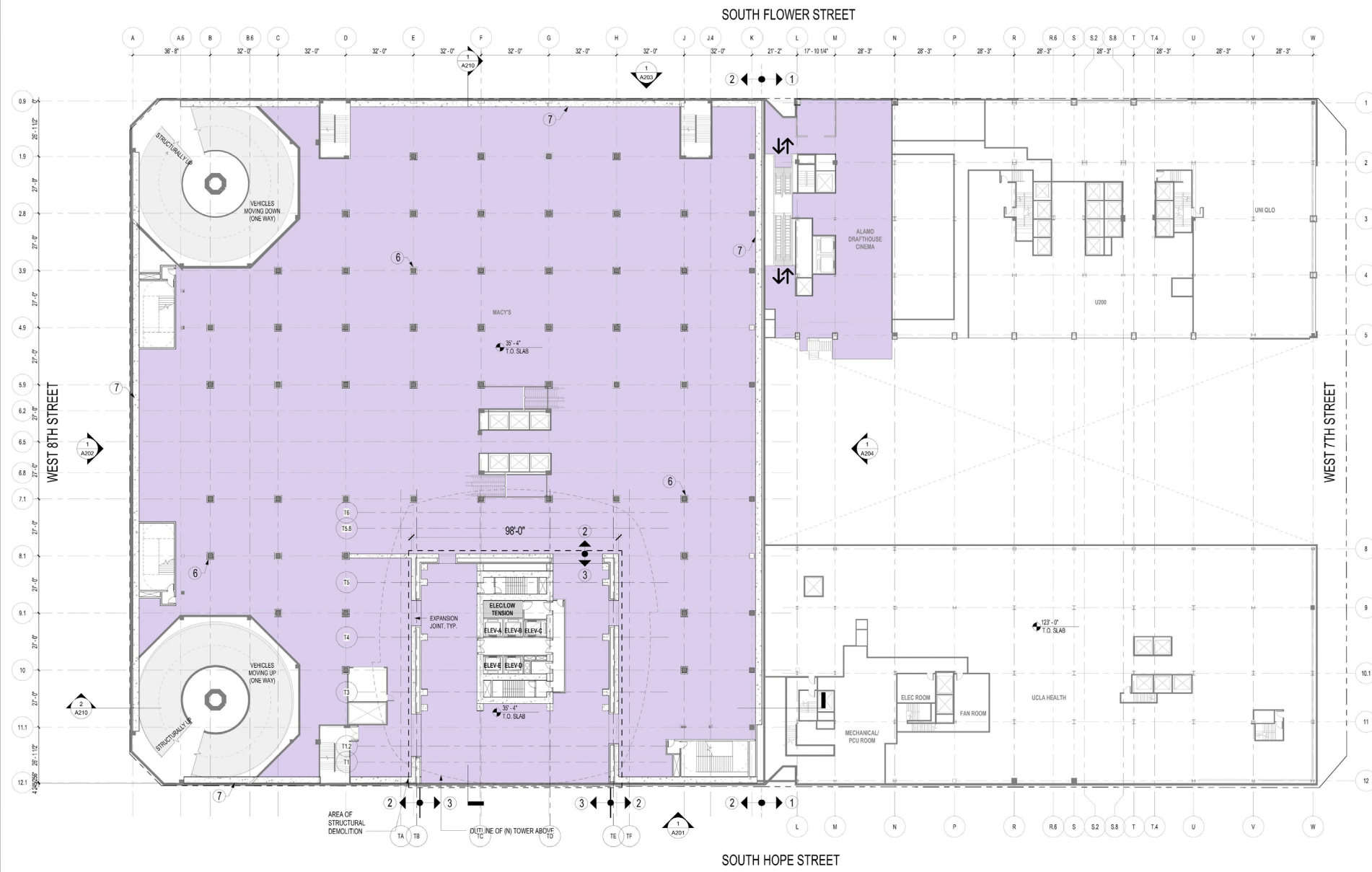
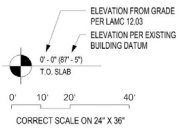
APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

SHEET NOTES

- 1 (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- 2 (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- 3 (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING
- 4 (S) (NOT USED)
- 5 (N) SEISMIC ENHANCEMENT (N) CONCRETE JACKET ON (E) COLUMN INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- 6 (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS B-12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- 7 (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS B-12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL

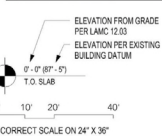
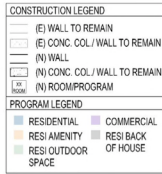
CONSTRUCTION LEGEND	
(E) WALL TO REMAIN	(N) WALL
(E) CONC. COL./WALL TO REMAIN	(N) CONC. COL./WALL TO REMAIN
(N) ROOM/PROGRAM	
PROGRAM LEGEND	
RESIDENTIAL	COMMERCIAL
RESIDENTIAL AMENITY	RESIDENTIAL BACK OF HOUSE
RESIDENTIAL OUTDOOR SPACE	



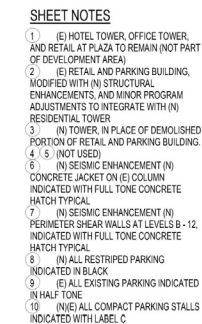
THE BLOC

SECOND FLOOR – A102

- 1 (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- 2 (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- 3 (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING.
- 4 (S) (NOT USED)
- 5 (N) SEISMIC ENHANCEMENT (N) CONCRETE JACKET ON (E) COLUMN INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- 6 (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS B - 12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL



THIRD FLOOR – A103



(REF. LADBS IB P/ZC 2002-001 PARKING DESIGN)

1. ALL STANDARD PARKING SPACES ARE 8' 6" WIDE BY 18' LONG, UNLESS NOTED OTHERWISE.
2. ALL COMPACT SPACES ARE 7' 6" WIDE BY 16' LONG, UNLESS NOTED OTHERWISE.
3. PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK ON ONE SIDE ONLY.

$$\begin{aligned} Q &= W \cos \alpha \quad (\text{L.3.b}) \\ &= 8' \cdot 6'' \cos 65^\circ \\ &= 8' \cdot 6'' (0.4266) \\ Q &= 3' \cdot 7 \frac{1}{2}'' \end{aligned}$$

BAY = $B - Q/2$ (TABLE 1, FIGURE 3)
 $= 57'-8'' - (3'-7'' / 2)$
 $= 57'-8'' - 1'-9\frac{3}{4}''$
 BAY = $55'-10\frac{1}{4}''$
 55'-11" PROVIDED

4. PARKING BAY CALCULATION, ONE-WAY,
DOUBLE LOADED, INTERLOCK BOTH SIDES
 $Q = 3'-7\frac{1}{2}"$ (PER NOTE 1 ABOVE)

M = B - Q (TABLE 1, FIGURE 3)
= 57'-8" - 3'-7 1/2"
M = 54'-0 1/2"
54'-1" PROVIDED

5. PARKING BAY CALCULATION, ONE-WAY,
SINGLE LOADED, INTERLOCK ON ONE SIDE
ONLY:

$$P = S \sin \alpha + Q$$

$$= 18'-0" \sin 65^\circ + 3'-7 \frac{1}{2}"$$

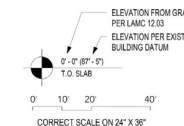
$$= 18'-0" (0.9063) + 3'-7 \frac{1}{2}"$$

$$P = 19'-11 \frac{1}{2}"$$

BAY = B - P
= 57'-8" - 19'-11 1/2"
BAY = 37'-8 1/2"
32'-8" PROVIDED

☐ (E) WALL TO REMAIN
☐ (E) CONC. COL/ WALL TO REMAIN
☐ (N) WALL
☐ (N) CONC. COL/ WALL TO REMAIN
☐ (N) ROOM/PROGRAM

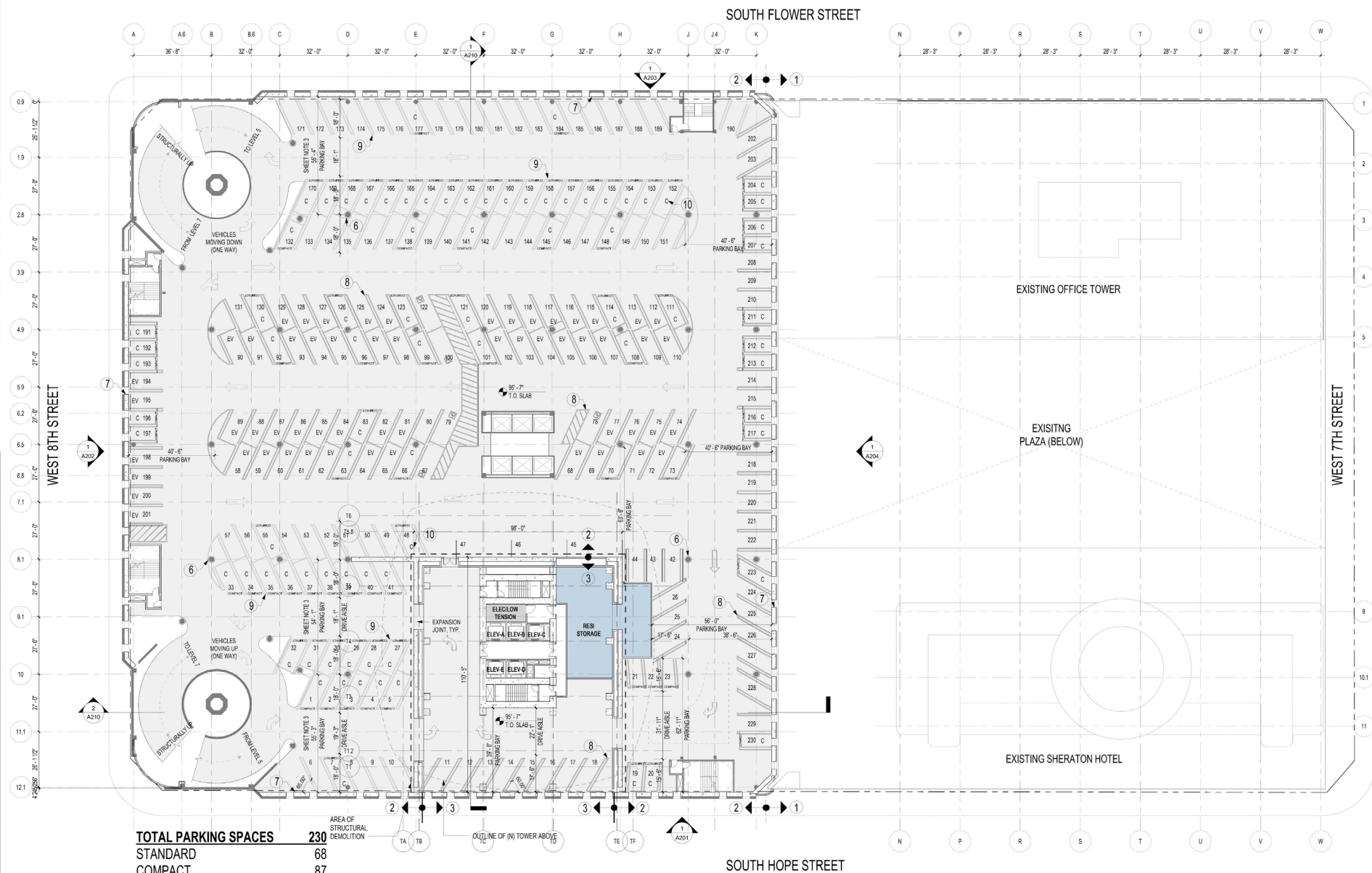
RESIDENTIAL
RESIDENTIAL AMENITY
RESIDENTIAL OUTDOOR SPACE
COMMERCIAL
RESIDENTIAL BACK OF HOUSE



TOTAL PARKING SPACES	178
STANDARD	78
COMPACT	47
HANDICAP	7
EV (STANDARD)	46

SOUTH HOPE STREET
THE BLOC

LEVEL 5 - P2 - A105



TOTAL PARKING SPACES		230
STANDARD	68	
COMPACT	87	
HANDICAP	5	
EV (STANDARD)	70	

AREA OF
STRUCTURAL
DEMOLITION

OUTLINE OF (N) TOWER ABOVE

SOUTH HOPE STREET

THE BLOC

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET

APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

LEVEL 6 - P3 - A106

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

SHEET NOTES

- (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING
- (S) (NOT USED)
- (N) SEISMIC ENHANCEMENT (N) CONCRETE JACKET ON (E) COLUMN INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS B - 12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- (N) ALL RESTRICTED PARKING INDICATED IN BLACK
- (E) ALL EXISTING PARKING INDICATED IN HALF TONE
- (N)(E) ALL COMPACT PARKING STALLS INDICATED WITH LABEL C

PARKING NOTES

(REF: LADBS 1B P102 2002-001 PARKING DESIGN)

1. ALL STANDARD PARKING SPACES ARE 8' 6" WIDE BY 18' LONG, UNLESS NOTED OTHERWISE.

2. ALL COMPACT SPACES ARE 7' 6" WIDE BY 16' LONG, UNLESS NOTED OTHERWISE.

3. PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK ON ONE SIDE ONLY:

$$Q = W \cos \alpha \quad (L, B)$$

$$= 8'-6" \cos 65^\circ$$

$$= 8'-6" (0.4298)$$

$$Q = 3'-7 \frac{1}{2}"$$

BAY = B - Q/2 (TABLE 1, FIGURE 3)

$$= 57'-8" - (3'-7 \frac{1}{2}"/2)$$

$$= 57'-8" - 1'-9 \frac{3}{4}"$$

$$BAY = 55'-10 \frac{1}{4}"$$

$$55'-11" PROVIDED$$

4. PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK BOTH SIDES

$$Q = 3'-7 \frac{1}{2}" \quad (\text{PER NOTE 1 ABOVE})$$

$$M = 54'-0 \frac{1}{2}"$$

$$54'-1" PROVIDED$$

5. PARKING BAY CALCULATION, ONE-WAY, SINGLE LOADED, INTERLOCK ON ONE SIDE ONLY:

$$Q = 3'-7 \frac{1}{2}" \quad (\text{PER NOTE 1 ABOVE})$$

$$P = S \sin \alpha + Q$$

$$= 18'-0" \sin 65^\circ + 3'-7 \frac{1}{2}"$$

$$= 18'-0" (0.9063) + 3'-7 \frac{1}{2}"$$

$$P = 19'-11 \frac{1}{2}"$$

BAY = B - P

$$= 57'-8" - 19'-11 \frac{1}{2}"$$

$$BAY = 37'-8 \frac{1}{2}"$$

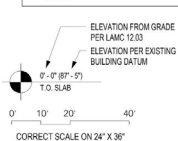
$$32'-8" PROVIDED$$

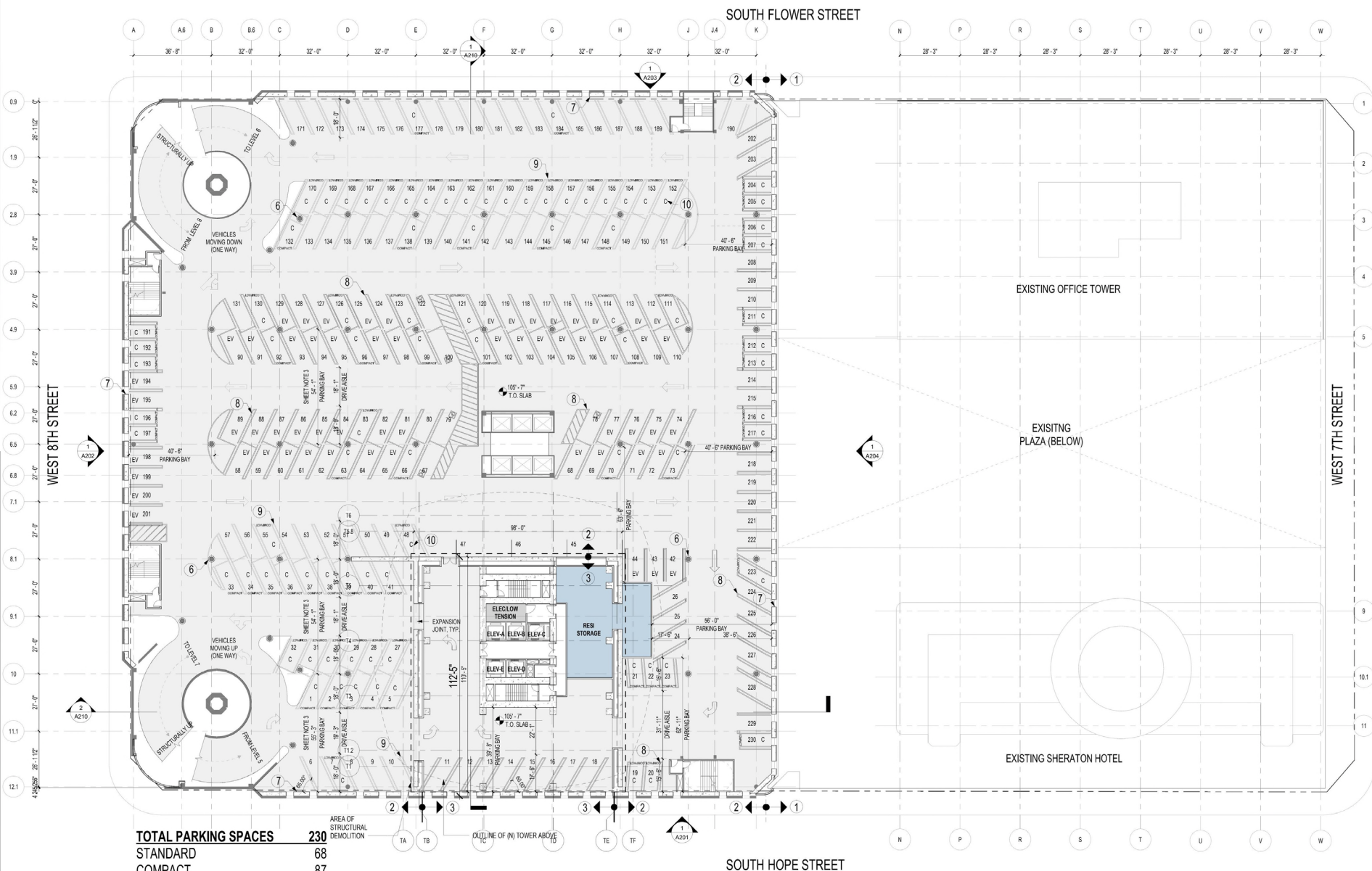
CONSTRUCTION LEGEND

- (E) WALL TO REMAIN
- (E) CONC. COL./WALL TO REMAIN
- (N) WALL
- (N) CONC. COL./WALL TO REMAIN
- (N) ROOM/PROGRAM

PROGRAM LEGEND

- RESIDENTIAL
- RES. AMENITY
- RES. OUTDOOR SPACE
- COMMERCIAL
- RES. BACK OF HOUSE





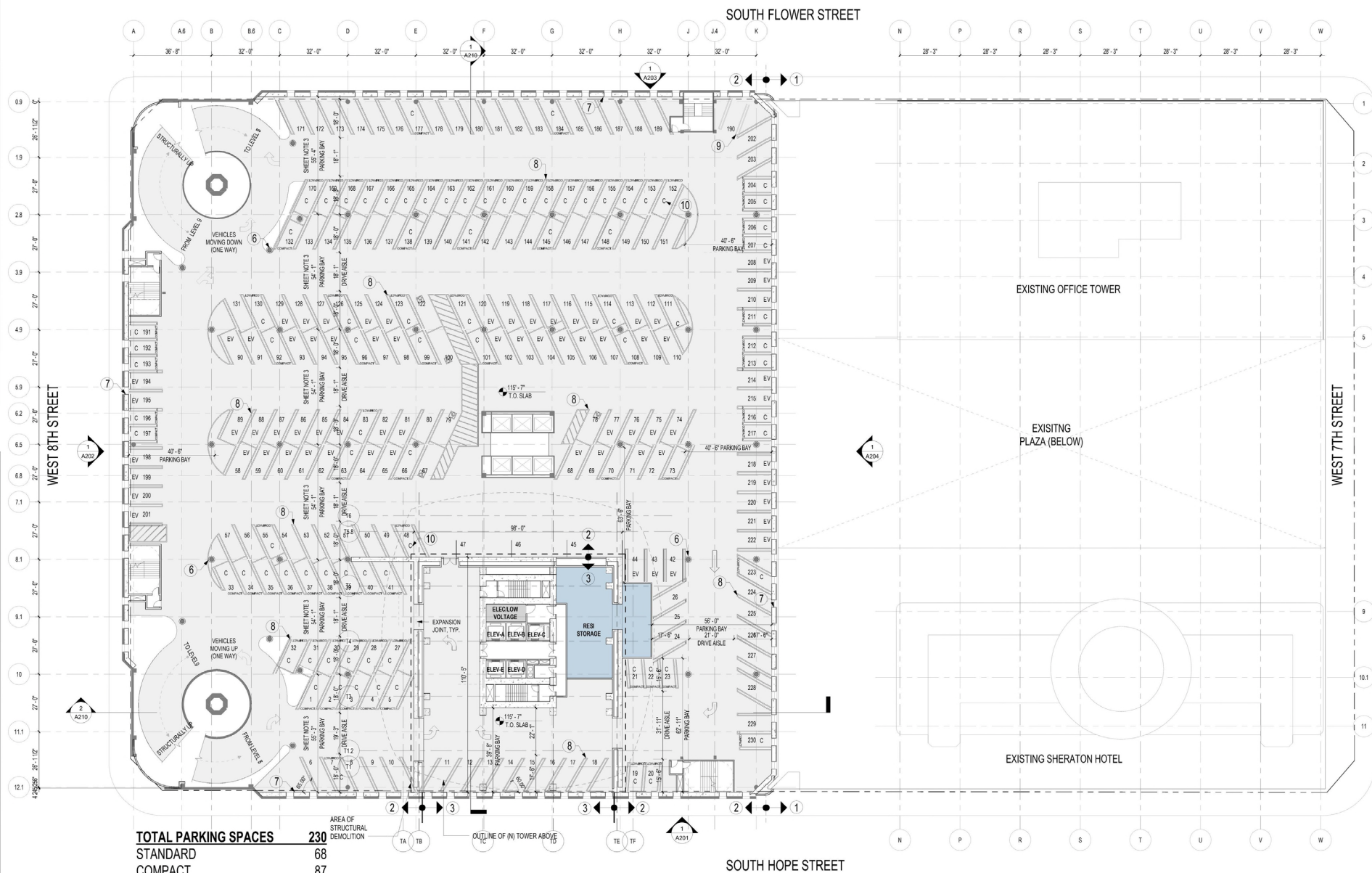
TOTAL PARKING SPACES		230
STANDARD	68	
COMPACT	87	
HANDICAP	5	
EV (STANDARD)	70	

- SHEET NOTES**
- (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
 - (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
 - (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING
 - (S) (NOT USED)
 - (N) SEISMIC ENHANCEMENT (N) CONCRETE JACKET ON (E) COLUMN INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
 - (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS B-12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
 - (N) ALL RESTRICTION PARKING INDICATED IN BLACK
 - (E) ALL EXISTING PARKING INDICATED IN HALF TONE
 - (N)(E) ALL COMPACT PARKING STALLS INDICATED WITH LABEL C

- PARKING NOTES**
- (REF: LADBS 1B P122 2002-001 PARKING DESIGN)
- ALL STANDARD PARKING SPACES ARE 8'6" WIDE BY 18' LONG, UNLESS NOTED OTHERWISE.
 - ALL COMPACT SPACES ARE 7'6" WIDE BY 16' LONG, UNLESS NOTED OTHERWISE.
 - PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK ON ONE SIDE ONLY:
 $Q = W \cos \alpha$ (L.3.b)
 $= 8'-6" \cos 85^\circ$
 $= 8'-6" (0.4298)$
 $Q = 3'-7 \frac{1}{2}"$
 BAY = B - Q/2 (TABLE 1, FIGURE 3)
 $= 57'-8" - (3'-7 \frac{1}{2})$
 $= 57'-8" - 1'-9 \frac{3}{4}"$
 BAY = 55'-10 \frac{1}{4}"
 55'-11" PROVIDED
 - PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK BOTH SIDES
 $Q = 3'-7 \frac{1}{2}"$ (PER NOTE 1 ABOVE)
 $M = B - Q$ (TABLE 1, FIGURE 3)
 $= 57'-8" - 3'-7 \frac{1}{2}"$
 $M = 54'-0 \frac{1}{2}"$
 54'-1" PROVIDED
 - PARKING BAY CALCULATION, ONE-WAY, SINGLE LOADED, INTERLOCK ON ONE SIDE ONLY:
 $Q = 3'-7 \frac{1}{2}"$ (PER NOTE 1 ABOVE)
 $P = S \sin \alpha + Q$
 $= 18'-0" \sin 85^\circ + 3'-7 \frac{1}{2}"$
 $= 18'-0" (0.9963) + 3'-7 \frac{1}{2}"$
 $P = 19'-11 \frac{1}{2}"$
 BAY = B - P
 $= 57'-8" - 19'-11 \frac{1}{2}"$
 BAY = 37'-8 \frac{1}{2}"
 32'-8" PROVIDED
- CONSTRUCTION LEGEND**
- (E) WALL TO REMAIN
 - (E) CONC. COL./WALL TO REMAIN
 - (N) WALL
 - (N) CONC. COL./WALL TO REMAIN
 - (N) ROOM/PROGRAM
- PROGRAM LEGEND**
- RESIDENTIAL
 - RES. AMENITY
 - RES. OUTDOOR SPACE
 - COMMERCIAL
 - RES. BACK OF HOUSE
- ELEVATION FROM GRADE PER LAIAC 12.03**
 ELEVATION PER EXISTING BUILDING DATUM
 0' - 10' (87'-9")
 T.O. SLAB
- CORRECT SCALE ON 24" X 36"**

THE BLOC

LEVEL 7 - P4 - A107



TOTAL PARKING SPACES		230
STANDARD	68	
COMPACT	87	
HANDICAP	5	
EV (STANDARD)	70	

AREA OF
STRUCTURAL
DEMOLITION

OUTLINE OF (N) TOWER ABOVE

THE BLOC

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET

APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

LEVEL 8-P5 - A108

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

SHEET NOTES

- (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING
- (S) (NOT USED)
- (N) SEISMIC ENHANCEMENT (N) CONCRETE JACKET ON (E) COLUMN INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS B-12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- (N) ALL RESTRIPTED PARKING INDICATED IN BLACK
- (E) ALL EXISTING PARKING INDICATED IN HALF TONE
- (N)(E) ALL COMPACT PARKING STALLS INDICATED WITH LABEL C

PARKING NOTES

(REF: LADBS 1B P122 2002-001 PARKING DESIGN)

- ALL STANDARD PARKING SPACES ARE 8'6" WIDE BY 18' LONG, UNLESS NOTED OTHERWISE.
- ALL COMPACT SPACES ARE 7'6" WIDE BY 16' LONG, UNLESS NOTED OTHERWISE.
- PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK ON ONE SIDE ONLY:

$$Q = W \cos \alpha \quad (L, 3b)$$

$$= 8'-4" \cos 85^\circ$$

$$= 8'-4" (0.4298)$$

$$Q = 3'-7 \frac{1}{2}"$$

$$BAY = B - Q/2 \quad (\text{TABLE 1, FIGURE 3})$$

$$= 57'-8" - (3'-7 \frac{1}{2})/2$$

$$BAY = 55'-10 \frac{1}{4}"$$

$$55'-11" \text{ PROVIDED}$$

- PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK BOTH SIDES

$$Q = 3'-7 \frac{1}{2}" \quad (\text{PER NOTE 1 ABOVE})$$

$$M = B - Q \quad (\text{TABLE 1, FIGURE 3})$$

$$= 57'-8" - 3'-7 \frac{1}{2}"$$

$$M = 54'-0 \frac{1}{2}"$$

$$54'-1" \text{ PROVIDED}$$

- PARKING BAY CALCULATION, ONE-WAY, SINGLE LOADED, INTERLOCK ON ONE SIDE ONLY:

$$Q = 3'-7 \frac{1}{2}" \quad (\text{PER NOTE 1 ABOVE})$$

$$P = S \sin \alpha + Q$$

$$= 18'-0" \sin 85^\circ + 3'-7 \frac{1}{2}"$$

$$= 18'-0" (0.9063) + 3'-7 \frac{1}{2}"$$

$$P = 19'-11 \frac{1}{2}"$$

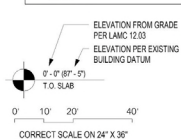
$$BAY = B - P$$

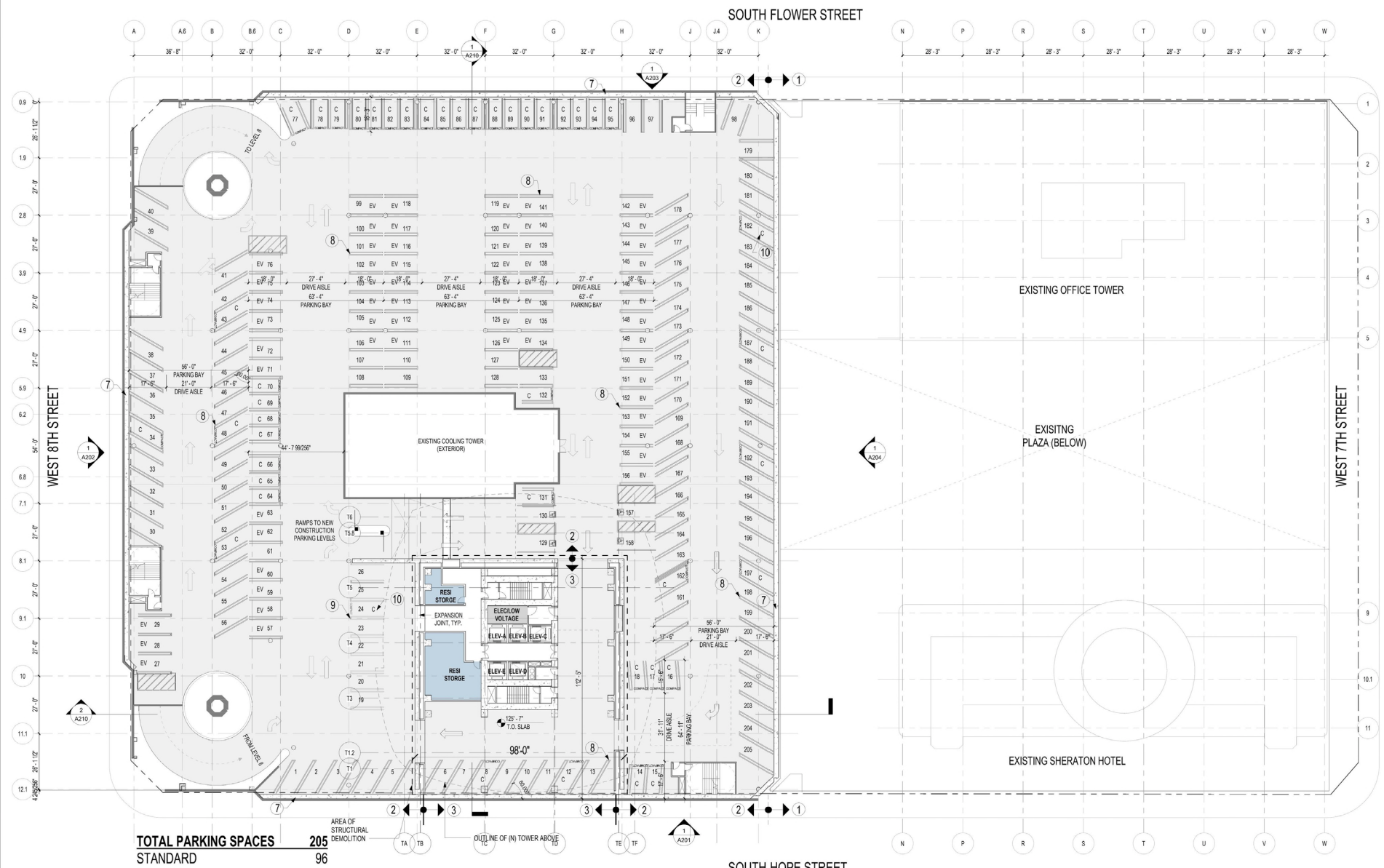
$$= 57'-8" - 19'-11 \frac{1}{2}"$$

$$BAY = 37'-8 \frac{1}{2}"$$

$$32'-8" \text{ PROVIDED}$$

CONSTRUCTION LEGEND	
(E) WALL TO REMAIN	(E) CONC. COL./WALL TO REMAIN
(N) WALL	(N) CONC. COL./WALL TO REMAIN
(N) ROOM/PROGRAM	(N) ROOM/PROGRAM
PROGRAM LEGEND	
RESIDENTIAL	COMMERCIAL
RESI. AMENITY	RESI. BACK OF HOUSE
RESI. OUTDOOR SPACE	





TOTAL PARKING SPACES	205
STANDARD	96
COMPACT	43
HANDICAP	4
EV (STANDARD)	62

AREA OF
STRUCTURAL
DEMOLITION

OUTLINE OF (N) TOWER ABOVE

THE BLOC

SHEET NOTES

- (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING
- (S) (S) (NOT USED)
- (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS 8-12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- (N) ALL RESTRIPTED PARKING INDICATED IN BLACK
- (E) ALL EXISTING PARKING INDICATED IN HALF TONE
- (N)(E) ALL COMPACT PARKING STALLS INDICATED WITH LABEL C

PARKING NOTES

(REF: LADBS 18 PZ02 2002-001 PARKING DESIGN)

- ALL STANDARD PARKING SPACES ARE 8' 6" WIDE BY 18' LONG, UNLESS NOTED OTHERWISE.
- ALL COMPACT SPACES ARE 7' 6" WIDE BY 16' LONG, UNLESS NOTED OTHERWISE.
- PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK ON ONE SIDE ONLY:
 $Q = W \cos \alpha$ (L.3.b)
 $= 8'-6" \cos 85^\circ$
 $= 8'-4" (0.4266)$
 $Q = 3'-7 \frac{1}{2}"$

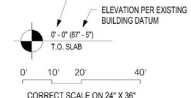
BAY = B - Q/2 (TABLE 1, FIGURE 3)
 $= 57'-8" - (3'-7 \frac{1}{2})/2$
 $= 57'-8" - 1'-9 \frac{3}{4}"$
 BAY = 55'-10 1/4"
 55'-11" PROVIDED

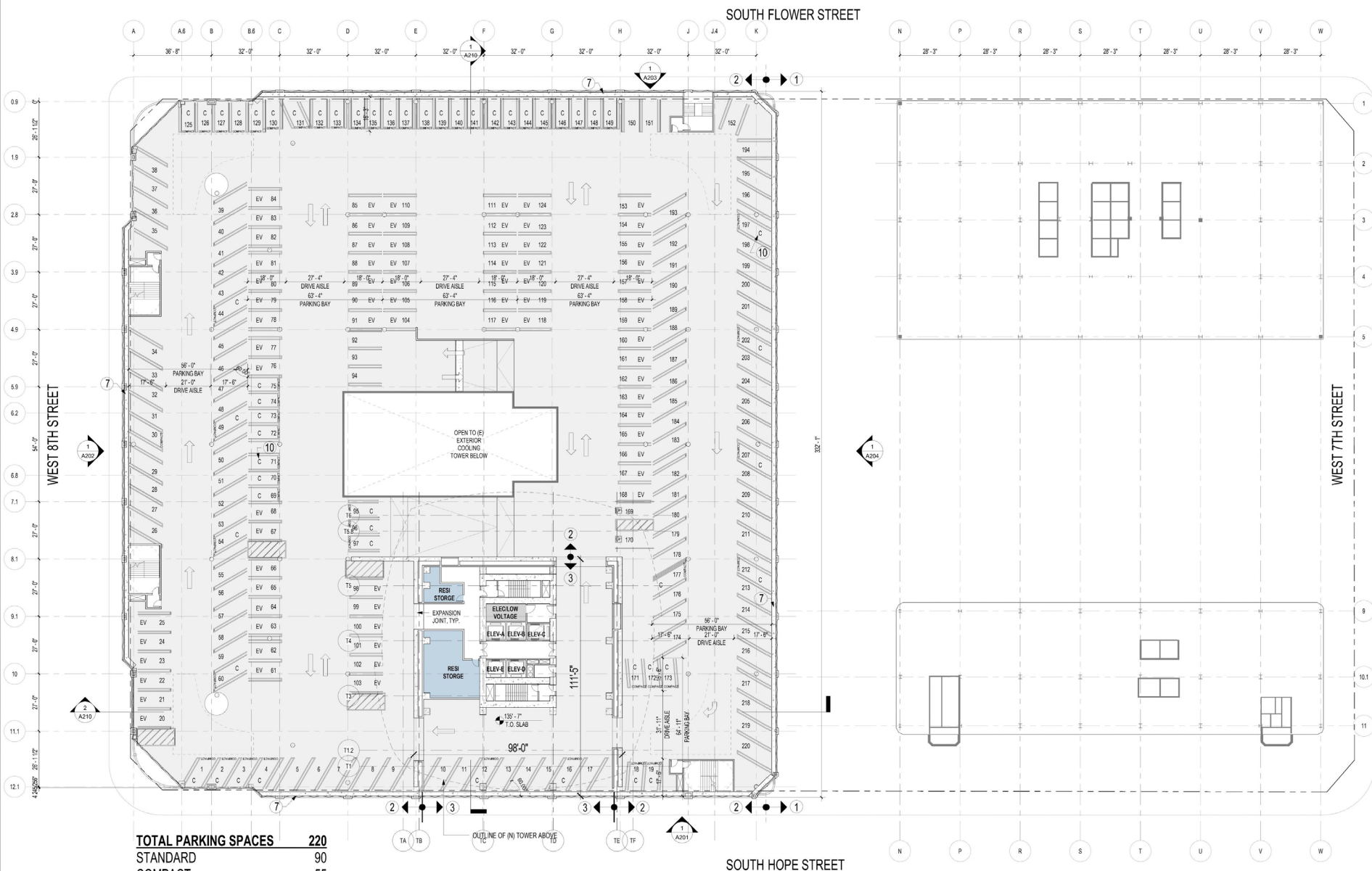
4. PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK BOTH SIDES
 $Q = 3'-7 \frac{1}{2}"$ (PER NOTE 1 ABOVE)
 $M = B - Q$ (TABLE 1, FIGURE 3)
 $= 57'-8" - 3'-7 \frac{1}{2}"$
 $M = 54'-0 \frac{1}{2}"$
 54'-1" PROVIDED

5. PARKING BAY CALCULATION, ONE-WAY, SINGLE LOADED, INTERLOCK ON ONE SIDE ONLY:
 $Q = 3'-7 \frac{1}{2}"$ (PER NOTE 1 ABOVE)
 $P = S \sin \alpha + Q$
 $= 18'-0" \sin 85^\circ + 3'-7 \frac{1}{2}"$
 $= 18'-0" (0.9963) + 3'-7 \frac{1}{2}"$
 $P = 19'-11 \frac{1}{2}"$

BAY = B - P
 $= 57'-8" - 19'-11 \frac{1}{2}"$
 BAY = 37'-8 1/2"
 32'-8" PROVIDED

CONSTRUCTION LEGEND	
(E) WALL TO REMAIN	(N) WALL
(E) CONC. COL./WALL TO REMAIN	(N) CONC. COL./WALL TO REMAIN
(N) ROOM/PROGRAM	
PROGRAM LEGEND	
RESIDENTIAL	COMMERCIAL
RESI AMENITY	RESI BACK OF HOUSE
RESI OUTDOOR SPACE	





TOTAL PARKING SPACES	220
STANDARD	90
COMPACT	55
HANDICAP	2
EV (STANDARD)	73

08/23/2024 ENTITLEMENT APPLICATION

THE BLOC

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

LEVEL 10 - P7 - A110

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

SHEET NOTES

- (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING (4, 5, 6) (NOT USED)
- (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS 8-12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- (8, 9) (NOT USED)
- (N)(E) ALL COMPACT PARKING STALLS INDICATED WITH LABEL C

PARKING NOTES

(REF: LADBS IB PZC 2002-001 PARKING DESIGN)

- ALL STANDARD PARKING SPACES ARE 8'6" WIDE BY 18' LONG, UNLESS NOTED OTHERWISE.
- ALL COMPACT SPACES ARE 7'6" WIDE BY 16' LONG, UNLESS NOTED OTHERWISE.
- PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK ON ONE SIDE ONLY:
 $Q = W \cos \alpha$ (L.3.b)
 $= 8'-6" \cos 85^\circ$
 $= 8'-6" (0.4298)$
 $Q = 3'-7 \frac{1}{2}"$

BAY = B - Q/2 (TABLE 1, FIGURE 3)
 $= 57'-8" - (3'-7 \frac{1}{2})/2$
 $= 57'-8" - 1'-9 \frac{3}{4}"$
 BAY = 55'-10 1/4"
 55'-11" PROVIDED

4. PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK BOTH SIDES
 $Q = 3'-7 \frac{1}{2}"$ (PER NOTE 1 ABOVE)
 $M = B - Q$ (TABLE 1, FIGURE 3)
 $= 57'-8" - 3'-7 \frac{1}{2}"$
 $M = 54'-0 \frac{1}{2}"$
 54'-1" PROVIDED

5. PARKING BAY CALCULATION, ONE-WAY, SINGLE LOADED, INTERLOCK ON ONE SIDE ONLY:
 $Q = 3'-7 \frac{1}{2}"$ (PER NOTE 1 ABOVE)

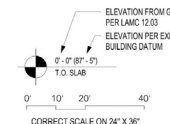
$P = S \sin \alpha + Q$
 $= 18'-0" \sin 85^\circ + 3'-7 \frac{1}{2}"$
 $= 18'-0" (0.9963) + 3'-7 \frac{1}{2}"$
 $P = 19'-11 \frac{1}{2}"$

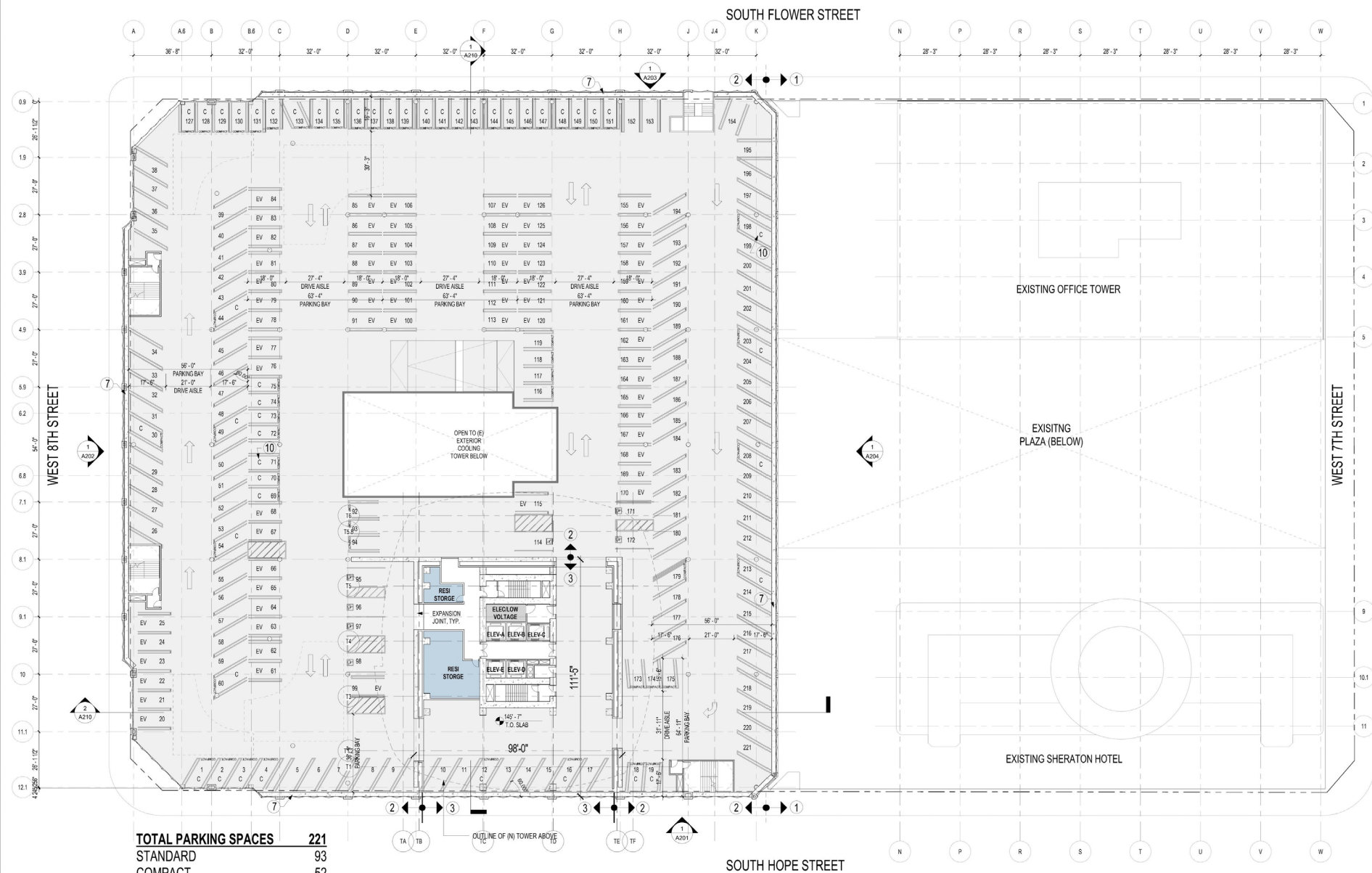
BAY = B - P
 $= 57'-8" - 19'-11 \frac{1}{2}"$
 BAY = 37'-8 1/2"
 32'-6" PROVIDED

CONSTRUCTION LEGEND

- (E) WALL TO REMAIN
- (E) CONC. COL./WALL TO REMAIN
- (N) WALL
- (N) CONC. COL./WALL TO REMAIN
- (N) ROOM/PROGRAM

- RESIDENTIAL
- RESIDENTIAL AMENITY
- RESIDENTIAL OUTDOOR SPACE
- COMMERCIAL
- RESIDENTIAL BACK OF HOUSE





TOTAL PARKING SPACES	221
STANDARD	93
COMPACT	52
HANDICAP	7
EV (STANDARD)	69

SHEET NOTES

- (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING (4, 5, 6) (NOT USED)
- (N) SEISMIC ENHANCEMENT (N) PERIMETER SHEAR WALLS AT LEVELS 8-12, INDICATED WITH FULL TONE CONCRETE HATCH TYPICAL
- (8, 9) (NOT USED)
- (N)(E) ALL COMPACT PARKING STALLS INDICATED WITH LABEL C

PARKING NOTES

(REF. LADBS IB PIZO 2002-001 PARKING DESIGN)

1. ALL STANDARD PARKING SPACES ARE 8' 6" WIDE BY 18' LONG, UNLESS NOTED OTHERWISE.

2. ALL COMPACT SPACES ARE 7' 6" WIDE BY 16' LONG, UNLESS NOTED OTHERWISE.

3. PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK ON ONE SIDE ONLY:

$$Q = W \cos \alpha \quad (L, 3b)$$

$$= 8'-4" \cos 85^\circ$$

$$= 8'-4" (0.4298)$$

$$Q = 3'-7 \frac{1}{2}"$$

BAY = B - Q/2 (TABLE 1, FIGURE 3)

$$= 57'-8" - (3'-7 \frac{1}{2})/2$$

$$= 57'-8" - 1'-9 \frac{3}{4}"$$

$$BAY = 55'-10 \frac{1}{4}"$$

$$55'-11" PROVIDED$$

4. PARKING BAY CALCULATION, ONE-WAY, DOUBLE LOADED, INTERLOCK BOTH SIDES:

$$Q = 3'-7 \frac{1}{2}" \quad (\text{PER NOTE 1 ABOVE})$$

$$M = B - Q \quad (\text{TABLE 1, FIGURE 3})$$

$$= 57'-8" - 3'-7 \frac{1}{2}"$$

$$M = 54'-0 \frac{1}{2}"$$

$$54'-1" PROVIDED$$

5. PARKING BAY CALCULATION, ONE-WAY, SINGLE LOADED, INTERLOCK ON ONE SIDE ONLY:

$$Q = 3'-7 \frac{1}{2}" \quad (\text{PER NOTE 1 ABOVE})$$

$$P = S \sin \alpha + Q$$

$$= 18'-0" \sin 85^\circ + 3'-7 \frac{1}{2}"$$

$$= 18'-0" (0.9963) + 3'-7 \frac{1}{2}"$$

$$P = 19'-11 \frac{1}{2}"$$

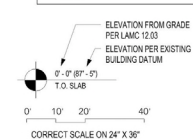
$$BAY = B - P$$

$$= 57'-8" - 19'-11 \frac{1}{2}"$$

$$BAY = 37'-8 \frac{1}{2}"$$

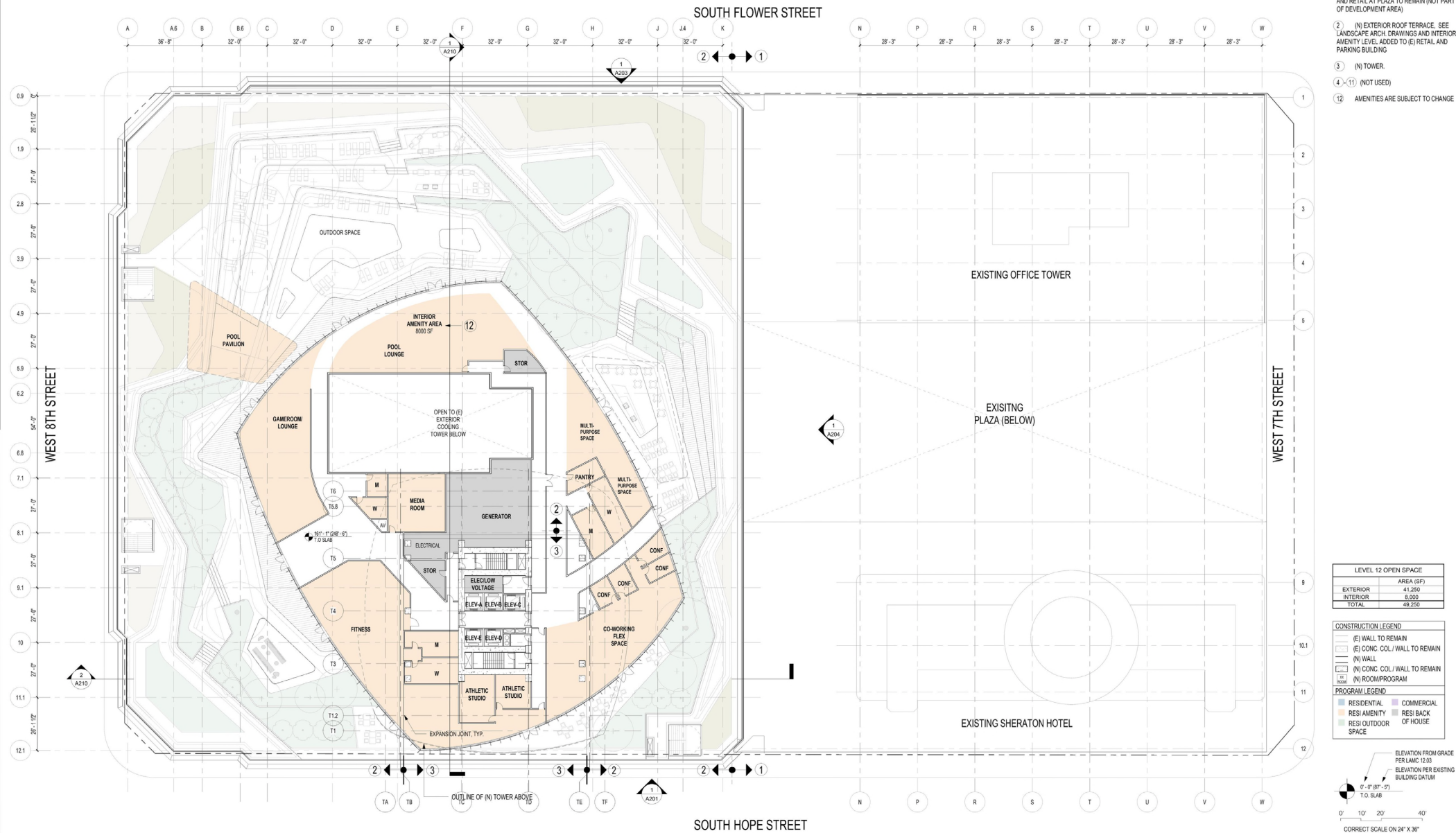
$$32'-8" PROVIDED$$

CONSTRUCTION LEGEND	
(E) WALL TO REMAIN	(E) CONC. COL./WALL TO REMAIN
(N) WALL	(N) CONC. COL./WALL TO REMAIN
(N) ROOM/PROGRAM	(N) ROOM/PROGRAM
PROGRAM LEGEND	
RESIDENTIAL	COMMERCIAL
RESIDENTIAL AMENITY	RESIDENTIAL BACK OF HOUSE
RESIDENTIAL OUTDOOR SPACE	



SHEET NOTES

- 1 (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- 2 (N) EXTERIOR ROOF TERRACE. SEE LANDSCAPE ARCH. DRAWINGS AND INTERIOR AMENITY LEVEL ADDED TO (E) RETAIL AND PARKING BUILDING
- 3 (N) TOWER
- 4-11 (NOT USED)
- 12 AMENITIES ARE SUBJECT TO CHANGE



THE BLOC

LEVEL 12 - AMENITY - A112

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

SHEET NOTES

- ① (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- ② (N) EXTERIOR ROOF TERRACE BELOW, SEE LANDSCAPE ARCH. DRAWINGS
- ③ (N) TOWER
- ④-⑫ (NOT USED)
- ⑬ UNOCCUPIED ROOF OF NEW AMENITY LEVEL BELOW
- ⑭ UNOCCUPIED SPACE

PROGRAM LEGEND			
■	RESIDENTIAL	■	COMMERCIAL
■	RESI AMENITY	■	RESI BACK OF HOUSE
■	RESI OUTDOOR SPACE		

ELEVATION FROM GRADE PER LAMC 12.03
ELEVATION PER EXISTING BUILDING DATUM
0' - 0" (0'-0")
0' 16" 32' 64'
CORRECT SCALE ON 24" X 36"



SOUTH FLOWER STREET

SOUTH HOPE STREET

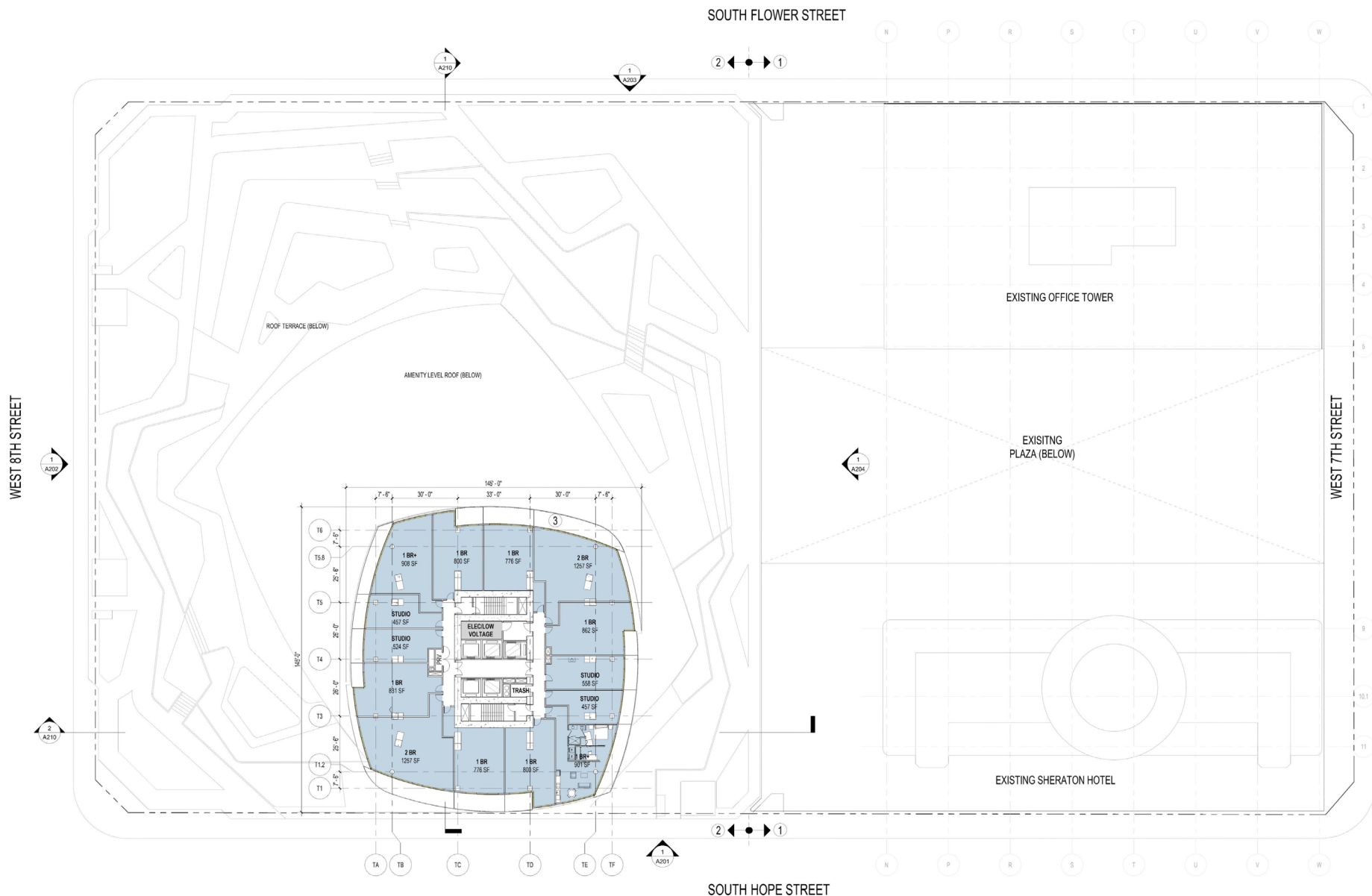
THE BLOC

LEVEL 13 - A113

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP



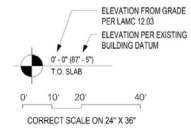
- SHEET NOTES**
- ① (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
 - ② (E) RETAIL AND PARKING BUILDING BELOW (WITH MODIFICATIONS AND ADDITIONS AS DESCRIBED ON LOWER LEVEL PLANS)
 - ③ (N) RESIDENTIAL TOWER

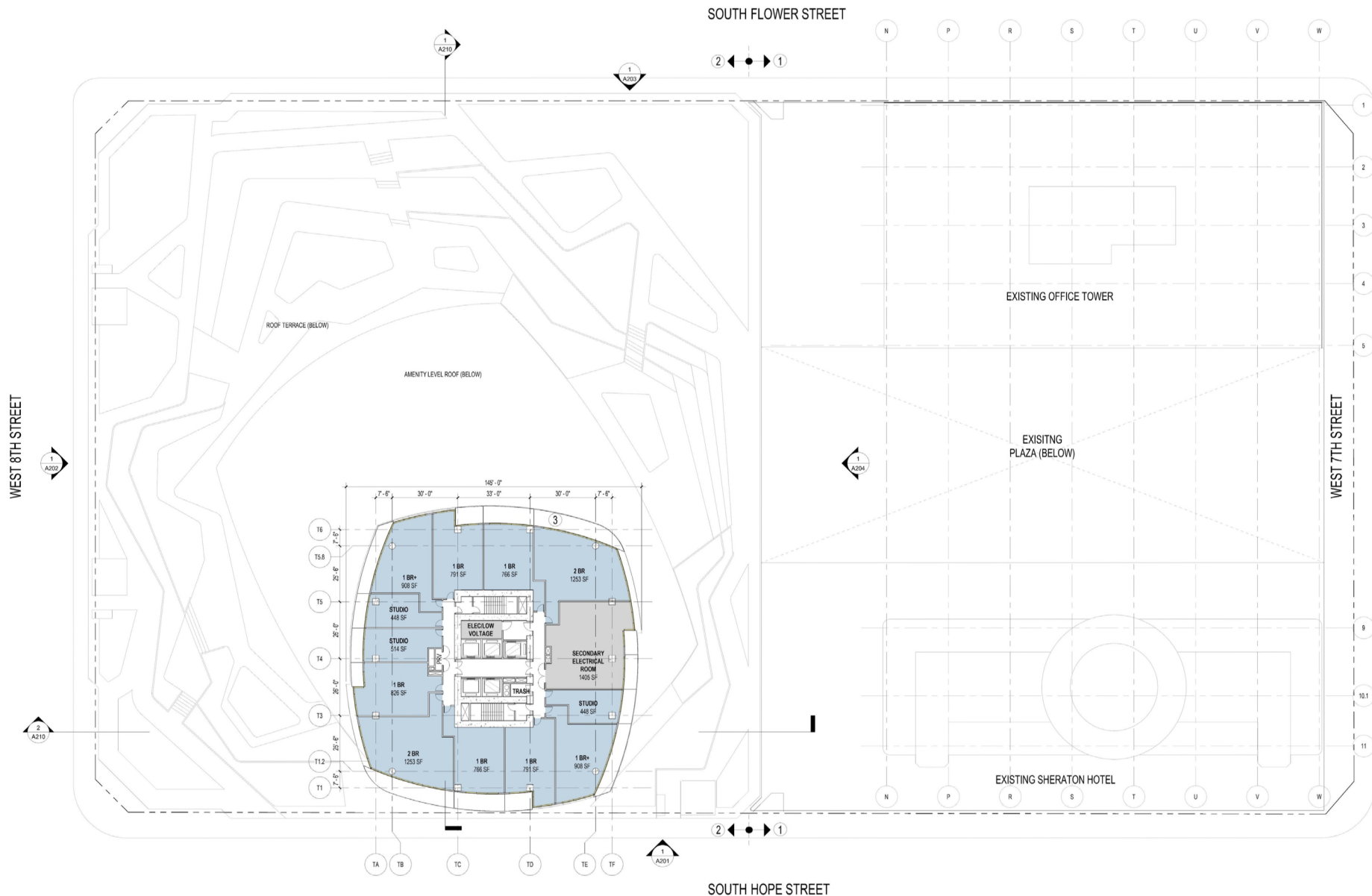
AREAS

GROSS FLOOR AREA:	14,100 SF
NET FLOOR AREA:	11,171 SF
EFFICIENCY:	79%
# OF UNITS PER FLOOR TYPE:	14
AVERAGE UNIT SIZE	798 SF

PROGRAM LEGEND

 RESIDENTIAL	 COMMERCIAL
 RESI AMENITY	 RESI BACK OF HOUSE
 RESI OUTDOOR SPACE	



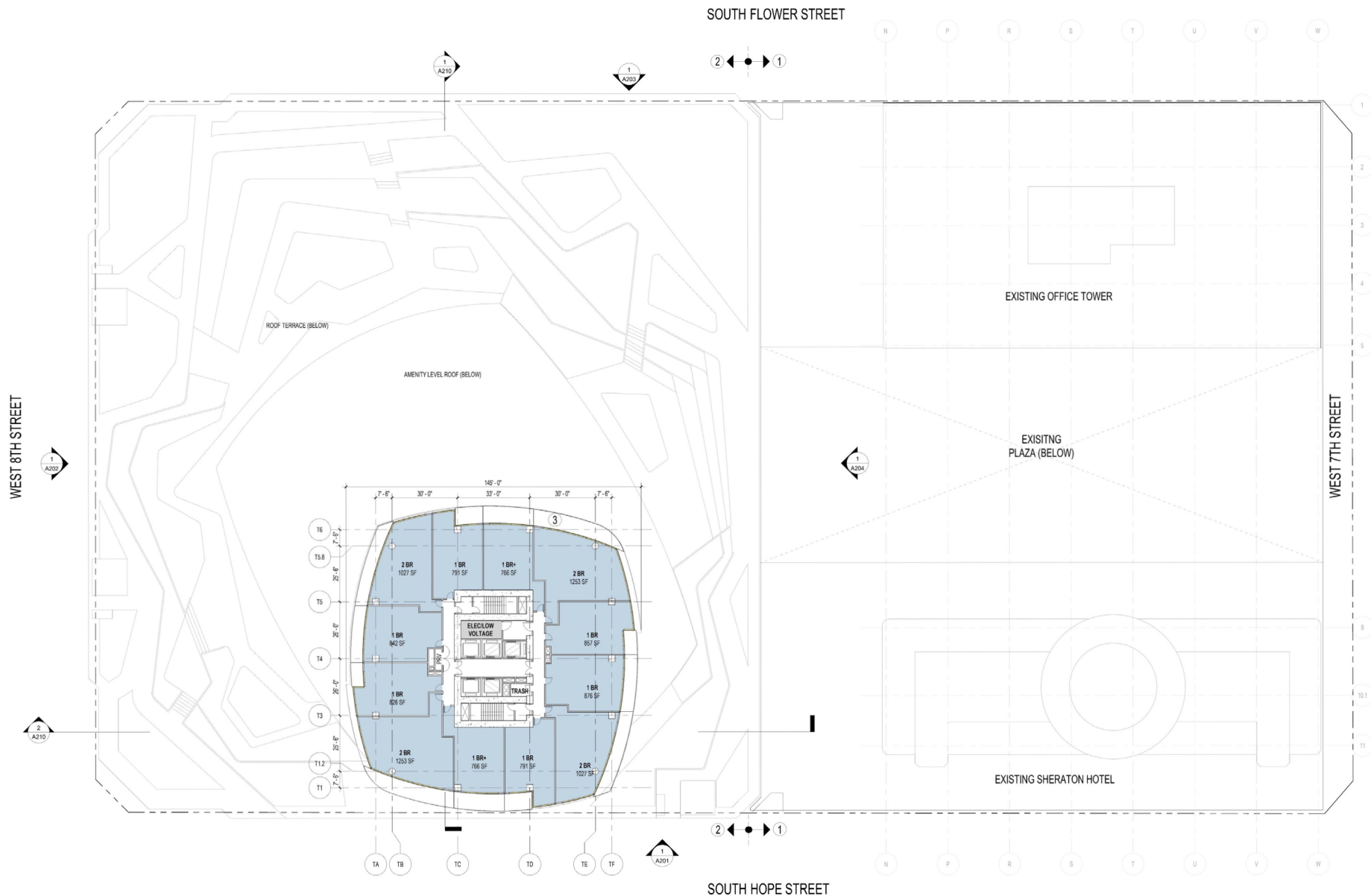


- SHEET NOTES**
- ① (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
 - ② (E) RETAIL AND PARKING BUILDING BELOW (WITH MODIFICATIONS AND ADDITIONS AS DESCRIBED ON LOWER LEVEL PLANS)
 - ③ (N) RESIDENTIAL TOWER

PROGRAM LEGEND

RESIDENTIAL	RESIDENTIAL	COMMERCIAL
RES AMENITY	RES BACK OF HOUSE	
RESI OUTDOOR SPACE		

ELEVATION FROM GRADE PER LAMC 12.03
 ELEVATION PER EXISTING BUILDING DATUM
 0' - 10' (87'-9")
 T.O. SLAB
 CORRECT SCALE ON 24" X 36"



- SHEET NOTES**
- ① (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
 - ② (E) RETAIL AND PARKING BUILDING BELOW (WITH MODIFICATIONS AND ADDITIONS AS DESCRIBED ON LOWER LEVEL PLANS)
 - ③ (N) RESIDENTIAL TOWER

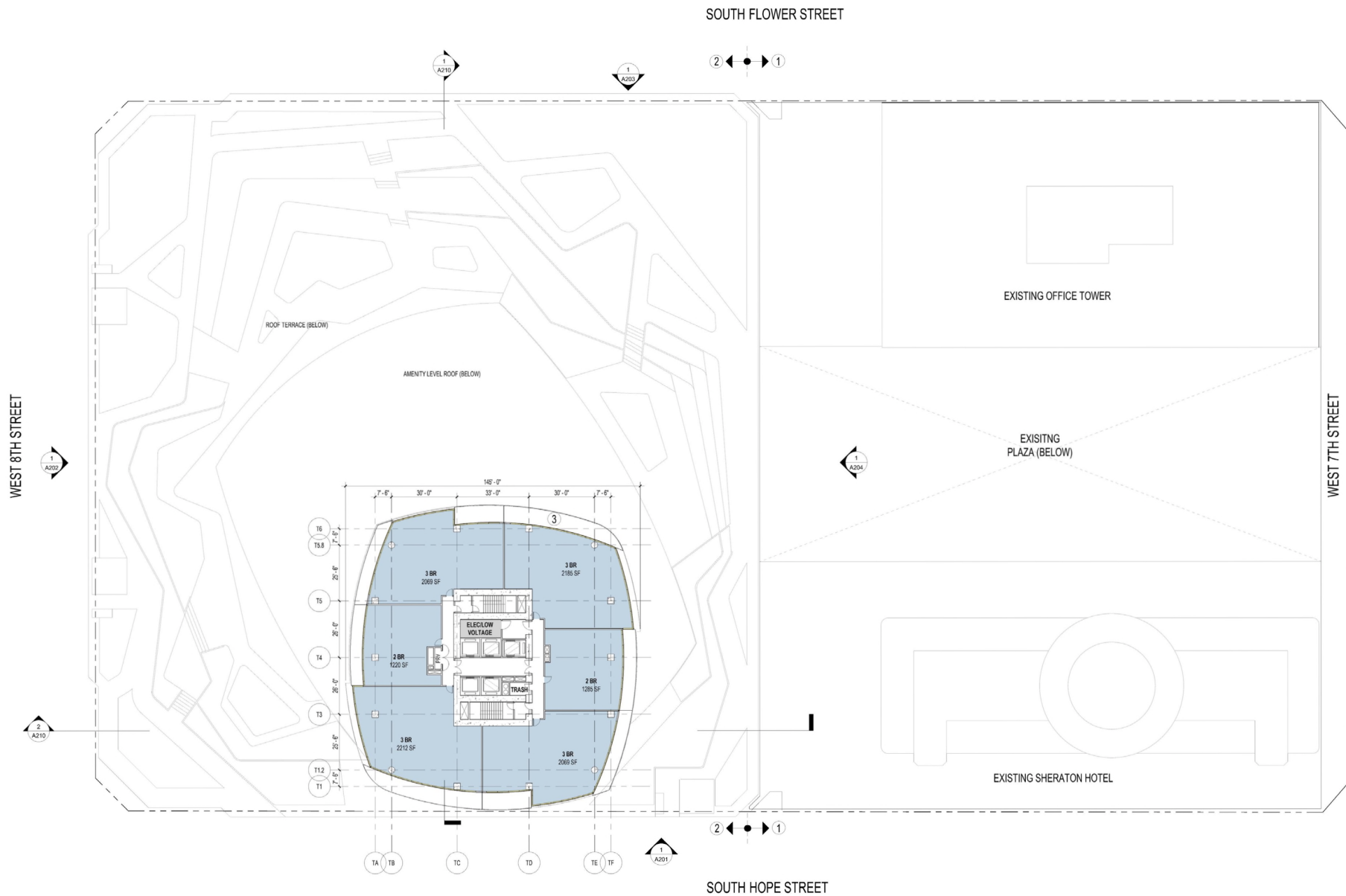
AREAS

GROSS FLOOR AREA:	14,100 SF
NET FLOOR AREA:	11,075 SF
EFFICIENCY:	75 %
# OF UNITS PER FLOOR TYPE:	12
AVERAGE UNIT SIZE	923 SF

PROGRAM LEGEND

 RESIDENTIAL	 COMMERCIAL
 RES AMENITY	 RES BACK OF HOUSE
 RES OUTDOOR SPACE	

ELEVATION FROM GRADE PER LAMIC 12.03
 ELEVATION PER EXISTING BUILDING DATUM
 0' - 10' (0' - 5') T.O. SLAB
 CORRECT SCALE ON 24" X 36"



THE BLOC

LEVEL 48 - 50 - A148

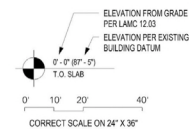
SHEET NOTES

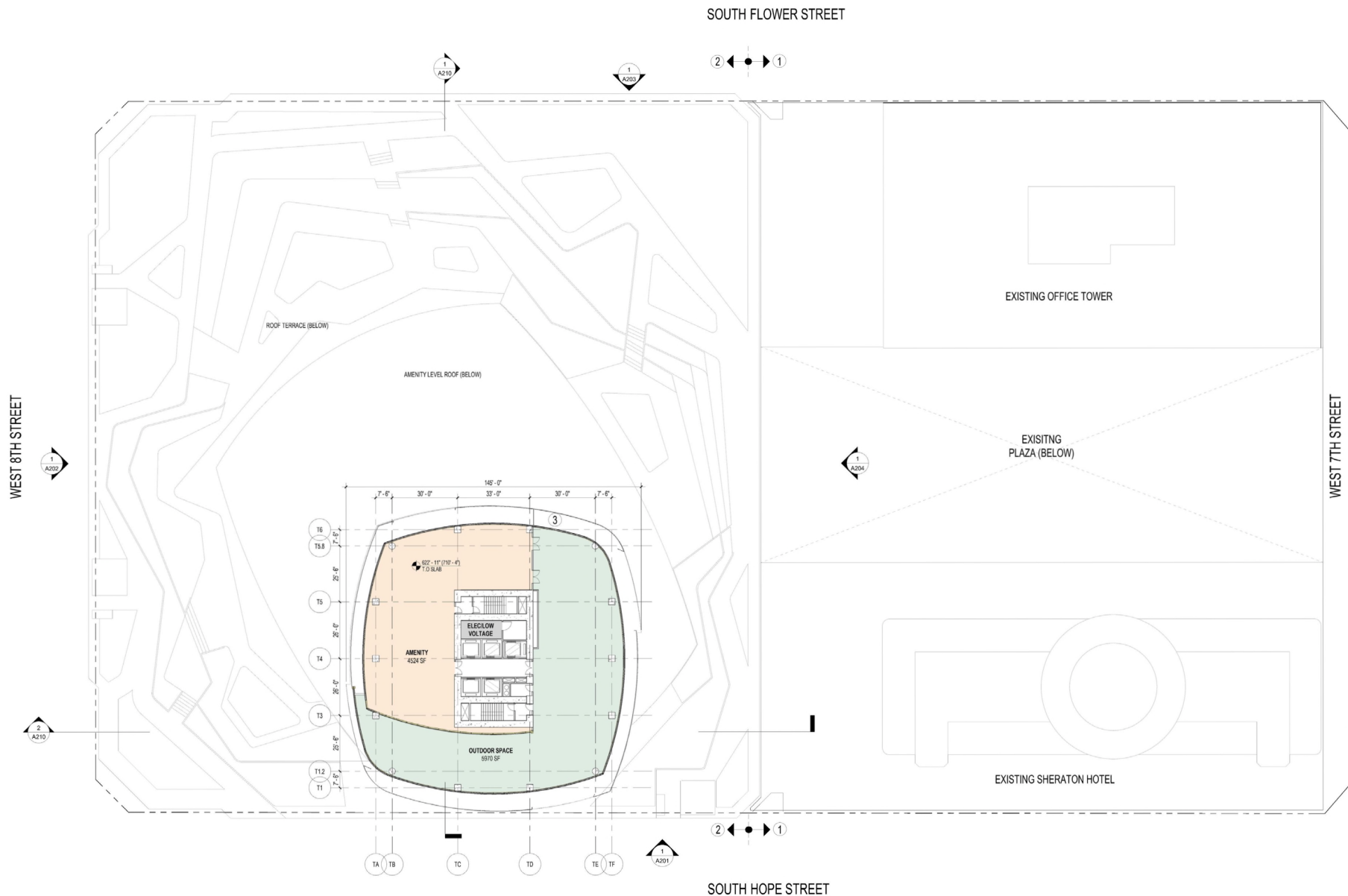
- (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- (E) RETAIL AND PARKING BUILDING BELOW (WITH MODIFICATIONS AND ADDITIONS AS DESCRIBED ON LOWER LEVEL PLANS)
- (N) RESIDENTIAL TOWER

AREAS

GROSS FLOOR AREA:	14,100 SF
NET FLOOR AREA:	11,040 SF
EFFICIENCY:	78 %
# OF UNITS PER FLOOR TYPE:	6
AVERAGE UNIT SIZE:	1,840 SF

PROGRAM LEGEND	
RESIDENTIAL	COMMERCIAL
RESI AMENITY	RESI BACK OF HOUSE
RESI OUTDOOR SPACE	

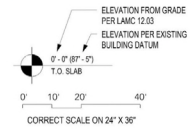




- SHEET NOTES**
- 1 (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
 - 2 (E) RETAIL AND PARKING BUILDING BELOW (WITH MODIFICATIONS AND ADDITIONS AS DESCRIBED ON LOWER LEVEL PLANS)
 - 3 (N) RESIDENTIAL TOWER

LEVEL 51 OPEN SPACE	
	AREA (SF)
EXTERIOR	3,500
INTERIOR	2,000
TOTAL	5,500

PROGRAM LEGEND	
RESIDENTIAL	COMMERCIAL
RESI AMENITY	RESI BACK OF HOUSE
RESI OUTDOOR SPACE	

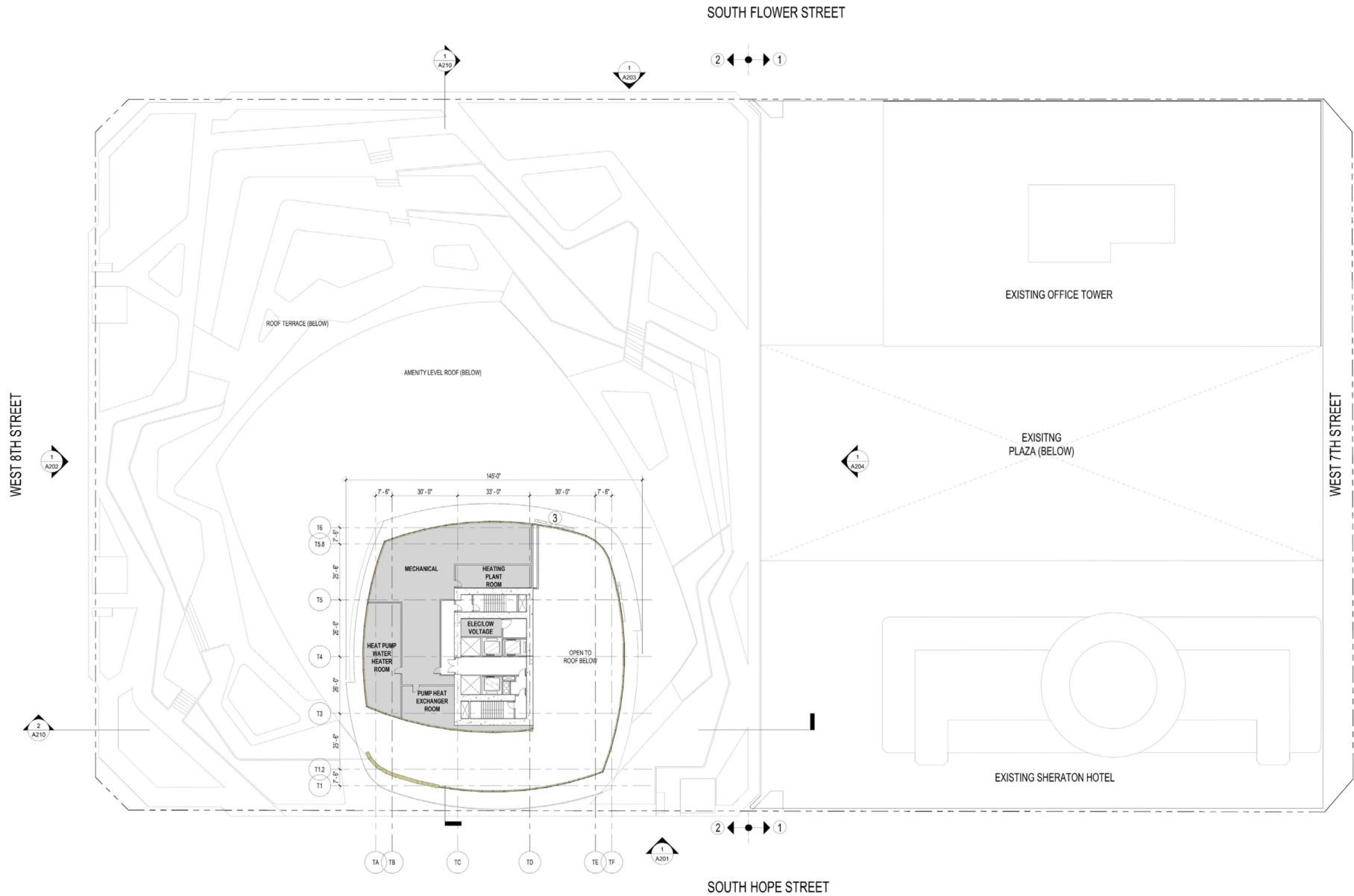


THE BLOC

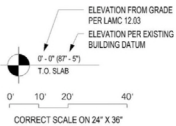
LEVEL 51 - ROOFTOP AMENITIES – A151

SHEET NOTES

- 1 (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- 2 (E) RETAIL AND PARKING BUILDING BELOW (WITH MODIFICATIONS AND ADDITIONS AS DESCRIBED ON LOWER LEVEL PLANS)
- 3 (N) RESIDENTIAL TOWER



PROGRAM LEGEND			
RESIDENTIAL	RESI AMENITY	RESI OUTDOOR SPACE	COMMERCIAL
			RESI BACK OF HOUSE



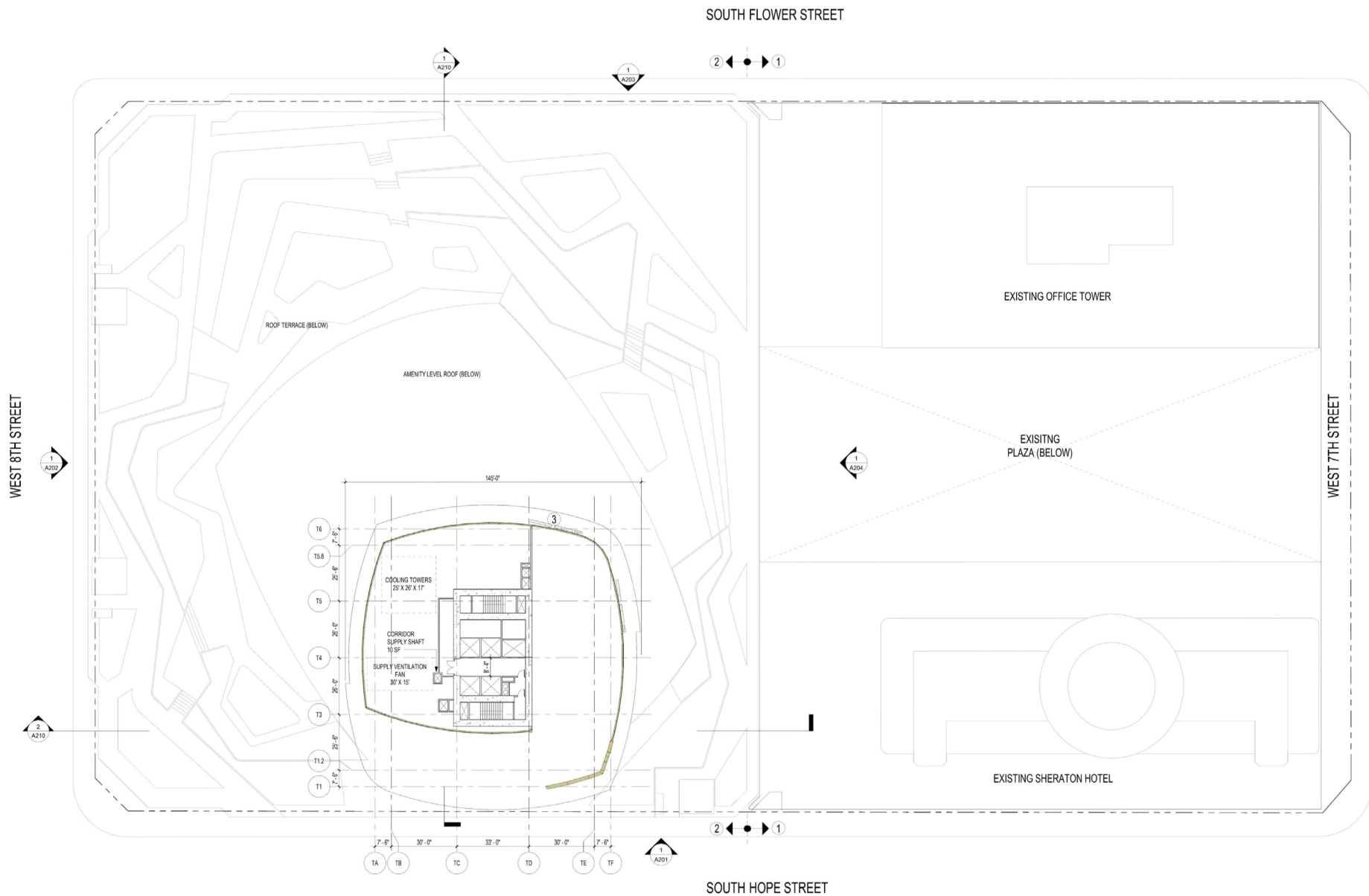
THE BLOC

LEVEL 52 MECH – A152

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

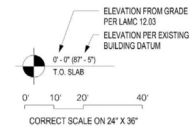
NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP



SHEET NOTES

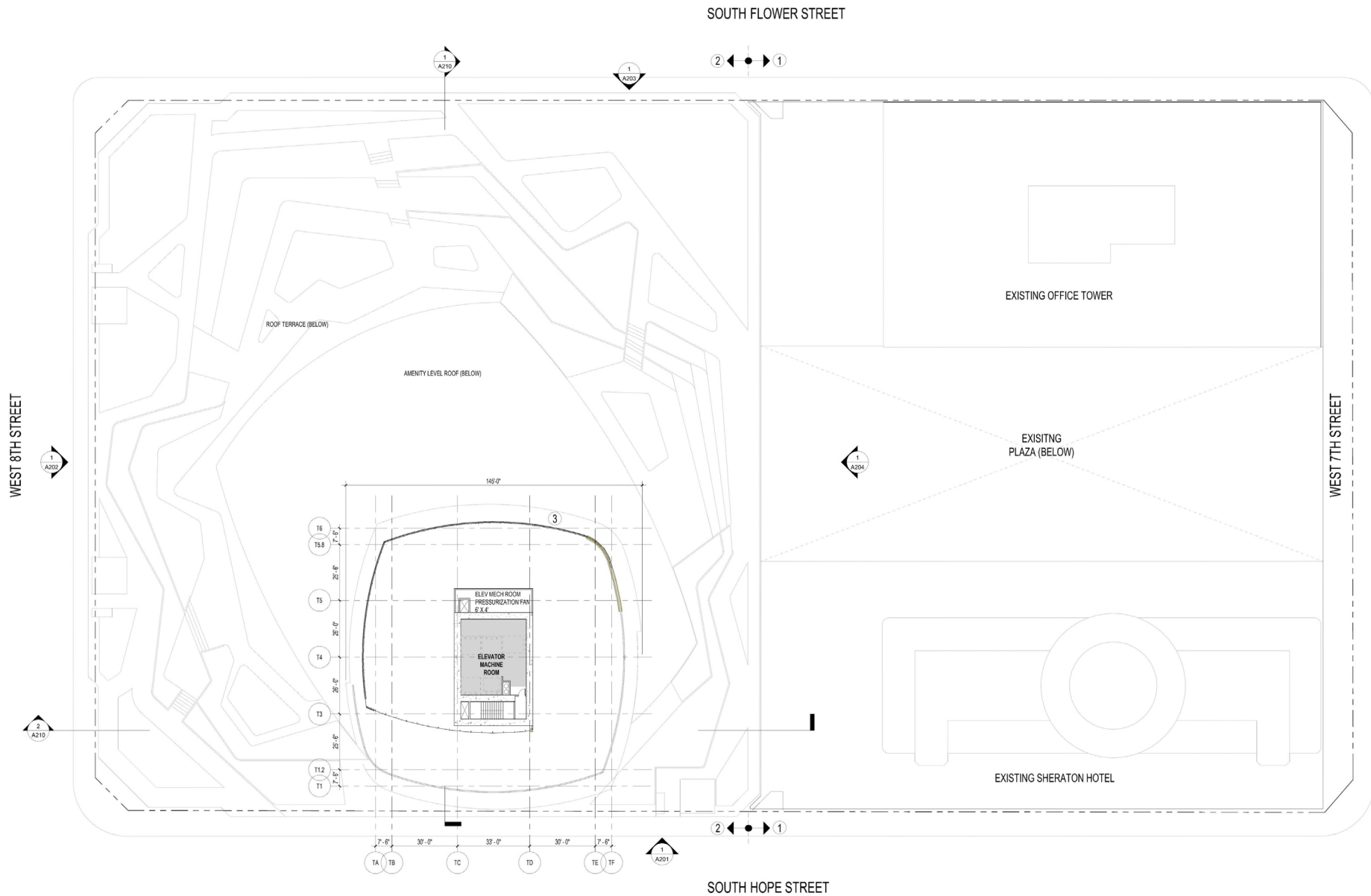
- (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- (E) RETAIL AND PARKING BUILDING BELOW (WITH MODIFICATIONS AND ADDITIONS AS DESCRIBED ON LOWER LEVEL PLANS)
- (N) RESIDENTIAL TOWER

PROGRAM LEGEND			
RESIDENTIAL	RESIDENTIAL	COMMERCIAL	COMMERCIAL
RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL

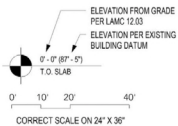


SHEET NOTES

- ① (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- ② (E) RETAIL AND PARKING BUILDING BELOW (WITH MODIFICATIONS AND ADDITIONS AS DESCRIBED ON LOWER LEVEL PLANS)
- ③ (N) RESIDENTIAL TOWER

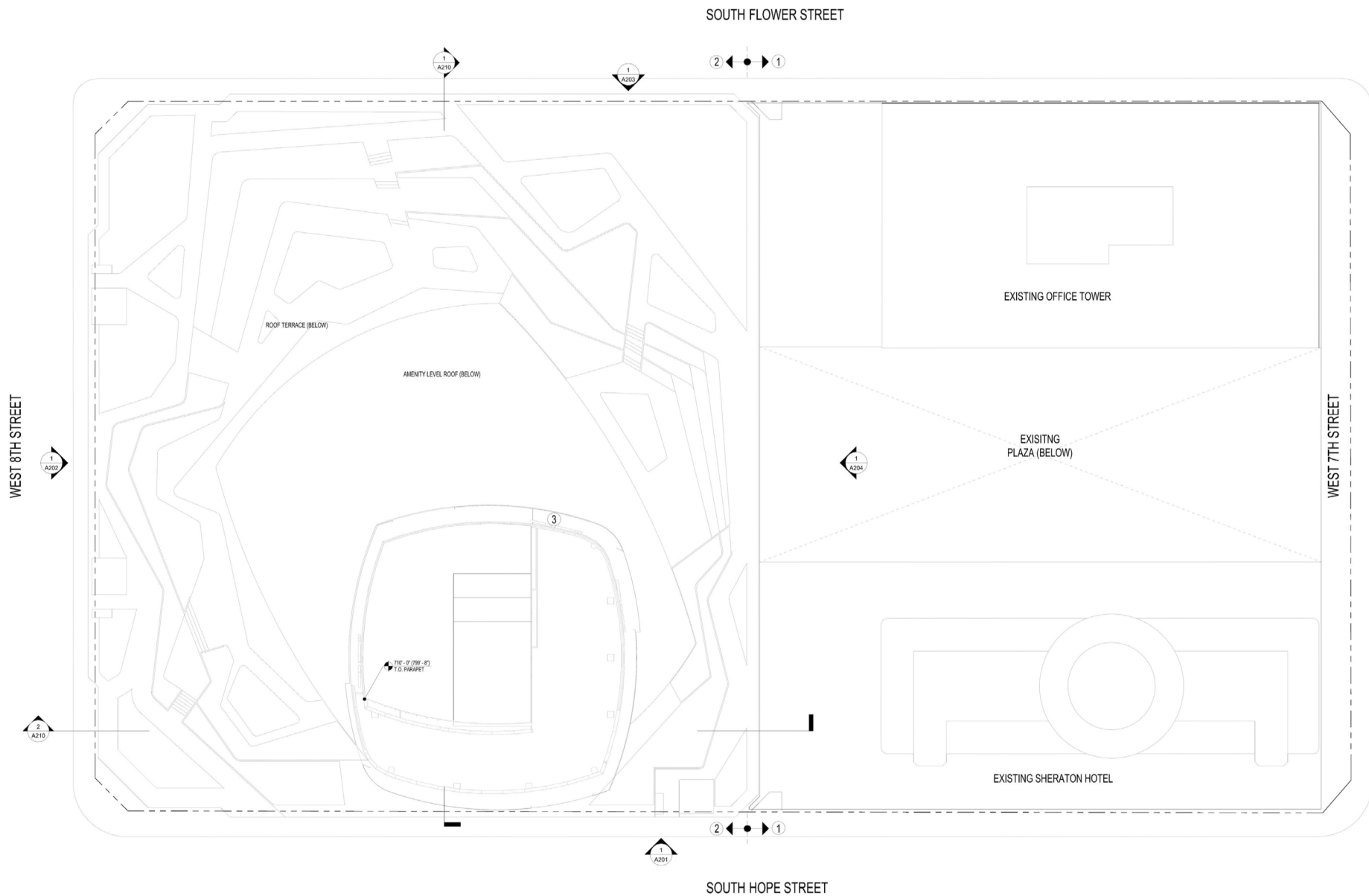


PROGRAM LEGEND	
[Blue Box]	RESIDENTIAL
[Orange Box]	RESIDENTIAL AMENITY
[Green Box]	RESIDENTIAL OUTDOOR SPACE
[Purple Box]	COMMERCIAL
[Grey Box]	RESIDENTIAL BACK OF HOUSE



THE BLOC

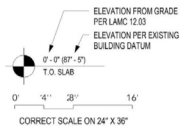
LEVEL 54 MECH - A154



SHEET NOTES

- ① (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL AT PLAZA TO REMAIN (NOT PART OF DEVELOPMENT AREA)
- ② (E) RETAIL AND PARKING BUILDING BELOW (WITH MODIFICATIONS AND ADDITIONS AS DESCRIBED ON LOWER LEVEL PLANS)
- ③ (N) TOWER, IN PLACE OF DEMOLISHED PORTION OF RETAIL AND PARKING BUILDING

PROGRAM LEGEND			
■	RESIDENTIAL	■	COMMERCIAL
■	RESI AMENITY	■	RESI BACK OF HOUSE
■	RESI OUTDOOR SPACE		





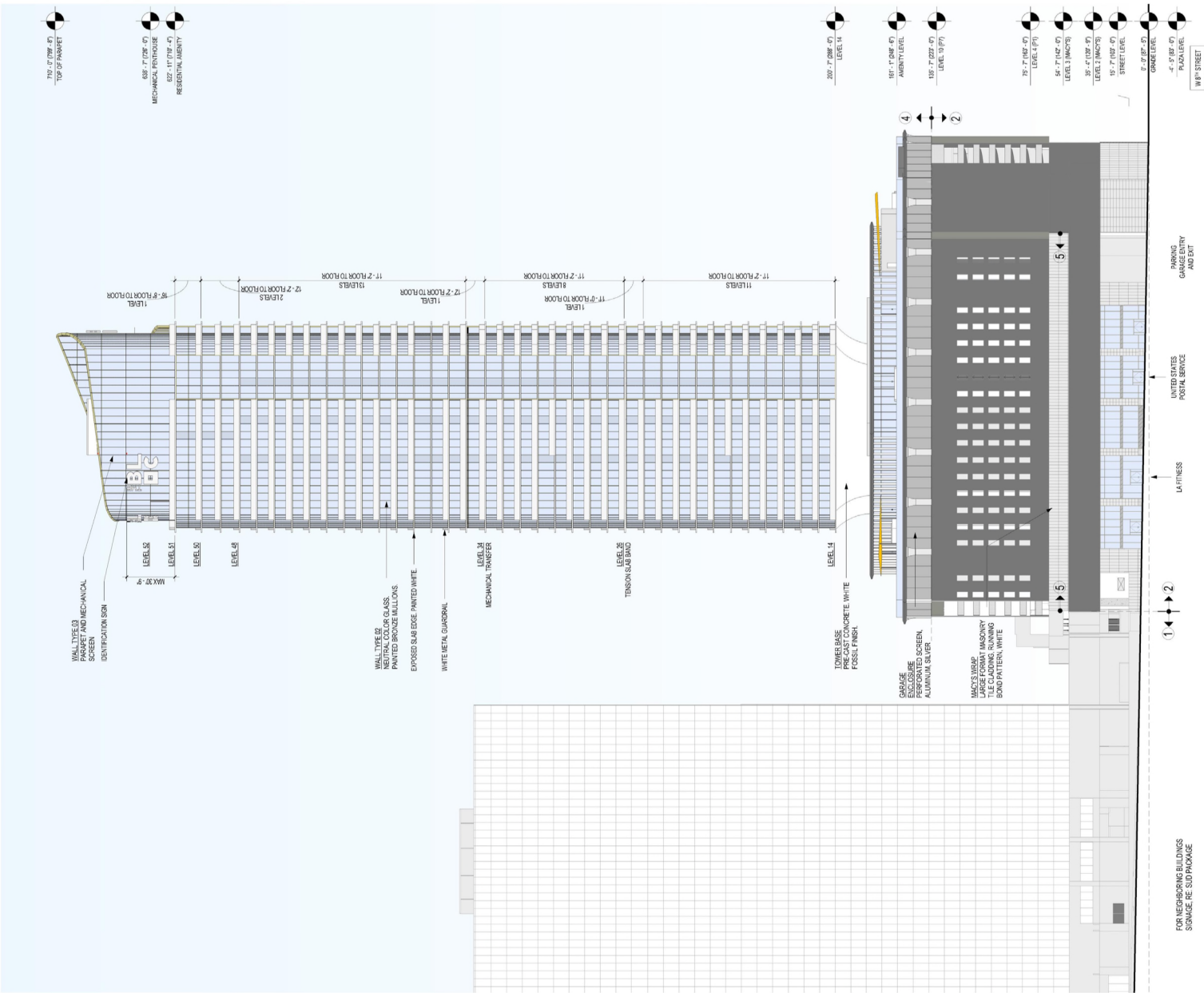
EXTERIOR ELEVATIONS — A201

- 1 (NOT USED)
- 2 (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- 3 (NOT USED)
- 4 (N) NEW CONSTRUCTION
- 5 (N) NEW CLADDING AS INDICATED



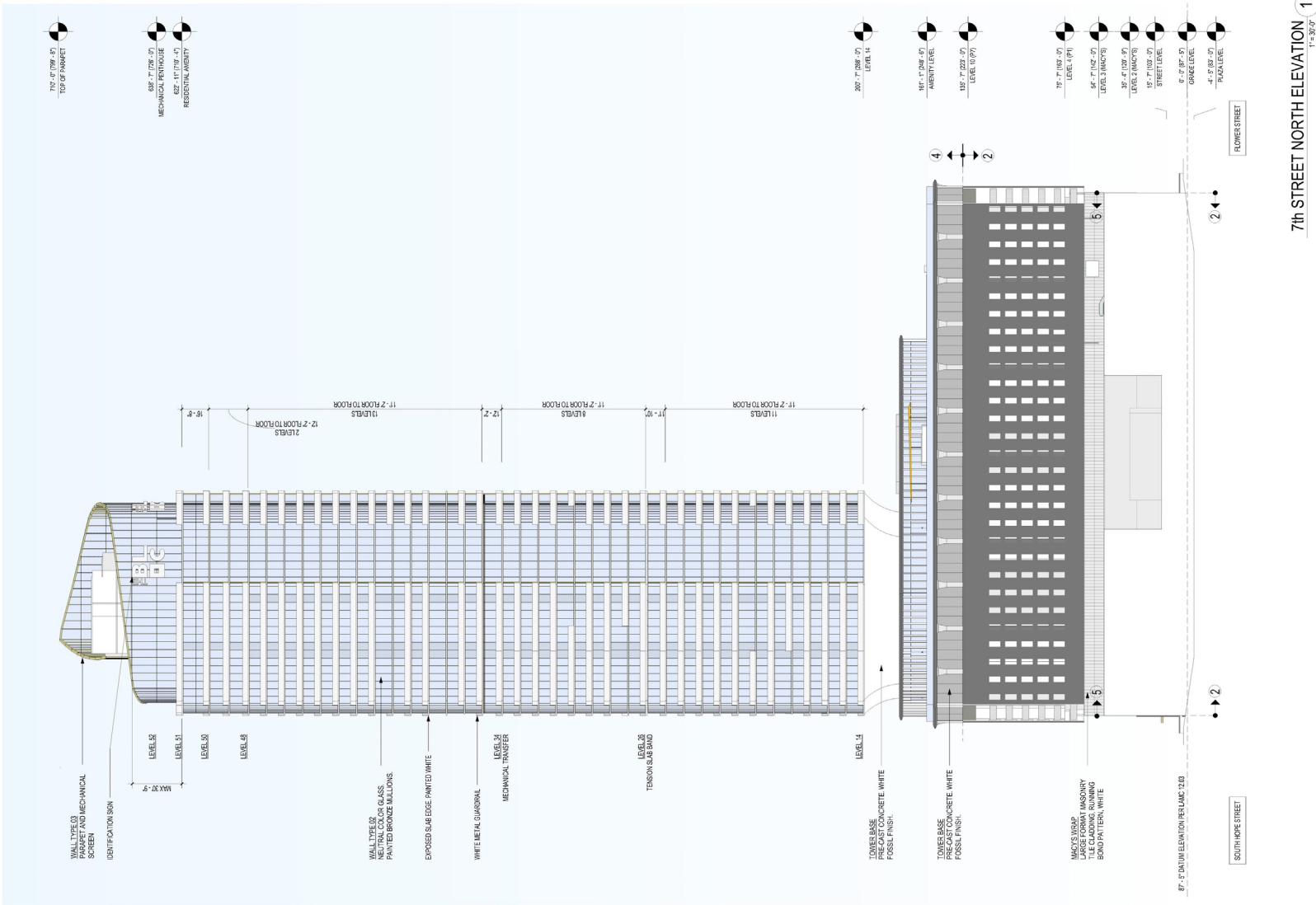
EXTERIOR ELEVATIONS — A202

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FLOWER STREET WEST ELEVATION 1
1" = 30'-0"

- ELEVATION SHEET NOTES**
- 1 (E) HOTEL TOWER, OFFICE TOWER, AND RETAIL PODIUM TO REMAIN (NOT PART OF DEVELOPMENT AREA)
 - 2 (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS, AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
 - 3 (NOT USED)
 - 4 (N) NEW CONSTRUCTION
 - 5 (N) NEW CLADDING AS INDICATED



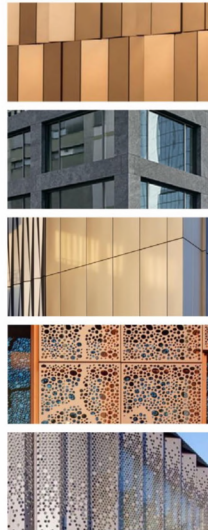
ELEVATION SHEET NOTES

- 1 (NOT USED)
- 2 (E) RETAIL AND PARKING BUILDING, MODIFIED WITH (N) STRUCTURAL ENHANCEMENTS AND MINOR PROGRAM ADJUSTMENTS TO INTEGRATE WITH (N) RESIDENTIAL TOWER
- 3 (NOT USED)
- 4 (N) NEW CONSTRUCTION
- 5 (N) NEW CLADDING AS INDICATED

PLAZA LEVEL ENTRY



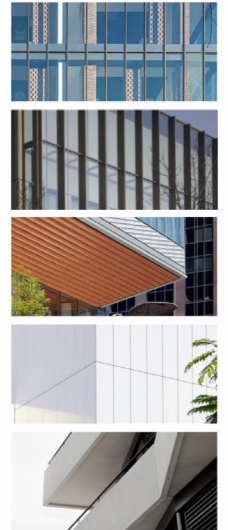
- BRONZE COLORED ALUMINUM EXTRUSIONS
- BLACK GRANITE SURROUND WITH THERMAL FINISH
- BRONZE COLORED ALUMINUM PANEL AND TRIM
- CUSTOM PATTERN ALUMINUM SCREEN WITH BRONZE COLORED FINISH



NEW RESIDENTIAL TOWER



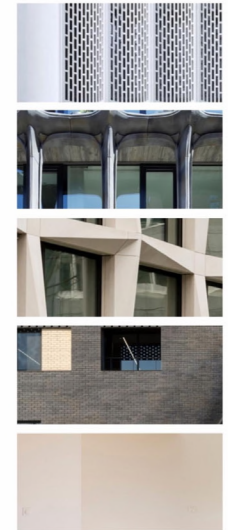
- CLEAR, LOW-E INSULATING GLASS
- BRONZE COLORED ALUMINUM MULLIONS
- TERRA COTTA SOFFIT
- PAINTED ALUMINUM PANEL PEARLESCENT WHITE
- PAINTED CONCRETE SOFFITS



EXISTING GARAGE

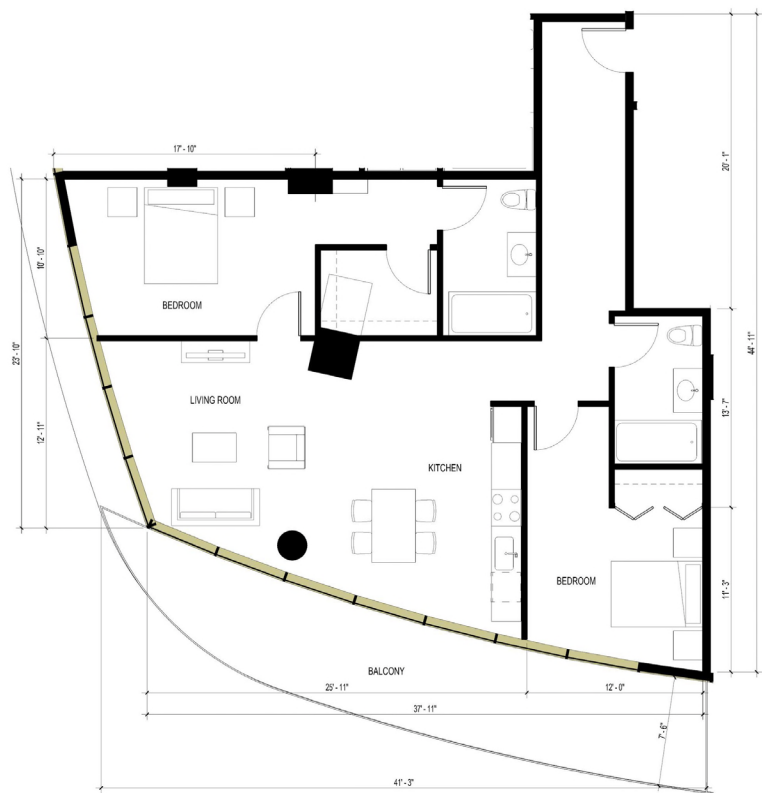


- CURVED, PERFORATED ALUMINUM PANELS, PAINTED PEARLESCENT WHITE
- SCULPTED PILASTERS WITH PAINTED PLASTER FINISH
- EXISTING MASONRY, PAINTED
- LARGE FORMAT MASONRY TILE CLADDING, RUNNING BOND PATTERN, WHITE

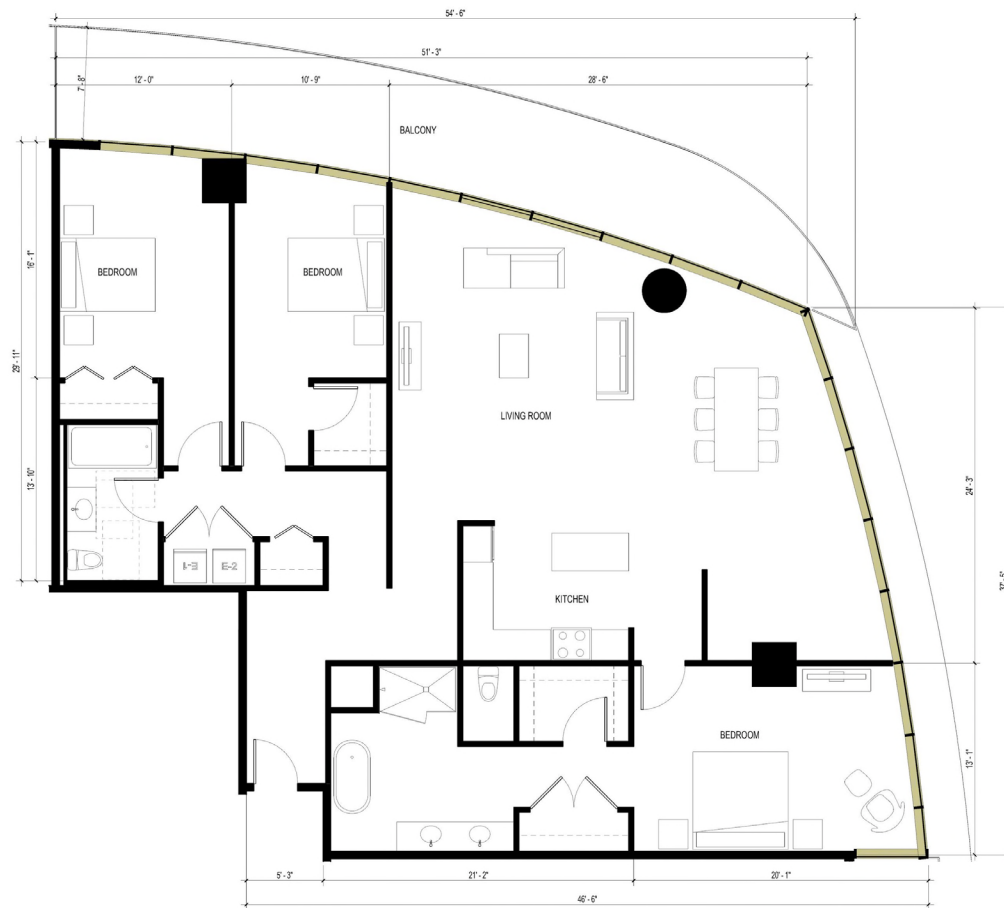


THE BLOC

EXTERIOR ELEVATIONS MATERIAL PALETTE — A205



TYPICAL TWO BEDROOM
1/4" = 1'-0" ②

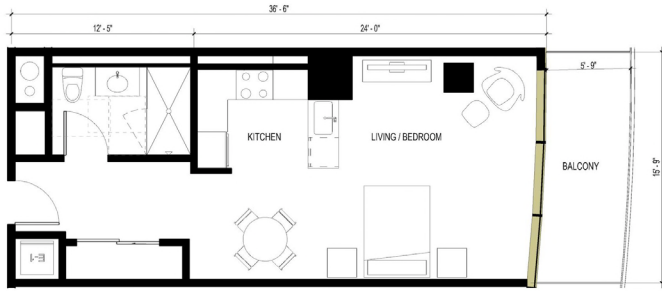


TYPICAL THREE BEDROOM
1/4" = 1'-0" ①

0' 2' 4' 8'
CORRECT SCALE ON 24" X 36"

THE BLOC

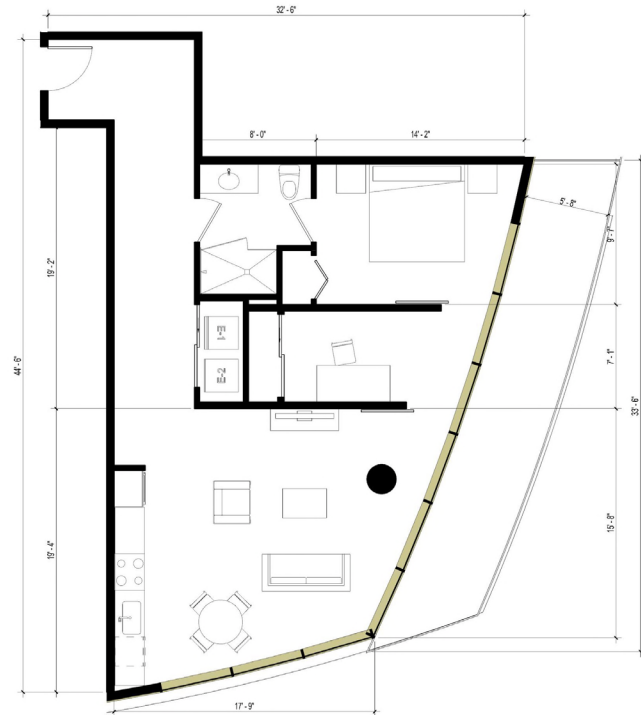
TYPICAL RESIDENTIAL UNIT PLANS — A301



TYPICAL STUDIO 3
1/4" = 1'-0"



TYPICAL ONE BEDROOM 2
1/4" = 1'-0"

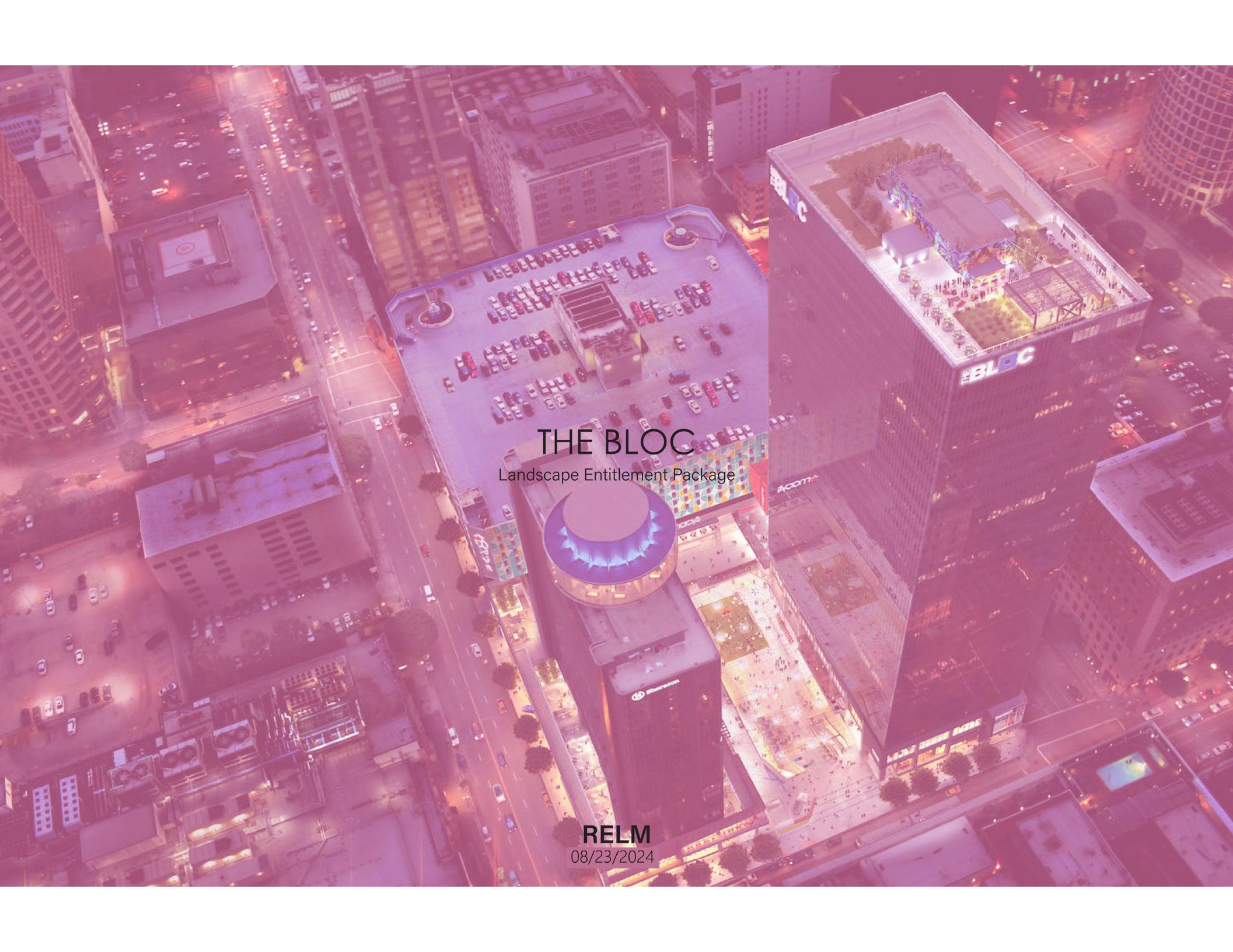


TYPICAL ONE BEDROOM + 1 DEN 1
1/4" = 1'-0"

0' 2' 4' 8'
CORRECT SCALE ON 24" X 36"

THE BLOC

TYPICAL RESIDENTIAL UNIT PLANS — A302



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Landscape Entitlement Package

RELM
08/23/2024



RELM
 617 S. Olive Street, Suite 1110
 Los Angeles, CA 90014
 213.672.4400
 www.RELMstudio.com

0' 10' 20' 40'
 CORRECT SCALE ON 24" X 36"



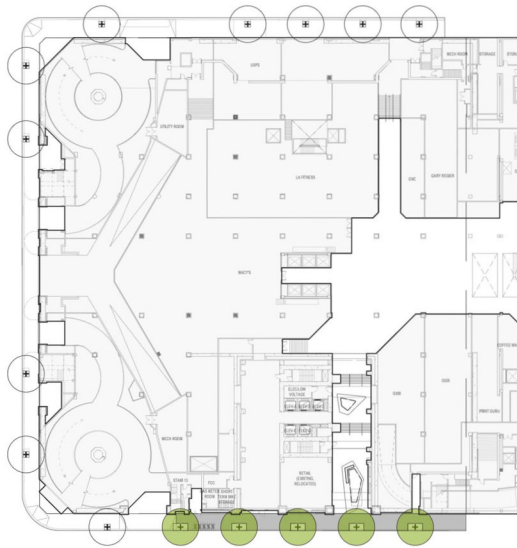
THE BLOC

LANDSCAPE PLAN FOR DEVELOPMENT AREA - L1.00

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

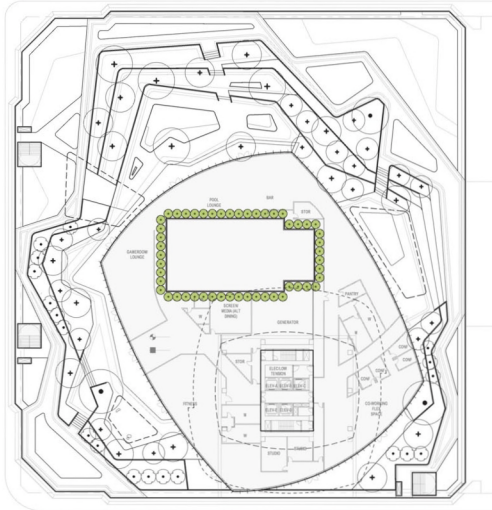
NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP | RELM



GROUND LEVEL COMMON OPEN SPACE AREA



LEVEL 12 COMMON OPEN SPACE AREA



LEVEL 13 COMMON OPEN SPACE AREA



LEVEL 51 COMMON OPEN SPACE AREA

PROPOSED

"Exterior" Common Open Space

Level 12 Amenity Outdoor Space	41,250 SF
Level 51 Amenity Outdoor Space	3,500 SF
Total Exterior Open Space	44,750 SF

Landscaped Areas

Level 12:

Proposed Open Space	41,250 SF
Required Landscaped Areas (25% of exterior common open space)	10,313 SF
Proposed Landscaped Areas	12,274 SF

Level 51 :

Proposed Open Space	3,500 SF
Required Landscaped Areas (25% of exterior common open space)	875 SF
Proposed Landscaped Areas	1,326 SF

*NOTE: Activity Lawn is not part of the required landscaped area.

On-Site Trees

Required (per LAMC 12.21-G.2 / 1 per 4 units)	117
Proposed (per LAMC 12.21-G.2) - Level 12	60
Proposed (per LAMC 12.21-G.2) - Level 13	44
Proposed (per LAMC 12.21-G.2) - Level 51	13
Total Proposed	117

Street Trees

Existing Street Trees	25
Street to be removed and replaced	5
Street Trees Total	25



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Los Angeles, CA 90014
213.672.4400
www.RELMstudio.com

0' 20' 40' 80'
CORRECT SCALE ON 24" X 36"

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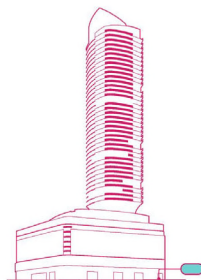
PROJECT CALCULATION SHEET - L1.01



LEGEND

- 1 (EXISTING) STREET TREES TO REMAIN
- 2 NEW STREET TREES
- 3 ENHANCED SIDEWALK PAVING
- 4 4'x10' PLANTED TREE PIT
- 5 FEATURE PAVING
- 6 FEATURE PLANTING & BENCH
- 7 FEATURE MURAL / ART WALL
- 8 SHORT-TERM BIKE PARKING

- EXISTING STREET TREES TO BE REMOVED TO FACILITATE TOWER CONSTRUCTION
- PROPERTY LINE



0' 10' 20' 40'
CORRECT SCALE ON 24" X 36"

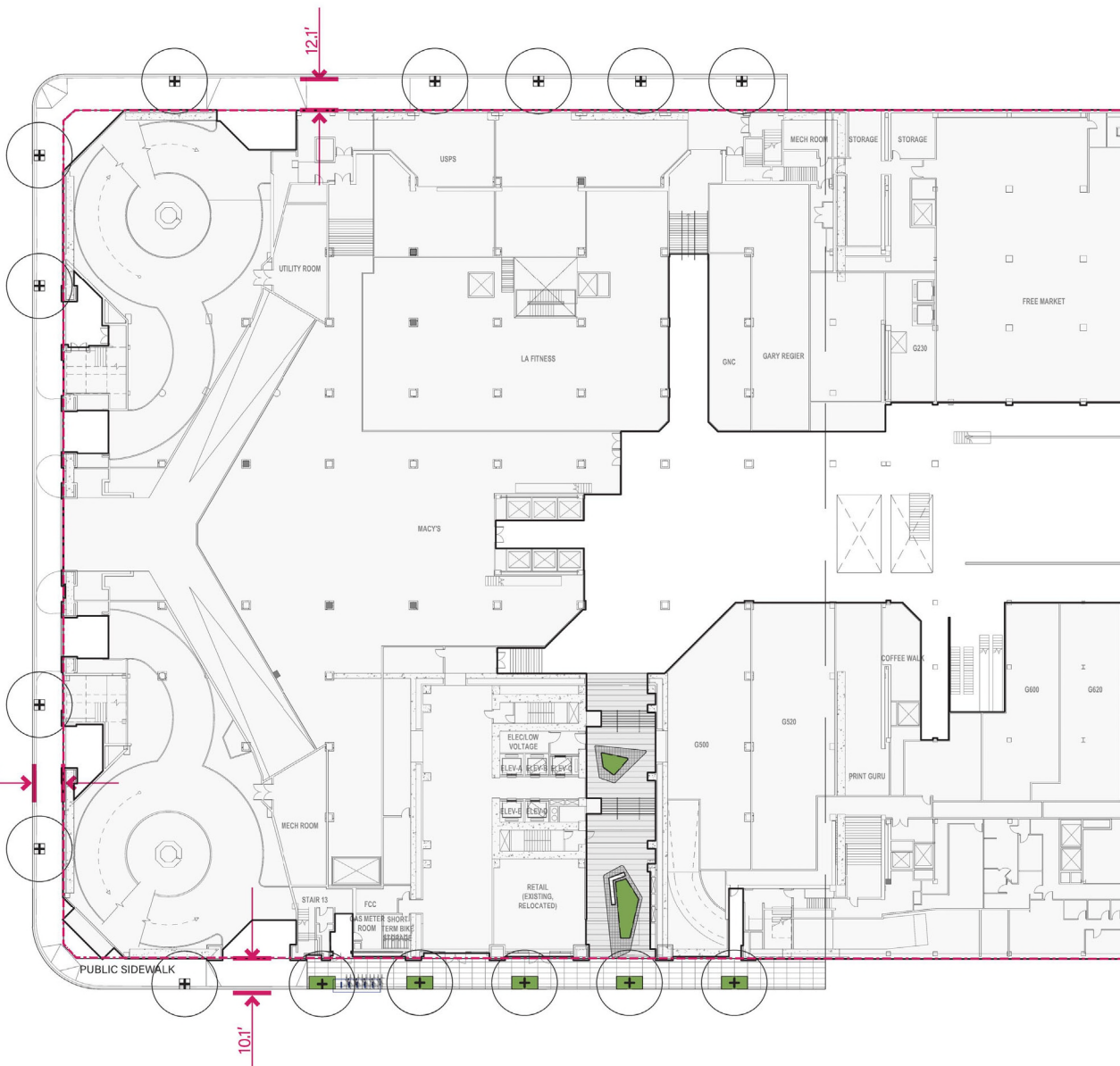
THE BLOC

08/23/2024 ENTITLEMENT APPLICATION

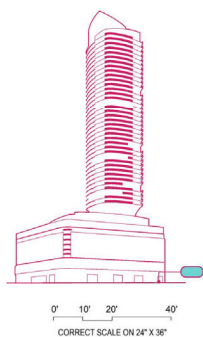
775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

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PLAZA LEVEL PLAN - L1.10

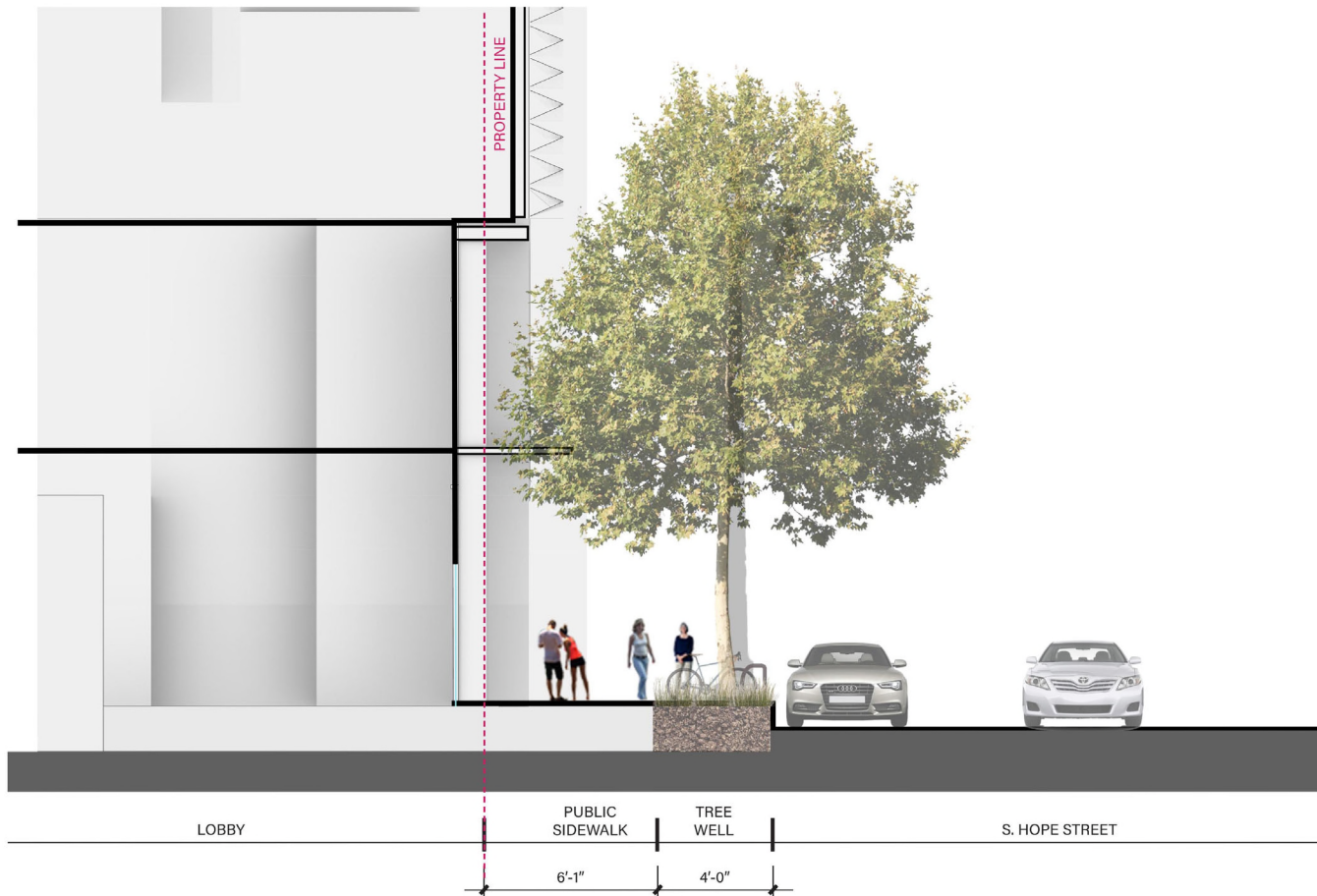


- LEGEND**
- CONCRETE TYPE 1
 - CONCRETE TYPE 2
 - CONCRETE TYPE 3
 - UNDERSTORY PLANTING - 36" DEPTH
 - BIKE RACK (5)
 - PROPERTY LINE



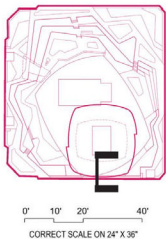
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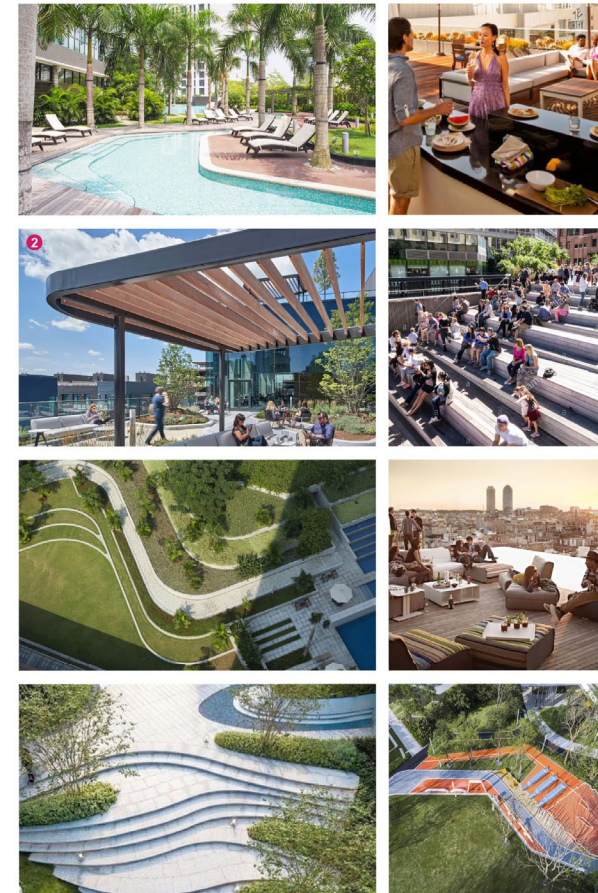
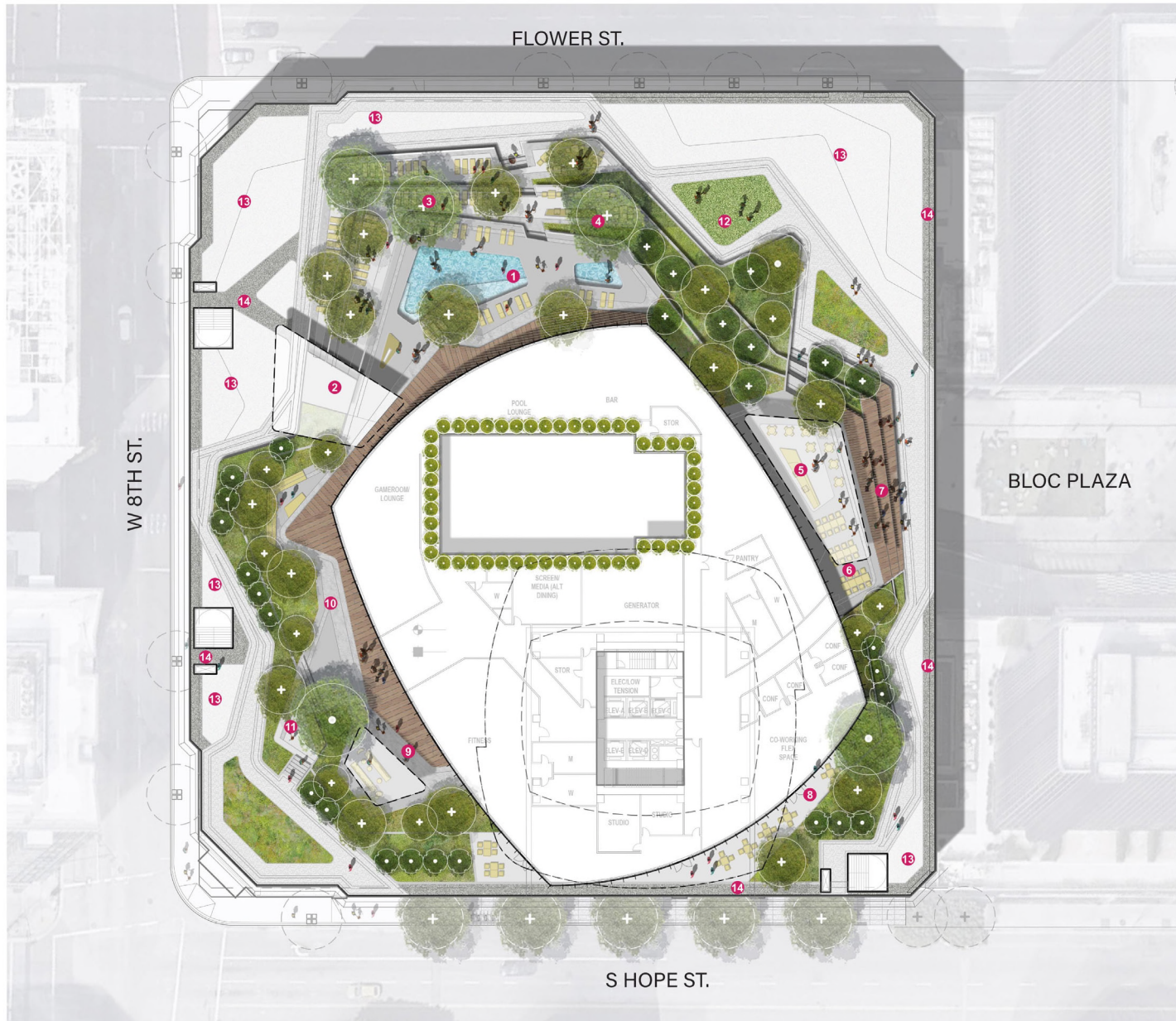
PLAZA LEVEL PLANTING & PAVING DIAGRAM - L1.11



THE BLOC

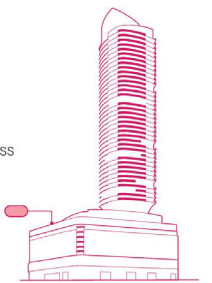
PLAZA LEVEL S HOPE ST. SECTION - L1.12





LEGEND

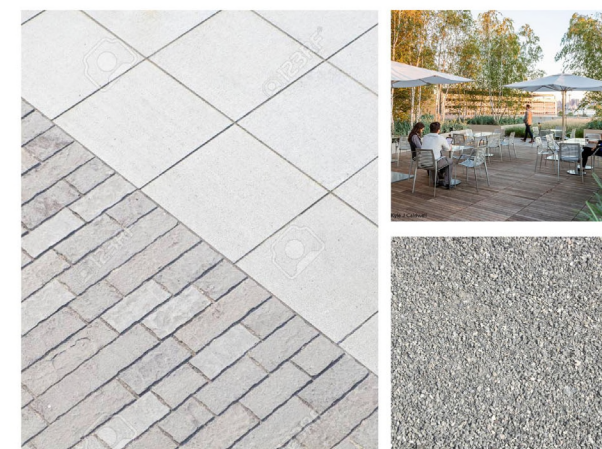
- | | |
|--------------------|--------------------------|
| 1 POOL DECK | 8 MEETING PATIO |
| 2 GARDEN TRELLIS | 9 FITNESS DECK |
| 3 LOUNGE TERRACE | 10 RECREATION DECK |
| 4 BBQ STAND | 11 GARDEN DECK |
| 5 TABLES & SEATING | 12 ACTIVITY LAWN |
| 6 OUTDOOR OFFICE | 13 ROOF BALLAST |
| 7 DECK | 14 ROOF PERIMETER ACCESS |



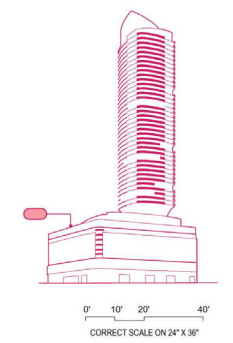
0' 10' 20' 40'
CORRECT SCALE ON 24" X 36"

THE BLOC

LEVEL 12 PLAN - L1.20

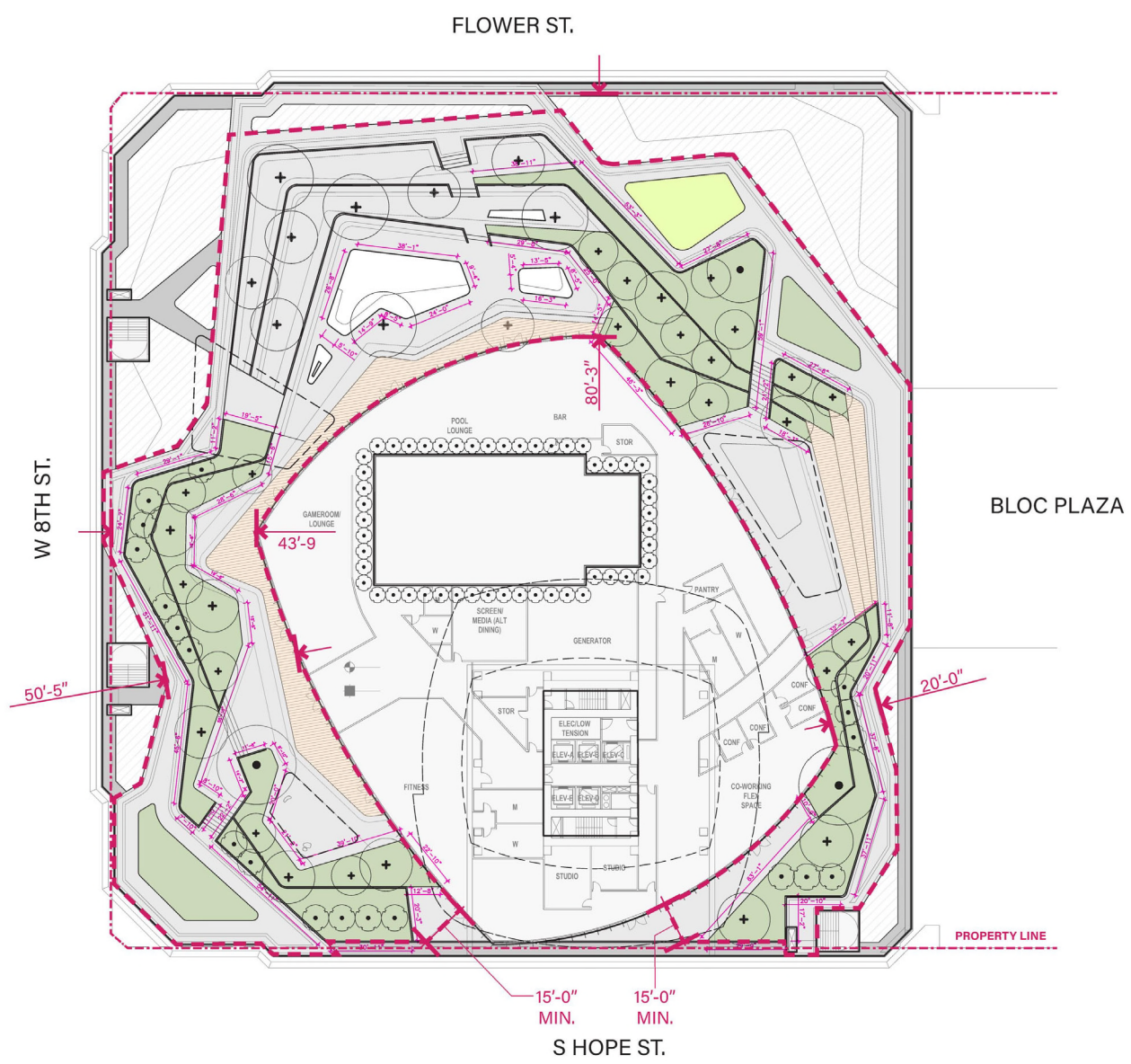


- LEGEND**
- CONCRETE TYPE 1
 - ROOF PERIMETER ACCESS
 - WOOD DECK
 - ROOF BALLAST
 - UNDERSTORY PLANTING - 36" DEPTH (MIN.)
 - ARTIFICIAL TURF
 - COMMON OPEN SPACE
 - PROPERTY LINE

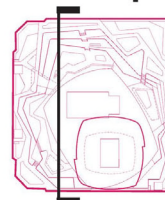
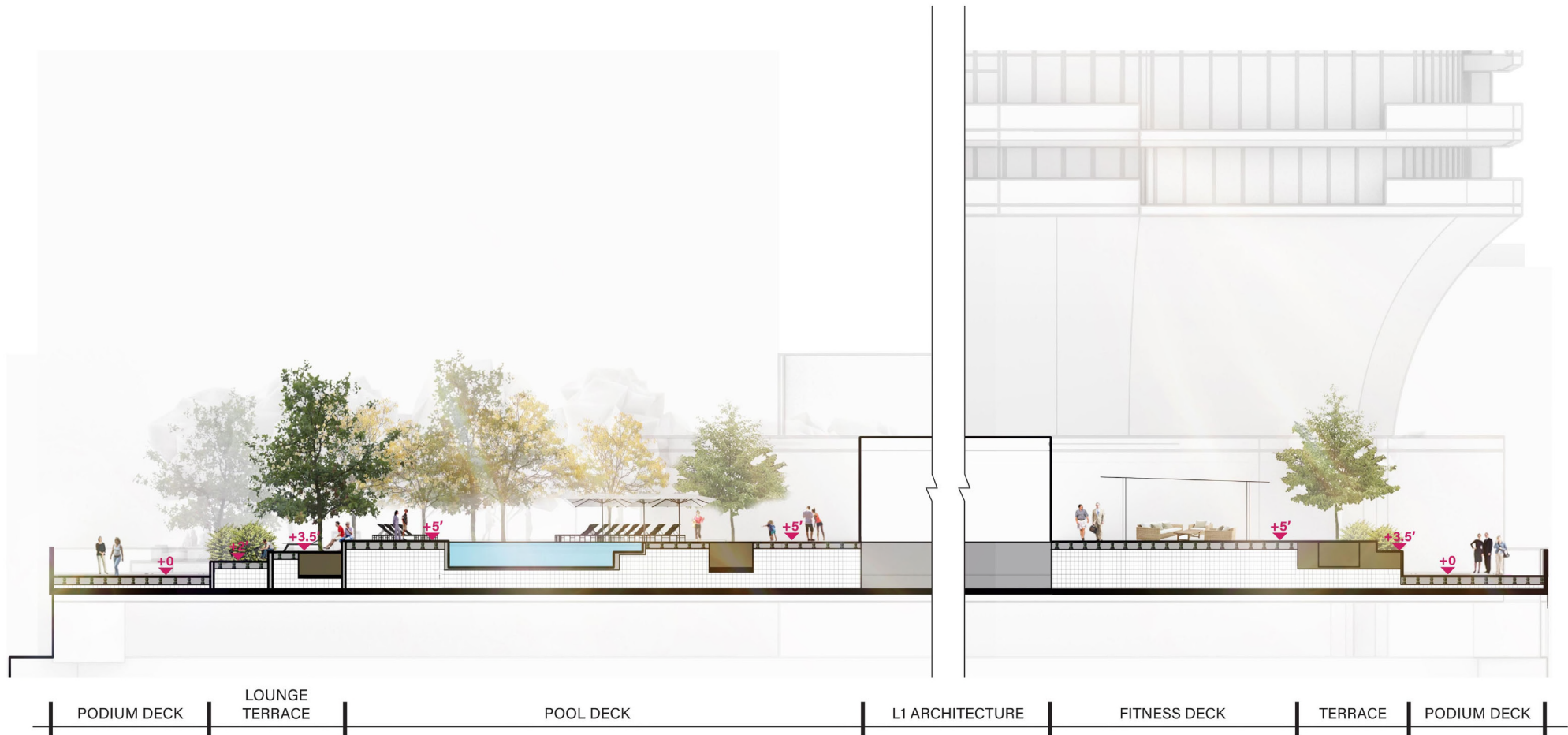


LEVEL 12 PLANTING & PAVING DIAGRAM - L1.21

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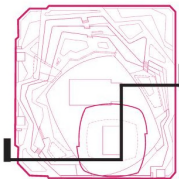
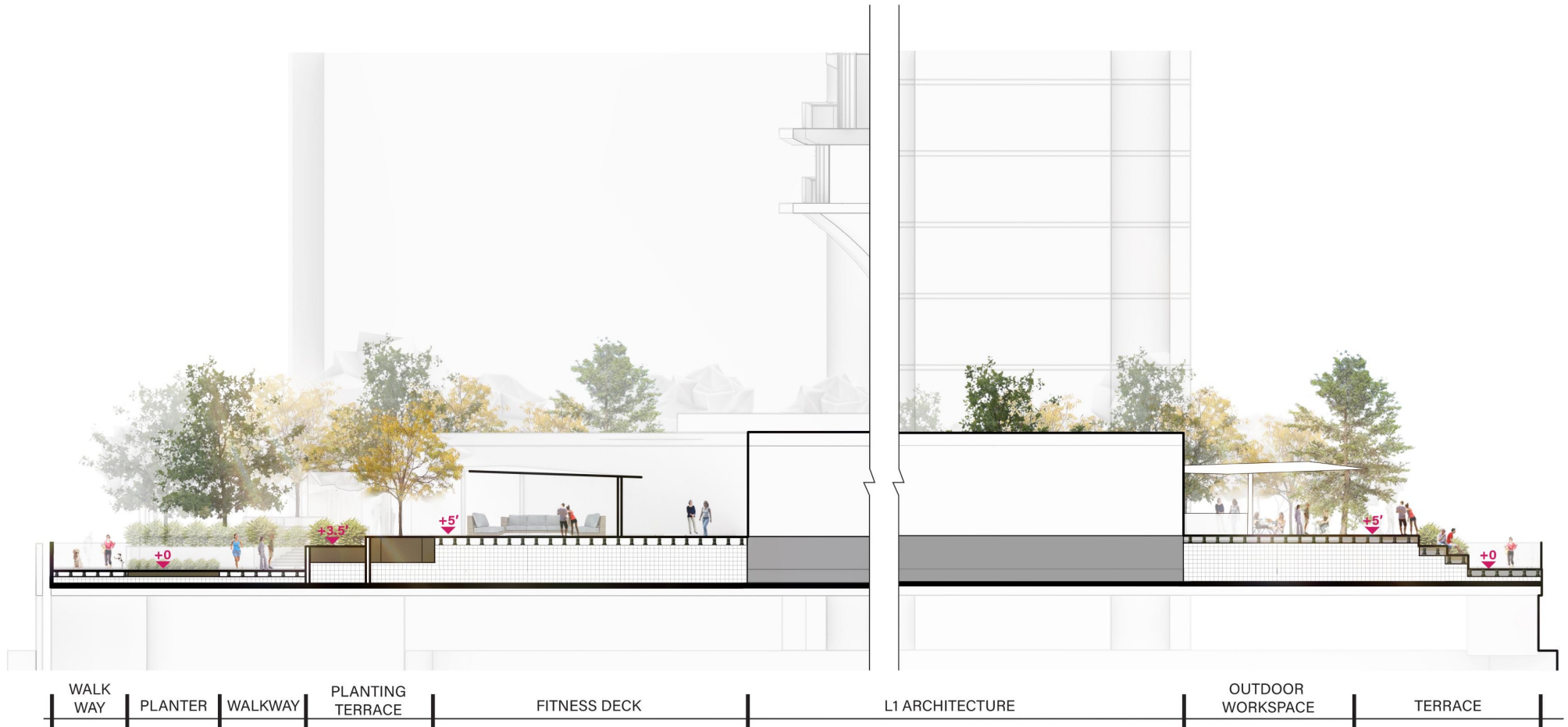
THE BLOC



0' 10' 20' 40'
CORRECT SCALE ON 24" X 36"

THE BLOC

LEVEL 12 PLANTING & PAVING DIAGRAM - L1.22



0' 10' 20' 40'
CORRECT SCALE ON 24" X 36"

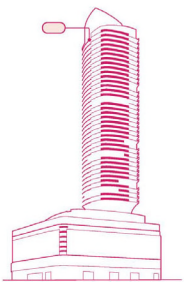
THE BLOC

LEVEL 12 PLANTING & PAVING DIAGRAM - L1.23



LEGEND

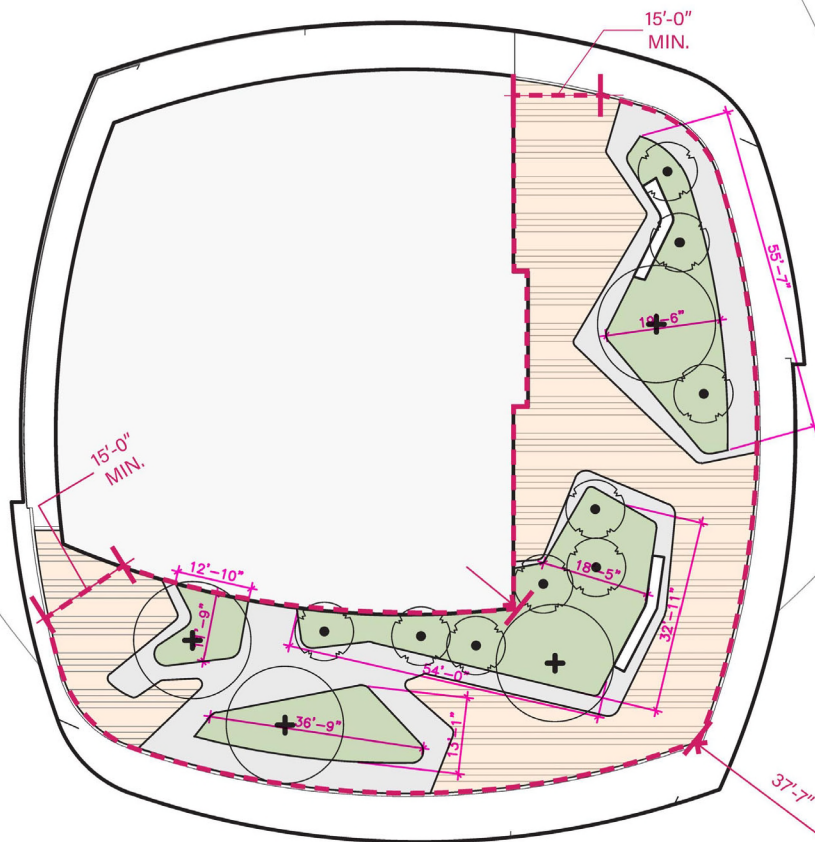
- 1 SUNSET LOUNGE
- 2 OUTDOOR SEATING
- 3 PLANTING & BENCH
- 4 TABLES & SEATING



0' 20' 40' 80'
CORRECT SCALE ON 24" X 36"

THE BLOC

LEVEL 51 PLAN - L1.30



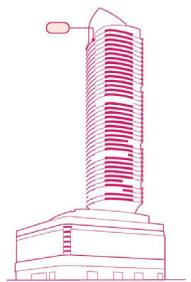
S HOPE ST.

THE BLOC

LEVEL 51 PLANTING & PAVING DIAGRAM - L1.31

LEGEND

- CONCRETE TYPE 1
- WOOD DECK
- UNDERSTORY PLANTING - 36" DEPTH (MIN.)
- COMMON OPEN SPACE



0' 20' 40' 80'
CORRECT SCALE ON 24" X 36"



TIPUANA TIPU
DECIDUOUS TREE - 48"BOX
Medium Water



GEIJERA PARVIFLORA
EVERGREEN TREE - 36"BOX
Low Water



FEIJOA SELLOWIANA
EVERGREEN TREE - 24"BOX
Low Water



CHIOPSIS LINEARIS
DECIDUOUS TREE - 24"BOX
Low Water



QUERCUS SUBER
EVERGREEN TREE - 60"BOX
Low Water



PROSOPIS / MESQUITE
EVERGREEN TREE - 48"BOX
Medium Water



ALOE BARBERAE
EVERGREEN TREE - 48"BOX
Low Water



ALOE X 'HERCULES'
EVERGREEN SHRUB - 48"BOX
Low Water



AGAVE BLUE GLOW
SUCCULENT - 5gal 30"o.c.
Low Water



**ALOE MOONGLOW /
SAFARI ORANGE**
SUCCULENT
Low Water



TIBOUCHINA URVILLEANA
BROADLEAF EVERGREEN - 15gal
Medium Water



HAKONECHLOA MACRA 'AUREOLA'
PERENNIAL GRASS 1.5'x1.5'
Medium Water



BACCHARIS PIGEON POINT
EVERGREEN PERENNIAL - 1gal 30"o.c.
Medium Water



MUHLENBERGIA DUBIA
PERENNIAL GRASS - 1gal 30"o.c.
Low Water



ASPLENium NIDUS
EVERGREEN FERN 5"x3"
Medium Water

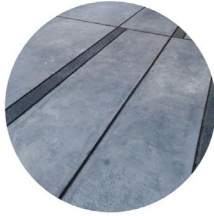


NEOREGELIA X 'ALLURE'
EVERGREEN PERENNIAL 4"x5"
Medium Water

TREE	SIZE	WUCOLS	NATIVE
STREET TREE(S)			
Platanus racemosa / California Sycamore	36" box	M	Y
LEVEL 12			
Chilopsis linearis / Desert Willow	24" box	L	Y
Prosopis / Mesquite	36" box	M	Y
Cassia leptophylla	24" box	L	-
Feijoa sellowiana / Pineapple Guava Tree	24" box	M	-
Lagerstroemia x 'Natchez' / White crape Myrtle Multi-trunk	24" box	M	-
Aloe x 'Hercules' / Hercules Aloe	36" box	VL	-
Dracaena draco / Dragon Tree	24" box	VL	-
Yucca elephantipes / Soft-tipped Yucca	24" box	L	-
Geijera parviflora / Australian Willow	36" box	L	-
Melaleuca quiquenervia / Paperbark	36" box	L	-
Olea europea Swan Hill / Olive	48" box	L	-
Quercus suber / Cork Oak	60" box	L	Y
Quercus virginiana / Southern Live Oak	60" box	M	Y
Prunus caroliniana	15" box	M	-
Laurus nobilis / Sweet Bay	15 gal	L	Y
LEVEL 51			
Lagerstroemia x 'Natchez' / White crape Myrtle Multi-trunk	24" box	M	-
Melaleuca quiquenervia / Paperbark	36" box	L	-
Olea europea Swan Hill / Olive	48" box	L	-
Quercus virginiana / Southern Live Oak	60" box	M	Y
GROUND LEVEL			
Achillea millefolium / Common Yarrow	10% 1 gal 18" o.c.	L	Y
Agave x 'Blue Glow' / Blue Glow Agave	10% 5 gal 24" o.c.	VL	Y
Baccharis 'Pigeon Point' / Dwarf cotote Brush	30% 5 gal 36" o.c.	L	Y
Carex divulsa / Berkeley Sedge	20% 1 gal 18" o.c.	L	-
Muhlenbergia dubia / Pine Muhly	20% 1 gal 24" o.c.	L	Y
Santolina virens 'Lemon Fizz' / Chartreuse Lavender Cotton	10% 5 gal 12" o.c.	L	-
UPPER LEVEL			
Achillea millefolium / Common Yarrow	5% 1 gal 18" o.c.	L	Y
Agave x 'Blue Glow' / Blue Glow Agave	5% 5 gal 24" o.c.	VL	Y
Baccharis 'Pigeon Point' / Dwarf cotote Brush	10% 5 gal 36" o.c.	L	Y
Carex divulsa / Berkeley Sedge	10% 1 gal 18" o.c.	L	-
Muhlenbergia dubia / Pine Muhly	15% 1 gal 24" o.c.	L	Y
Santolina virens 'Lemon Fizz' / Chartreuse Lavender Cotton	10% 1 gal 12" o.c.	L	-
Nephrolepis cordifolia / Tuberous Sword Fern	5% 5 gal 30" o.c.	M	-
Chondropetalum tectorum / Cape Rush	5% 5 gal 36" o.c.	L	-
Pittosporum tenuifolium	5% 15 gal 36" o.c.	M	-
Tibouchina urvilleana	5% 15 gal 72" o.c.	M	Y
Hakonechloa Macra 'Aureola'	5% 5 gal 36" o.c.	M	-
Asplenium nidus	5% 1 gal 24" o.c.	M	-
Neoregelia x 'Allure'	5% 1 gal 24" o.c.	L	-
Nephrolepis exaltata 'Orlando'	5% 7 gal 30" o.c.	M	-
Aloe Moonglow	5% 1 gal 36" o.c.	L	-

THE BLOC

PLANTING PALETTE - L2.01



PRECAST CONCRETE PAVERS



PRECAST CONCRETE PAVERS



PRECAST CONCRETE WALL



DG PALETTE



DG PALETTE



STONE PALETTE



METAL PALETTE



METAL PALETTE

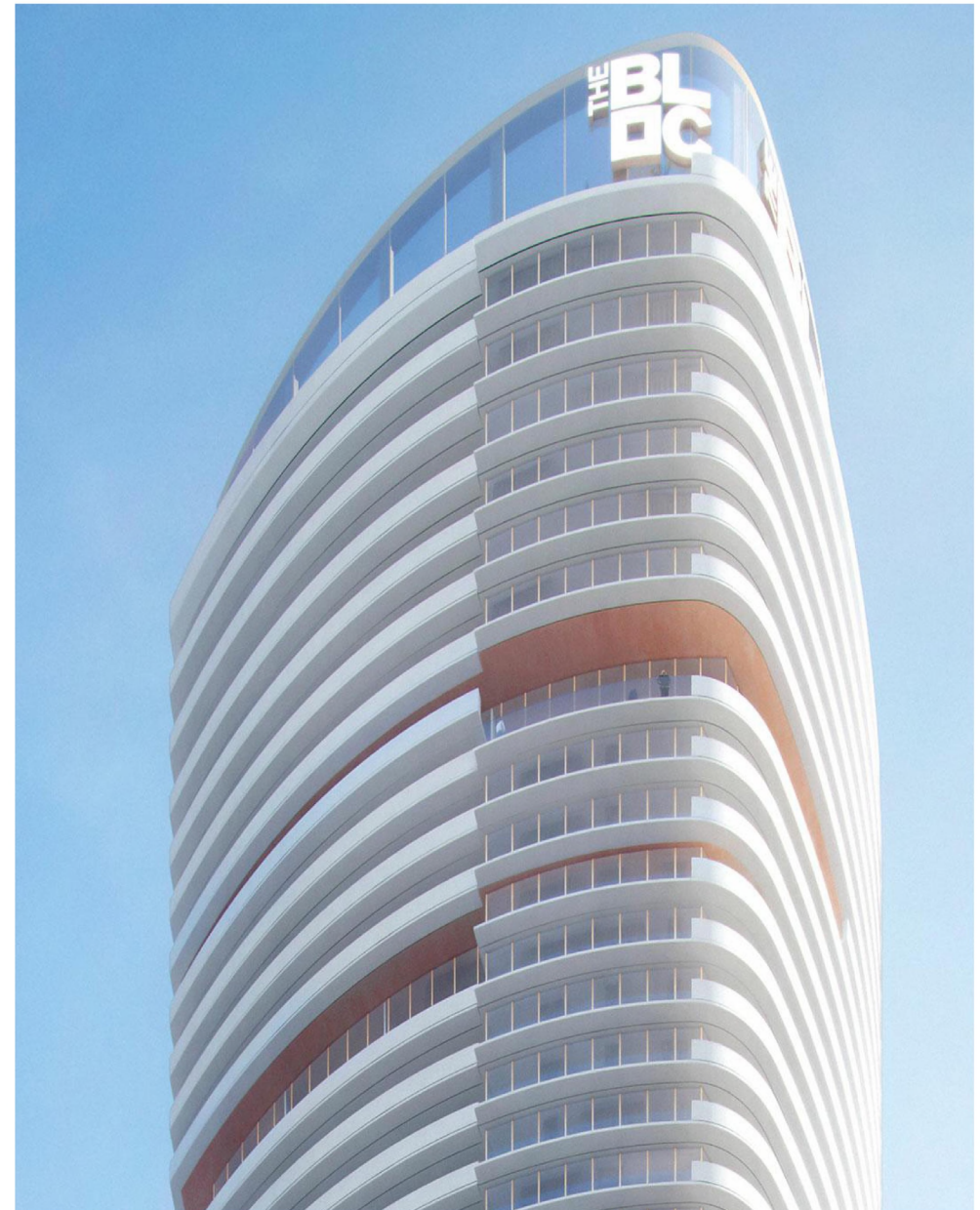


METAL PALETTE

THE BLOC

MATERIALS PALETTE - L3.01

EXHIBIT B
PROJECT RENDERINGS
CPC-2021-9958-TDR-SPR-HCA



THE BLOC

VIEW FROM PLAZA — A401

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET

APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP



THE BLOC

AERIAL VIEW OF TOWER TOP — A402

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP



THE BLOC

AERIAL VIEW OF AMENITY TERRACE — A403

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP



THE BLOC

VIEW OF ENTRY — A404

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP



THE BLOC

AERIAL — A405

08/23/2024 ENTITLEMENT APPLICATION

775 SOUTH HOPE STREET APN: 5144-010-401, 405, 408, 421, 422, 423 & 425

NREA-TRC 700, LLC | HANDEL ARCHITECTS LLP

EXHIBIT C
DRAFT SIGN ORDINANCE
CPC-2018-6388-SN

DRAFT THE BLOC SIGN DISTRICT

(APRIL 2025)

ORDINANCE NO. _____

An ordinance establishing The Bloc Sign District (Sign District) pursuant to the provisions of Section 13.11 of the Los Angeles Municipal Code (Code).

WHEREAS, the General Plan Framework identifies The Bloc (Project) Site as within the Downtown Center, which is intended for the continuation and expansion of professional office, commercial, residential, transportation, cultural, entertainment, and visitor-serving functions that distinguish and uniquely identify the Downtown Center and that serve the greater Los Angeles region;

WHEREAS, the Project Site is located in the Downtown Community Plan area, and is designated for Transit Core land uses, which are dense centers of activity built around regional transit hubs and encourage a diverse mix of uses to create a vibrant around-the-clock environment, reinforcing Downtown as the primary center of urban activity with inviting and lively pedestrian environments and streetscapes;

WHEREAS, the Project Site consists of a full City block, bounded by 7th Street to the north, Hope Street to the east, 8th Street to the south, and Flower Street to the west; and is developed with existing office, commercial, retail, hotel and parking uses;

WHEREAS, the Project Site includes a pedestrian portal to the Metro 7th Street/Metro Center Station, an underground light rail and rapid transit station serving the A, B, D, and E lines of the Metro Rail system, and is in close proximity to multiple existing bus lines;

WHEREAS, the Project Site is currently improved with an integrated mix of visitor-serving, commercial, office uses proximate to the Metro 7th Street/Metro Center Station and the Project includes the addition of residential uses within a new residential tower;

WHEREAS, unique signage that informs and attracts visitors to the site will support the ongoing success of the existing diverse on-site uses, will maintain a flow of pedestrian traffic, and will navigate people to a major mixed-use development and public transit portal that serves as a gateway into Downtown Los Angeles;

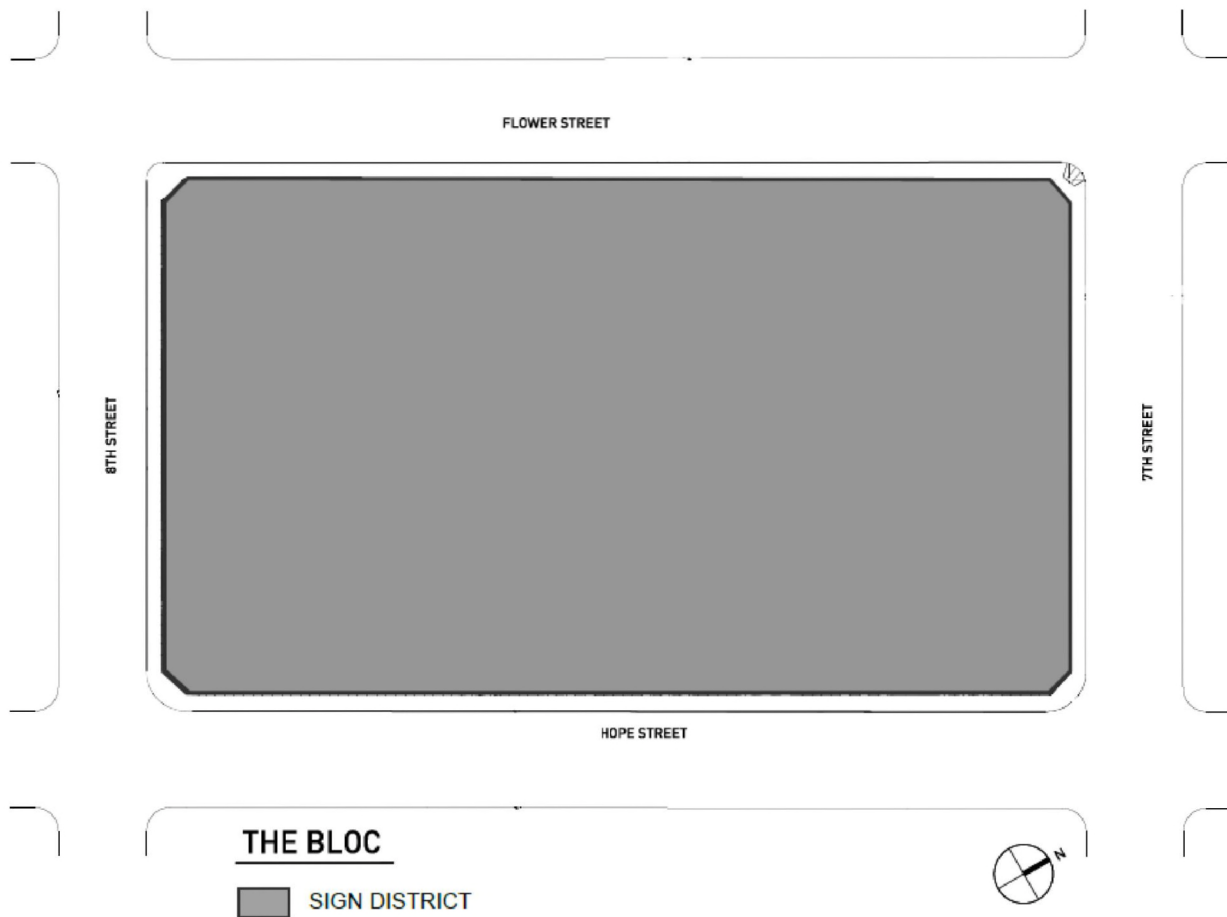
WHEREAS, the Sign District will foster a vibrant urban environment with a unified aesthetic and sense of identity and contribute to placemaking, by setting standards to provide for well-planned placement, design, and architectural integration of signage with consideration for surrounding uses and architectural design, and improving traffic safety including by directing functional wayfinding and building identification throughout the site.

**NOW, THEREFORE,
THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

SECTION 1. ESTABLISHMENT OF THE BLOC SIGN DISTRICT.

The City Council hereby establishes The Bloc Sign District (Sign District), which shall be that area of the City shown within the heavy solid line as shown on **Map 1 - Sign District Boundary**, comprising the approximately 4.3-acre site encompassing the entire City block bounded by 7th Street to the north, 8th Street to the south, Hope Street to the east, and Flower Street to the west.

MAP 1 - SIGN DISTRICT BOUNDARY



SECTION 2. PURPOSE.

The Sign District is intended to:

- A.** Support and enhance the land uses and urban design objectives of the Downtown Community Plan;
- B.** Create a unique and recognizable identity through signage elements to enhance and contribute to the Financial Core neighborhood, draw visitors to the area, benefit the local economy, and improve aesthetics;
- C.** Permit a variety of signage elements to allow for creativity and flexibility in design over time;
- D.** Ensure that new Off-Site Signs, Digital Displays, and other signage authorized by this Ordinance are responsive to and integrated with the aesthetic character of the structures on which they are located;
- E.** Protect adjacent residential uses from potential adverse impacts by setting standards for signage amounts, size, illumination, and sign motion/animation; and

- F. Coordinate the location, type and display of signs so as to enhance the pedestrian realm, minimize potential traffic hazards, protect public safety, and maintain compatibility with surrounding uses.

SECTION 3. APPLICATION OF SUPPLEMENTAL USE DISTRICT REGULATIONS.

- A. The regulations of this Ordinance are in addition to those set forth in the Planning and Zoning provisions of the Code. These regulations do not convey any rights not otherwise granted under the provisions and procedures contained in the Code or other relevant ordinances, except as specifically provided for in this Ordinance.
- B. Wherever this Ordinance contains provisions that establish regulations that are different from, more restrictive than, or more permissive than those contained in the Code, this Ordinance shall prevail.

SECTION 4. DEFINITIONS.

Whenever the following terms are used in this Ordinance, they shall be construed as defined in this Section. Words and phrases not defined here shall be construed as defined in Section 4C.11 (Signs) of the Code.

Advertising Kiosk. A wall sign or a freestanding, double-sided, ground-mounted sign, which is incorporated into a freestanding architectural structure; and which incorporates digital display elements and may include on-site or off-site signage.

Digital Display. A sign face, building face, and/or any building or structural component that displays still images, scrolling images, moving images or flashing images, including video and animation through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that is either independent of or attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely through electronic means.

High-Rise Sign 2. A sign located at least 100 feet above grade and attached to the wall of a building within close proximity to the top of the building.

Off-Site Sign. A sign that displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution or any other commercial message, which is generally conducted, sold, manufactured, produced, offered or occurs elsewhere than within the boundaries of the Sign District.

On-Site Sign. A sign other than an Off-Site Sign.

Supergraphic Sign. A sign consisting of an image projected onto a wall or printed on vinyl, mesh, or other material with or without written text, supported and attached to a wall by an adhesive and/or by using stranded cable and eyebolts and/or other materials or methods, and which does not comply with the following provisions of the Sections 4C.11.6.C.9 (Projecting Signs), 4C.11.6.C.5 (Marquee Signs), 4C.11.2 (Temporary Signs), and 4C.11.1.E.3 (Original Art Murals, Vintage Original Art Murals & Public Art Installations) of the Code.

SECTION 5. PROCEDURAL REQUIREMENTS.

- A. Building Permits.** The Los Angeles Department of Building and Safety (LADBS) shall not issue a permit for a sign, a sign structure, or sign illumination, or alteration of an existing sign within the Sign District unless the sign complies with: (1) the applicable requirements of this Ordinance as determined by the Director of Planning (Director); and (2) applicable requirements of the Code.
- B. Director Sign-Off Required.** With respect to the following signs, only a ministerial Director sign-off on the permit application shall be required prior to issuance by LADBS of a building permit:

1. Supergraphics
2. High-Rise Sign 2 Signs
3. Advertising Kiosks

The Director shall approve the permit application if the sign complies with all the applicable requirements of this Ordinance and Conception Sign Plan (Appendix A), and applicable requirements of the Code. The Director's approval shall also be indicated by stamping and dating the permit plans.

- C. Exempt Signs, Murals, and Art Installations.** LADBS permit applications for the following types of signs, Original Art Murals, and Public Art Installations shall be subject to the applicable LADBS review and approval, and/or Department of Cultural Affairs review and approval, and the applicable requirements of this Ordinance, and the Code, but are exempt from Director's review and do not require a Director's permit sign-off:

1. Awning Signs
2. Illuminated Canopy Signs
3. Marquee Signs
4. Monument Signs
5. Pedestrian Signs
6. Projecting Signs
7. Wall Signs
8. Window Signs
9. Temporary Signs
10. Original Art Murals
11. Public Art Installations

12. Signs or sign support structures installed by or on behalf of Metro which are exempt from local building codes and zoning ordinances pursuant to California Government Code Section 53090.
- D. **Project Compliance.** LADBS shall not issue a permit for the following signs unless the Director has issued a Project Compliance approval, pursuant to the procedures set forth in Section 13B.4.2 of the Code and the applicable standards set forth in Section 6 (General Requirements) and Section 7.A (Standards for Digital Displays) of this Ordinance:
 1. Digital Displays
- E. **Requests for Deviations, Modifications, and Interpretations of Regulations.** The procedures for adjustments, exceptions, and interpretations to this Ordinance shall follow the procedures set forth in Section 13B.4 of the Code. The procedures for modifications of entitlement shall follow the procedures set forth in Section 13B.5.4 of the Code. The procedures for amendments of this Ordinance shall follow the procedures set forth in Section 13B.1.2 of the Code.

SECTION 6. GENERAL REQUIREMENTS.

- A. **General Requirements of the Code.** Unless specified in this Ordinance to the contrary, the general sign requirements set forth in the Code shall apply to this Sign District for permits, plans, design and construction, materials, street address numbers, identification, maintenance, prohibited locations and sign illumination. However, Digital Displays, Supergraphic Signs, and Advertising Kiosks do not count towards the total sign area allocation of four square feet per foot of building frontage as identified in Section 4C.11.5.C.2 (Total Sign Area Allowed – Sign Package 2) of the Code. A building permit shall be obtained from LADBS in accordance with the applicable provisions of the Code, for any signs, sign structures, and/or sign alterations, other than changes to or replacement of sign face copy.
- B. **Permitted Signs.** Except as otherwise prohibited in Section 6.C (Prohibited Signs) of this Ordinance, below, and notwithstanding Section 4C.11.1.C.8 (Prohibited Signs) of the Code, all signs described and regulated in Section 7 (Standards for Specific Types of Signs) of this Ordinance, all signs otherwise permitted by the Code, and all previously legally permitted signs shall be permitted within the Sign District.
- C. **Prohibited Signs.** The following signs shall be prohibited:
 1. Inflatable Devices
 2. Pole Signs
 3. Roof Signs
 4. Any sign not specifically authorized by this Ordinance or by the Code.
- D. **General Sign Area and Location Requirements.** The sign area and location of signage is subject to standards identified in Section 6 (General Requirements) and Section 7 (Standards for Specific Sign Types) of this Ordinance and Section 4C.11.1.C.9 (Prohibited Locations) of the Code. In addition, no sign shall be placed over the exterior surface of any opening of a building, including its windows, doors, and vents, unless the Los Angeles Fire

Department (LAFD) determines, in writing, that the sign would not create a hazardous condition.

E. Illumination. All signs may be illuminated by either internal or external means. The illumination regulations set forth in the Code shall apply. Methods of signage illumination may include, but are not limited to: electric lamps, such as neon tubes; fiber optics; incandescent lamps; LED; LCD; cathode ray tubes exposed directly to view; shielded spotlights and wall wash fixtures. In addition, signage shall be subject to the following regulations:

- 1. Lighting onto Residential Units.** All externally illuminated signs shall be designed, located, or screened so as to minimize to the extent reasonably possible, direct light sources onto any exterior wall of a residential unit. If signs are externally lit, the light source of the external illumination shall be shielded from public view at any residential unit.
- 2. Sign Illumination Limitations.** In accordance with Section 4C.11.1.C.3 (Sign Illumination Limitations) of the Code, no sign shall be arranged and illuminated in a manner that will produce a light intensity of greater than three-foot candles above ambient lighting, as measured at the property line of the nearest residentially zoned property. However, all illuminated signs shall be exempt from any applicable provisions from Section 4C.10.1 (Outdoor Lighting) of the Code.
- 3. Reflective Materials.** Signage shall not use highly reflective materials such as mirrored glass.
- 4. Green Code.** All light sources, including illuminated signage, shall comply with the applicable provisions of CALGreen (Part 11 of Title 24, California Code of Regulations [CCR]), California Energy Code (Part 6 of Title 24, CCR) 130.3 and Section 140.8, and the Green Code of the City of Los Angeles.
- 5. Illumination Standards.**
 - a. All Digital Displays visible from any property outside this Sign District shall have a maximum nighttime luminance, from sunset to sunrise, no greater than 200 candelas per square meter (cd/m²), and a daytime luminance, from sunrise to sunset, no greater than 6,000 cd/m². All Signs shall transition smoothly at a consistent rate from their daytime luminance to their nighttime luminance levels, beginning not less than 45 minutes prior to sunset, and concluding at sunset, and transition smoothly from the nighttime luminance from 45 minutes before sunrise until sunrise.
 - b. Notwithstanding the maximum permitted nighttime luminance established by Section 5.a. of this Ordinance, above, Digital Displays operating between the hours of 10:00 pm and 2:00 am shall be further limited to a maximum luminance no greater than 150 cd/m².
 - c. All light emitting diodes used within a Digital Display shall have a maximum horizontal beam spread of 165 degrees and maximum vertical beam spread of 90 degrees and facing downward.

- F. Sign Illumination Plan.** An initial signage illumination plan for the Digital Displays, Supergraphics, and High-Rise Sign 2 Signs proposed in the Conceptual Sign Plan (Appendix A), is provided in Appendix F of the Project's Draft Environmental Impact Report and case file: "The Bloc Sign Supplemental Use District Lighting Study" by Francis Krahe & Associates, Inc., dated February 23, 2024. No further signage illumination plan shall be required for signs that conform to the Conceptual Sign Plan. Signs that are not in conformance with Conceptual Sign Plan may be required to conform to a signage illumination plan imposed by the City or a court, in addition to all other enforcement mechanisms and liabilities under the Code. If a new or revised signage illumination plan is required, it shall be submitted to the Director as part of Project Compliance or other entitlement procedures for the signs set forth in Section 5 (Procedural Requirements) of this Ordinance. The signage illumination plan shall be prepared by a lighting design expert, and those portions of the plan setting forth the wattage draw must be certified and stamped by an electrical engineer certified by the State of California. The signage illumination plan shall also include specifications for all illumination, including maximum luminance levels, and provide for the review and monitoring of the displays by the City at the expense of the owner of the sign in order to ensure compliance with the regulations of this Section.
- G. Illumination Testing Protocol for Digital Display.** Prior to the operation of any Digital Display, the applicant shall conduct testing as necessary to demonstrate compliance with the illumination regulations of this Ordinance, and provide a copy of the results, along with a certification from an LADBS approved testing agency, to the Director and to LADBS stating that the testing results demonstrate compliance with the requirements of this Ordinance. The testing shall be at the applicant's expense and shall be conducted as follows:
- 1. Illuminance Testing.** In order to determine whether the illumination complies with the requirements of this Ordinance, a representative testing site shall be established at or next to those residentially zoned properties adjacent to and outside of the Sign District area, which have the greatest exposure to signage lighting on each of the four facades of the Sign District area. An illuminance meter mounted to a tripod at eye level, facing the Sign District area illuminated signs, shall be calibrated and measurements taken to determine ambient light levels with the illuminated sign on and off. The difference between the two measurements shall be the amount of light the sign casts onto the sensitive receptor.
 - 2. Luminance Testing.** The luminance (cd/m^2) of all Digital Displays shall also be measured from locations perpendicular to the Digital Display, at adjacent residentially zoned properties, and/or the public right-of-way to confirm conformance with the standards of this Ordinance.
 - 3. Re-testing.** In addition, if as a result of a complaint or otherwise, LADBS may undertake a preliminary investigation and determine if it has cause to believe the Project's signage lighting is not in compliance with this Ordinance, the Code, or other applicable laws. LADBS may request, at the expense of the applicant or its successor, that the testing protocol outlined in this Section be implemented to determine compliance. If the testing reveals that the signage is not in compliance with this Ordinance, the applicant or its successor shall immediately adjust the signage illumination to bring it into compliance and shall be subject to all of the enforcement provisions of the Code including administrative citations for continuing daily violations.

H. Refresh Rates. The Refresh Rate is the rate at which a Digital Display, or Digital Display element on an Advertising Kiosk, may change content. The Refresh Rates are as follows and shall apply to Digital Displays and to Digital Display elements of Advertising Kiosks:

1. **Controlled Refresh Rate.** The Controlled Refresh Rate shall be no more frequent than one refresh event every eight seconds with an instant transition between images. The sign image must remain static between refreshes.
2. **Non-Controlled Refresh Rate.** The Non-Controlled Refresh may permit images, videos, animation, parts and/or illumination that flash, change, move, stream, scroll, blink or otherwise incorporate motion to change at an unrestricted rate.
3. **Vehicular Safety Features.** Digital Displays which are visible from any public street shall incorporate the following measures:
 - a. Digital Displays shall not incorporate driver interaction features.
 - b. Digital Displays shall not use colors or images that replicate or could be confused with traffic safety signage.
 - c. Digital Displays shall not use stroboscopic or flashing images.
 - d. Digital Displays shall use dissolves for transitions between static and animated content.

I. Visual Maintenance. All signs shall be maintained to meet the following criteria at all times:

1. The building and ground area around the signs shall be properly maintained. All unused mounting structures, hardware and wall perforation from any abandoned / removed Sign shall be removed and building surfaces shall be restored to their original condition.
2. All sign copy shall be properly maintained and kept free from damage and other unsightly conditions, including graffiti.
3. All sign structures shall be kept in good repair and maintained in a safe and sound condition and in conformance with all applicable codes.
4. Razor wire, barbed wire, concertina wire, or other barriers preventing unauthorized access to any sign shall be hidden from public view.
5. No access platform, ladder, or other service appurtenance, visible from the sidewalk, street, or public right-of-way, shall be installed or attached to any sign structure.
6. Signs that are no longer serving the current tenants, including sign structures, shall be removed and the building facades originally covered by the signs shall be repaired and/or resurfaced with materials and colors that are compatible with the facades.

J. Hazard Review.

1. In connection with the adoption of this Ordinance, the City has completed the initial review otherwise required under Section 4C.11.1.C.5 (Hazard to Traffic) of the Code

for signs that adhere to the specifications set forth in this Ordinance and, therefore, shall require no further hazard or Code compliance review, except as set forth below.

2. In the event that: (i) any Digital Display is not in substantial conformance with the Conceptual Sign Plan (Appendix A); (ii) any sign does not adhere to the requirements of this Ordinance or requires an adjustment, exception or amendment to this Ordinance; or (iii) any sign is a New Technologies sign as set forth in Section 6.K of this Ordinance, below, the proposed sign will require a permit from LADBS and prior to submission to LADBS, must be submitted to the Los Angeles Department of Transportation (LADOT) for hazard evaluation and determination per Section 4C.11.1.C.5 of the Code. Until LADOT determines that any such sign, individually or in the aggregate with other signs authorized under this Ordinance, do not constitute a hazard, LADBS shall not issue a permit for the sign or sign structure.
 3. In the event the City receives evidence or otherwise reasonably believes that any sign, including any sign that is in substantial conformance with the Conceptual Sign Plan (Appendix A) and adheres to the requirements of this Ordinance, is or is being operated in a manner that is, or otherwise constitutes, a hazard to the safe and efficient operation of vehicles upon a street or a freeway, or which creates a condition that endangers the safety of persons or property, the City retains all rights to regulate such sign or to change the regulations applicable to the sign or to the sign district without compensation to the sign owner. LADBS may refer that matter to LADOT for hazard evaluation and determination per Section 4C.11.1.C.5 of the Code, and the City may order the sign owner to suspend or modify operations pending the LADOT'S hazard review and determination. If LADOT determines that the sign constitutes a hazard or creates a hazard or danger to traffic, pedestrians or other persons or property, the City may make the suspension or modification of the hazardous operation of the sign permanent.
- I. **Alterations, Repairs, or Rehabilitation.** Any alteration, repair or maintenance work on a legally permitted sign or sign structure shall be governed by the Code.
 - J. **Materials.** The materials, construction, application, location and installation of any sign shall be in conformance with the Los Angeles Building Code and the Los Angeles Fire Code.
 - K. **New Technologies.** The Director may permit the use of any technology or material which did not exist as of the effective date of this Ordinance, provided that the material is approved by LADBS and that the technology or material is permitted under applicable state and federal laws, utilizing the Director's Interpretation procedure outlined in Section 13B.4.6 of the Code, if the Director finds that such technology or material is consistent with the regulations described herein.

SECTION 7. STANDARDS FOR SPECIFIC TYPES OF SIGNS.

A. Digital Displays.

1. Sign Area.

- a. The total combined sign area of Digital Displays shall not exceed 6,036 square feet.

- b. The sign area of an individual Digital Display shall not exceed 2,054 square feet.
- 2. **Height.** Digital Displays shall not extend above the top of the building wall.
- 3. **Number and Location.** Digital Displays shall be installed in substantial conformance with the number, size, and locations identified in the Conceptual Sign Plan (Appendix A).
- 4. **Encroachment Over Property Line.** Notwithstanding Section 4C.11.4.C.4 of the Code, the maximum allowed projection for any Digital Display is six feet, eight inches (and up to seven feet, seven inches at a corner radius), which applies to signs with a clear height of 18 feet or greater. Encroachment permits shall be obtained from the Bureau of Engineering (BOE), as applicable.
- 5. **Design.**
 - a. Digital Displays may use grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology developed in the future but may not include strobe lights, flashing lights, revolving beacon, or any other technology that interferes with traffic safety or visibility.
 - b. Digital Displays shall be integrated into the architectural design of the building and align with major building elements such as window banding or vertical or horizontal changes in material or texture. Signs which are in substantial conformance as to the design indicated on the Conceptual Sign Plan (Appendix A) are deemed to meet the requirement for architectural compatibility
- 6. **Illumination.** Digital Displays shall be internally illuminated and subject to the applicable illumination standards of Section 6 (General Requirements) of this Ordinance.
- 7. **Refresh Rate.** All Digital Displays shall be subject to the Controlled Refresh Rate.
- 8. **Hours of Operation.** Digital Displays shall only be permitted to operate from 7:00 a.m. until 2:00 a.m.
- 9. **On-Site and Off-Site Standards.** Digital Displays may be On-Site or Off-Site Signs. Section 4C.11.3.C (Off-Site Signs) of the Code shall not apply.
- 10. **Sign Reduction Program.** Except as otherwise set forth under Section 8 (Sign Reduction) of this Ordinance, no building permit shall be issued for any Digital Display prior to approval of a sign reduction plan and Project Compliance for that sign, incorporating the terms and sign reduction ratios of Section 8. Digital Displays that are On-Site Signs are exempt from this requirement.

B. Supergraphic Signs.

1. Sign Area.

- a. The total combined area of Supergraphic Signs shall not exceed 1,158 square feet.
- b. The sign area of an individual Supergraphic Sign shall not exceed 598 square feet.

2. Encroachment Over Property Line. Notwithstanding Section 4C.11.4.C.4 of the Code, the maximum allowed projection for any Supergraphic Sign is two feet, six inches (and up to five feet, four inches at a corner radius), which applies to signs with a clear height of 12 feet or greater. Encroachment permits shall be obtained from the BOE, as applicable.

3. Number and Location. Supergraphic Signs shall be installed in substantial conformance with the number and locations identified in the Conceptual Sign Plan (Appendix A).

4. Illumination. Supergraphic Signs may be non-illuminated or externally illuminated, subject to the applicable illumination standards of Section 6 of this Ordinance.

5. Hours of Operation. Supergraphic Signs may be illuminated only from 7:00 am. to 2:00 am.

6. On-Site and Off-Site Standards. Supergraphic Signs may be On-Site Signs and shall not be Off-Site Signs.

7. Digital Displays. Supergraphic Signs shall not include Digital Displays.

C. High-Rise Sign 2 Signs.

1. Sign Area.

- a. The total combined area for High-Rise Sign 2 Signs shall not exceed 4,057 square feet.
- b. The sign area for an individual High-Rise Sign 2 Signs shall not exceed 900 square feet.

2. Number of Signs. Each building tower is permitted one High-Rise Sign 2 Sign per elevation, for a maximum of two High-Rise Sign 2 Signs per building tower, with the exception of the new residential tower which is permitted a maximum of three High-Rise Sign 2 Signs.

Height and Location. High-Rise Sign 2 Signs shall be in substantial conformance with the design identified in Conceptual Sign Plan (Appendix A). For purpose of this ordinance substantial conformance can also be achieved by complying with the following regulations. On a flat-topped building, High-Rise Sign 2 Signs must be located between the top of the windows on the topmost floor and the top of the roof

parapet or within an area 30 feet below the top of the roof parapet. On buildings with stepped, non-flat, or otherwise articulated tops, High-Rise Sign 2 Signs may be located within an area 30 feet below the top of the building or within an area 30 feet below the top of the parapet of the main portion of the building below the stepped or articulated top.

3. **Design.** High-Rise Sign 2 Signs shall not be subject to Section 4C.11.6.C.3.B.vi or vii of the Code which limit signs to consist of open channel lettering or graphic segments, prohibit box and cabinet signs, and limit signs to one line of text.
4. **Illumination.** High-Rise Sign 2 Signs may be non-illuminated, or internally or externally illuminated, subject to the applicable illumination standards of Section 6 (General Requirements) of this Ordinance.
5. **Hours of Operation.** High-Rise Sign 2 Signs may be permitted to operate 24 hours a day.
6. **On-Site and Off-Site Standards.** High-Rise Sign 2 Signs shall be On-Site Signs.
7. **Digital Displays.** High-Rise Sign 2 Signs may include Digital Display elements and are otherwise not subject to the standards of Section 7.A (Digital Displays) of this Ordinance.

D. Advertising Kiosks.

1. **Sign Area.**
 - a. The total combined sign area of Advertising Kiosks shall not exceed 312 square feet.
 - b. The sign area of an individual Advertising Kiosk shall not exceed 64 square feet per side of the Advertising Kiosk.
2. **Height.** Advertising Kiosks shall not exceed 10 feet in height to the top of the sign above grade or finished floor level.
3. **Number and Location.** A maximum of eight Advertising Kiosks may be permitted and shall be in substantial conformance with the number and locations identified in the Conceptual Sign Plan (Appendix A). For the purposes of this Ordinance, a sign shall be considered in substantial conformance if located in the street and plaza levels and not primarily visible from the Public Right-of-Way.
4. **Illumination.** Advertising Kiosks shall be internally illuminated; and Digital Display elements of Advertising Kiosks shall be subject to the applicable illumination standards of Section 6 (General Requirements) of this Ordinance.
5. **Refresh Rate.** Any Digital Display elements or an Advertising Kiosk shall be subject to the Non-Controlled Refresh Rate.
6. **Hours of Operation.** Advertising Kiosks may be permitted to operate 24 hours a day.

7. **On-Site and Off-Site Standards.** Advertising Kiosks may be On-Site or Off-Site Signs.
8. **Digital Displays.** Advertising Kiosks may include Digital Display elements and are otherwise not subject to the standards of Section 7.A (Digital Displays) of the Code.

SECTION 8. SIGN REDUCTION.

Sign reduction is required for all Digital Displays that are Off-Site Signs. An applicant shall seek approval of a sign reduction plan by filing a Project Compliance application with the Director pursuant to Section 13B.4.2 of the Code. The application shall demonstrate compliance with the following requirements:

- A. **Removal of Off-Site Signage.** A property owner or ground lessee within the Sign District area may be permitted to install Digital Displays that are Off-Site Signs only if the property owner or ground lessee demonstrates the removal of existing, legally permitted Off-Site Signs, including nonconforming Off-Site Signs, in existence as of the effective date of this Ordinance, that are removed from any other property located within the boundaries of Downtown Community Plan, based upon the following sign reduction ratios:
 1. **Digital Displays.** Each square foot of sign area of a new Digital Display shall be offset by a reduction of a minimum of two square feet of Off-Site Sign area.
- B. **Proof of Legal Status, Removal Rights and Indemnification.** Sign reduction credits shall not be awarded unless the applicant submits the following with the application form:
 1. **Valid Building Permit.** A valid building permit demonstrating that the sign to be removed constitutes a legal use.
 2. **Property Owner's Statement.** Written statement(s) from the owner of the property from which the sign(s) will be removed and the owner of the sign(s) to be removed attesting that they have the legal right to remove the sign at issue and agree that if sign credits are issued, then once any sign is removed for the purpose of obtaining a sign credit, it may not be reinstalled. This written statement must be signed under penalty of perjury and notarized.
 3. **Indemnification.** An executed agreement from the applicant promising to defend and indemnify the City against any and all legal challenges filed by a third party relating to the removal of the sign(s).
- C. **Proof of Sign Removal.** The applicant shall submit a final demolition permit and photographic evidence that the signs in question have been removed prior to the issuance of any new building permit for a Digital Display subject to this Section.
- D. **Transfer of Rights.** The removal of Off-Site signage pursuant to this Section shall not be used to install signs on any property outside of this Sign District, or in violation of the requirements of this Ordinance. Under no circumstances shall the removal of Off-Site signage be credited more than once for the approval of an Off-Site Digital Display within the Sign District.

SECTION 9. SEVERABILITY.

If any provision of this Ordinance or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other provisions, clauses or applications of said ordinance, which can be implemented without the invalid provision, clause or application, and to this end, the provisions and clauses of this Ordinance are declared to be severable.

APPENDIX A
CONCEPTUAL SIGNS PLANS
CPC-2018-6388-SN

The Bloc Sign District - Conceptual Sign Plan

March 26, 2025

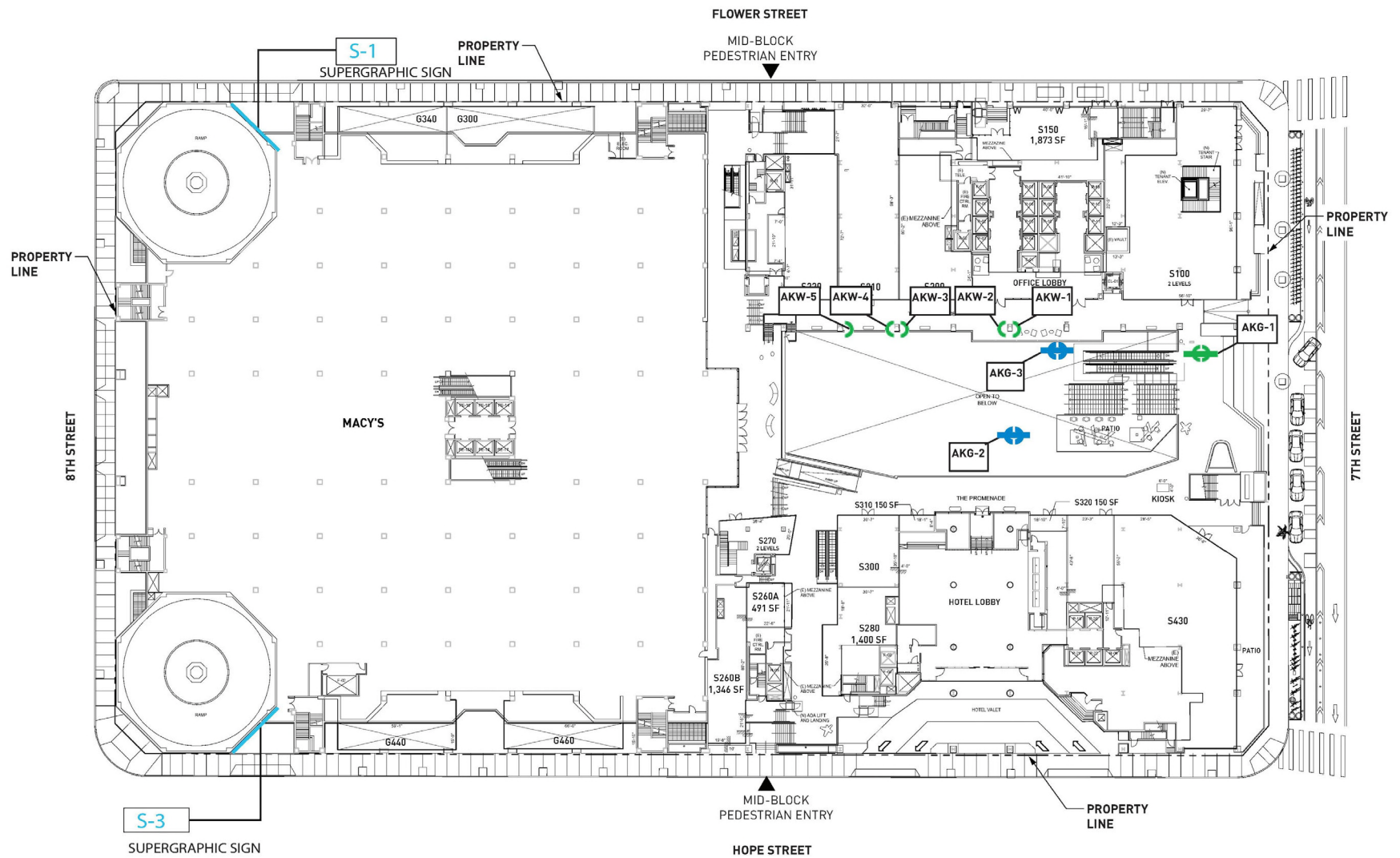
Case No. CPC-2018-6388-SN

Site address: 700 S. Flower Street, 711 S. Hope Street, 700 W. 7th Street

Site Boundary: The block is bounded by 7th Street to the north, Flower Street to the west, 8th Street to the south and Hope Street to the east.

Legal Description: Lots 1 through 10 of Tract No. 53760

Lot Area: 186,674 SF



PLAZA & STREET LEVELS

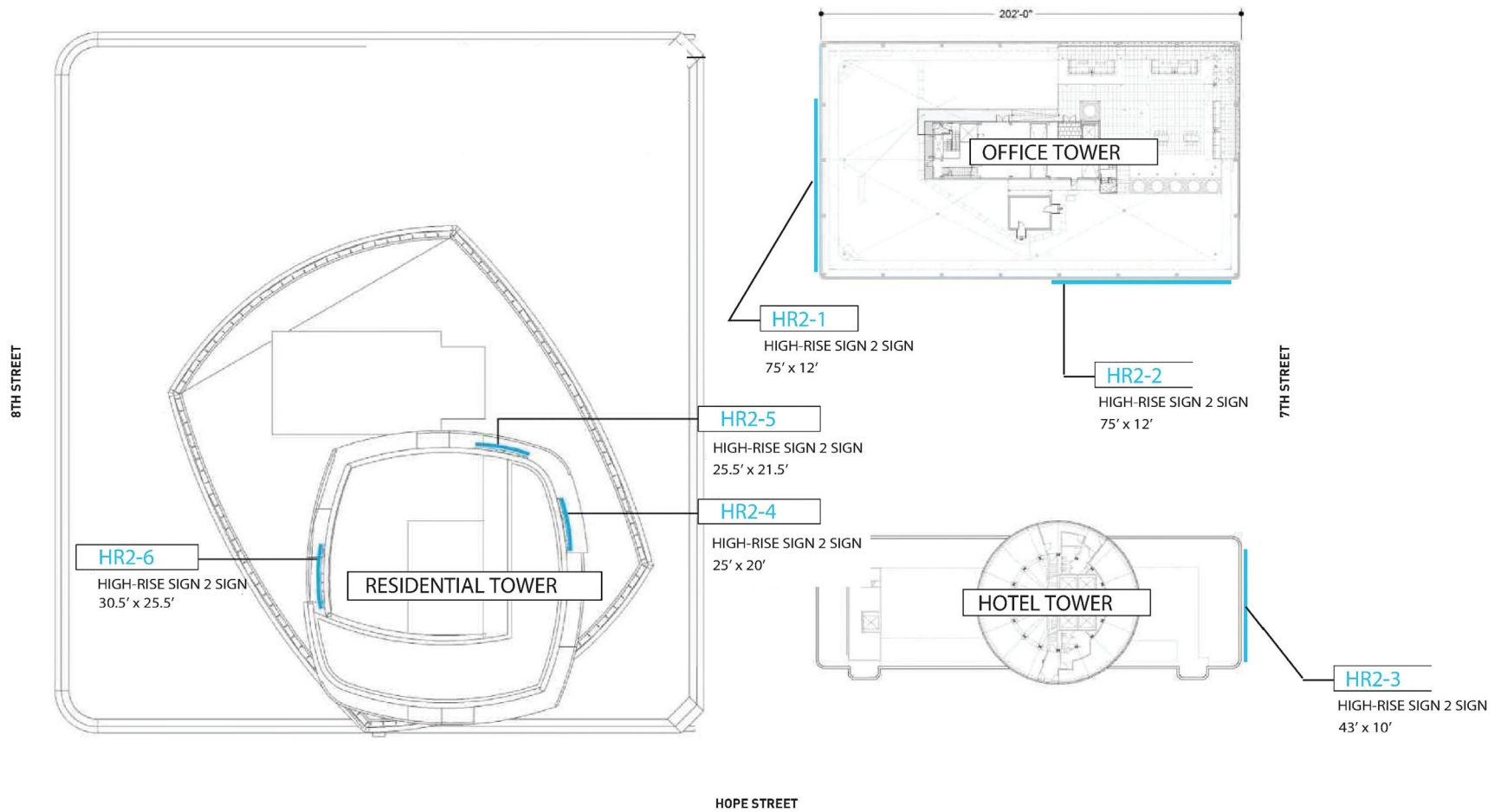
 FLOOR MOUNTED DIGITAL KIOSK- PLAZA LEVEL

 WALL MOUNTED DIGITAL KIOSK - STREET LEVEL

 FLOOR MOUNTED DIGITAL KIOSK - STREET LEVEL



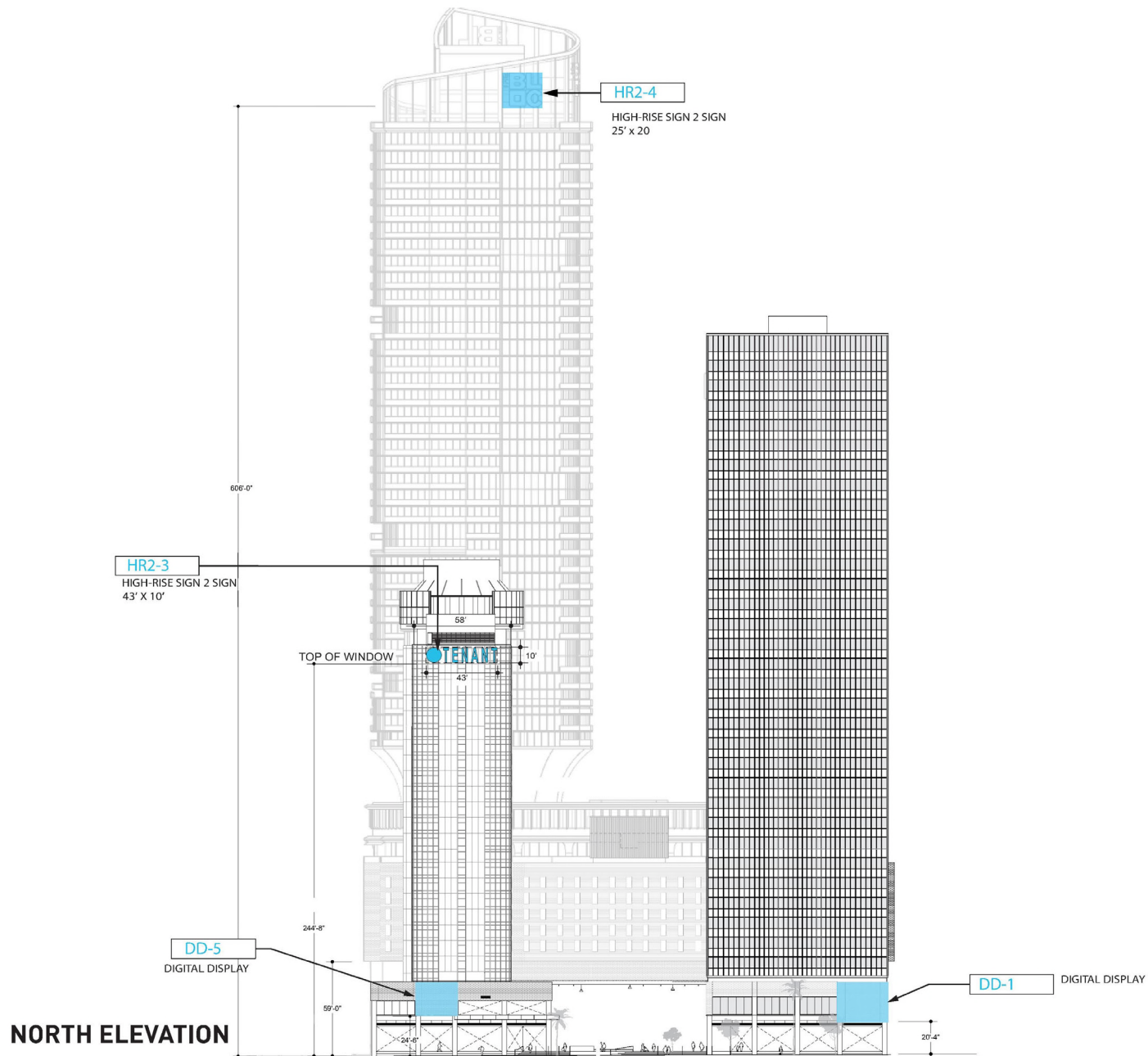
MARCH 26, 2025



ROOF LEVEL



MARCH 26, 2025

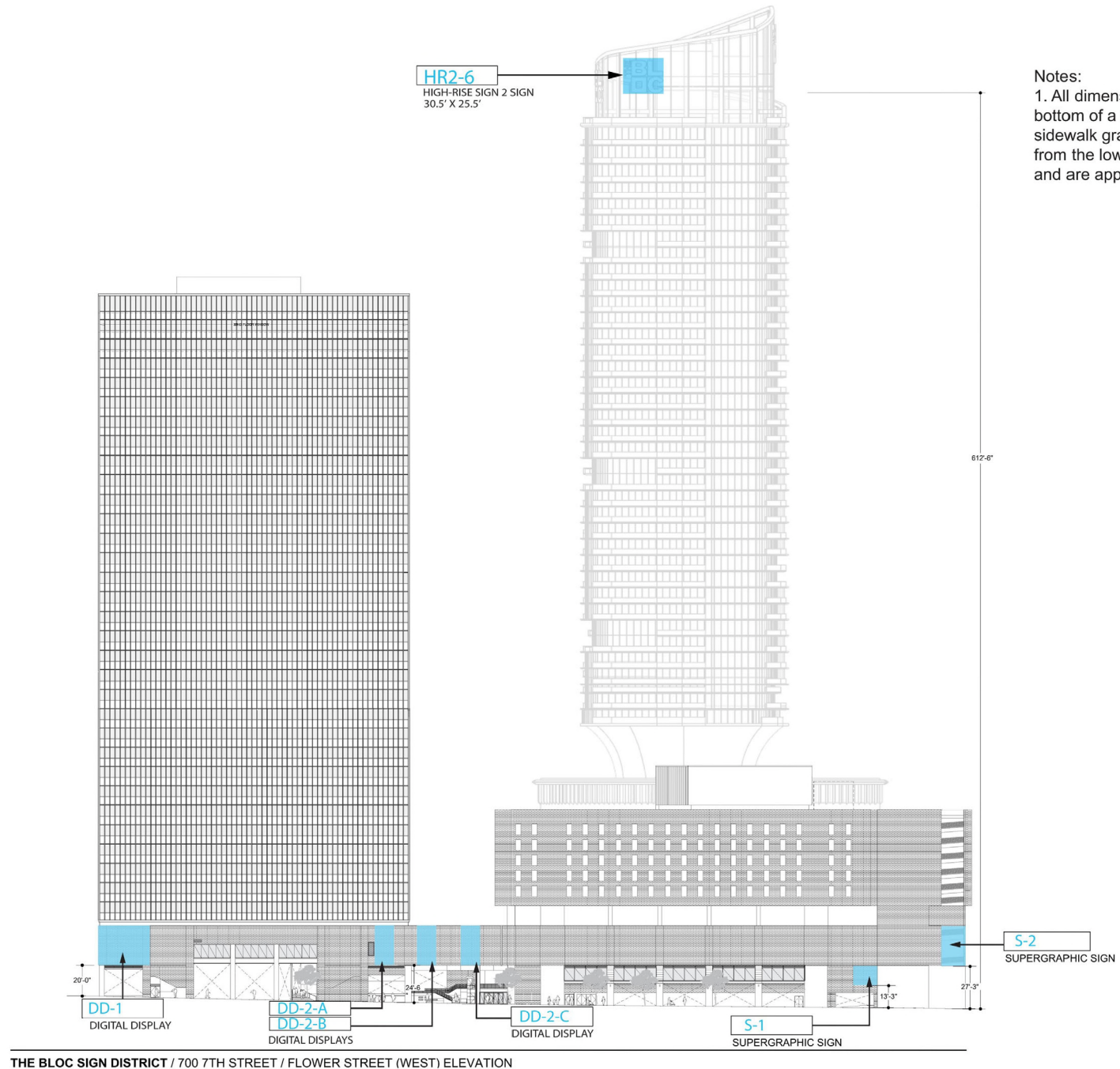


Notes:
1. All dimensions from the bottom of a sign to the adjacent sidewalk grade are measured from the lowest point of the sign and are approximate.

THE BLOC SIGN DISTRICT / 700 7TH STREET / 7TH STREET (NORTH) ELEVATION

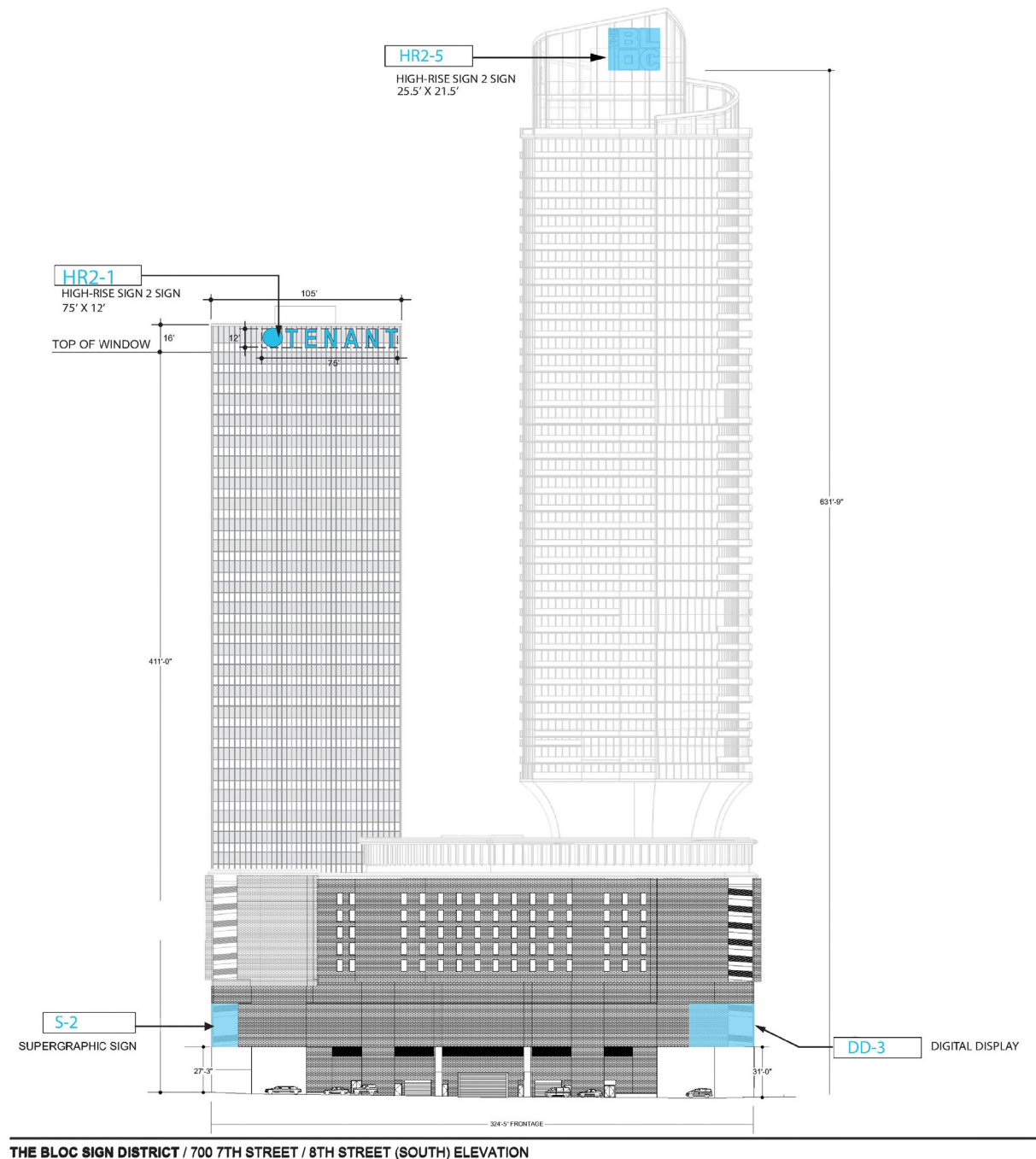
MARCH 26, 2025

WEST ELEVATION



MARCH 26, 2025

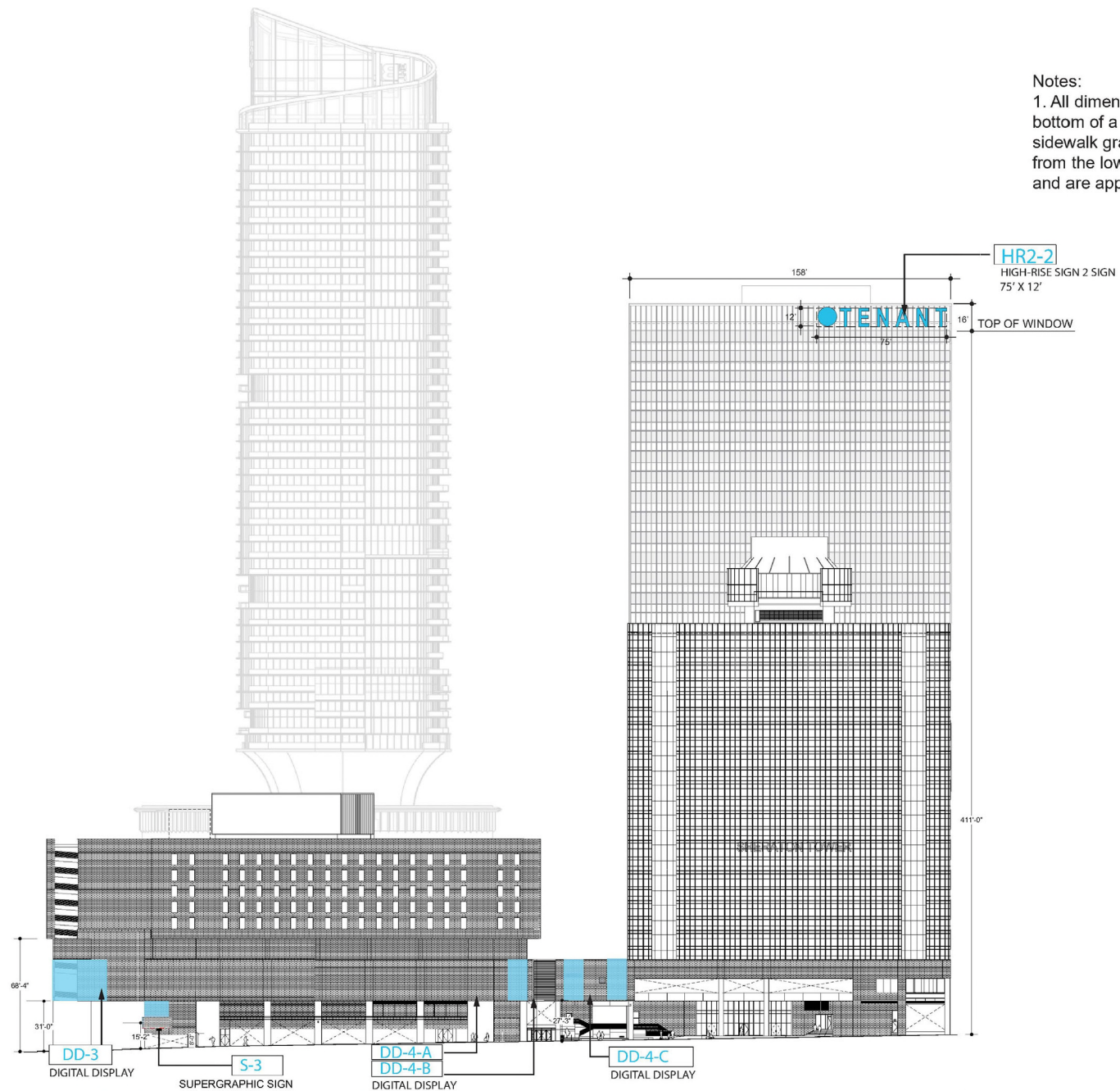
SOUTH ELEVATION



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

MARCH 26, 2025

EAST ELEVATION



THE BLOC SIGN DISTRICT / 700 7TH STREET / HOPE STREET (EAST) ELEVATION

MARCH 26, 2025



Office Tower Corner - Facing 7th Street/ Northwest Corner

DD-1 60'w x 26'h

MARCH 26, 2025



Flower Street Triplets - Facing Flower Street/ West Facade

DD-2-A 12'w x 26'h

DD-2-B 12'w x 26'h



DD-2-C 12'w x 26'h

MARCH 26, 2025



Parking Garage Entry - Facing Flower Street/ West Facade

S-1 20'w x 14'h

MARCH 26, 2025



Garage Corner - Facing 8th & Flower / Southwest Corner

S-2 23'w x 26'h

MARCH 26, 2025



Garage Corner - Facing 8th & Hope / Southeast Corner

DD-3 79' w x 26'h

MARCH 26, 2025



Parking Garage Entry - Facing Flower Street/ East Facade

S-3 20'w x 14'h

MARCH 26, 2025



Hope Street Triplets - Facing Hope Street/ East Facade

DD-4-A 12'w x 26'h



DD-4-B 12'w x 26'h

DD-4-C 12'w x 26'h

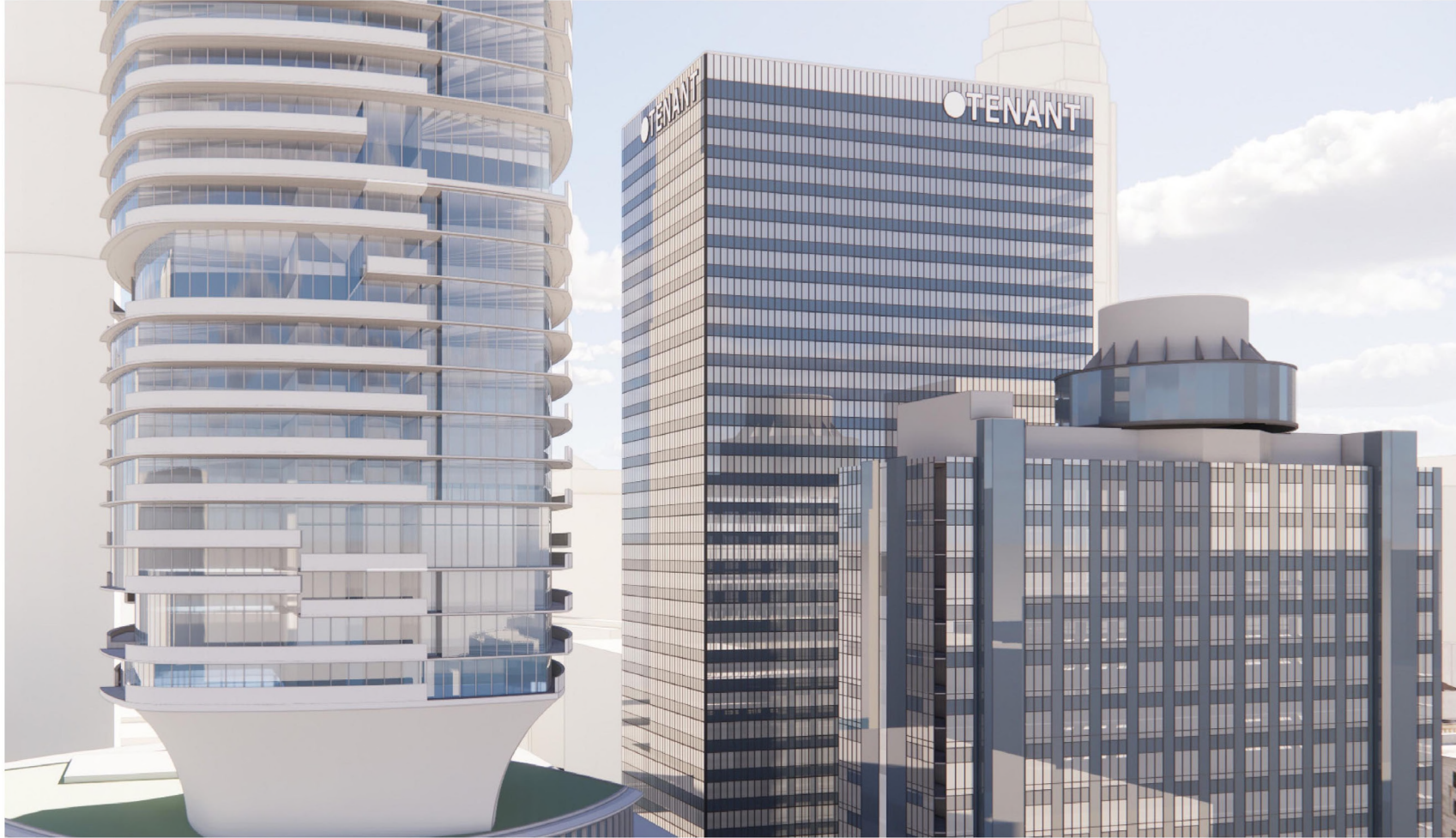
MARCH 26, 2025



Hope and 7th Corner- Facing 7th Street/ North Facade

DD-5 25'w x 22'h

MARCH 26, 2025



Office Tower Top - Facing 8th Street / South

HR2-1 75'w x 12'h

Office Tower Top - Facing Hope Street / East

HR2-2 75'w x 12'h

MARCH 26, 2025



Hotel Tower Top - Facing 7th Street / North

HR2-3 43'w x 10'h

MARCH 26, 2025



New Tower Top Sign - Facing 7th Street / North Facade

HR2-4 25'w x 20'h

New Tower Top Sign - Facing 8th Street / South Facade

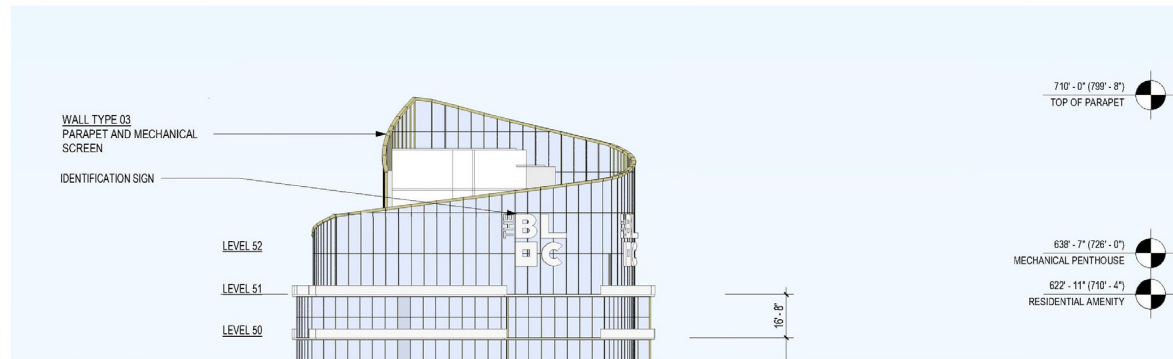
HR2-6 30'-6"w x 25'-4"h



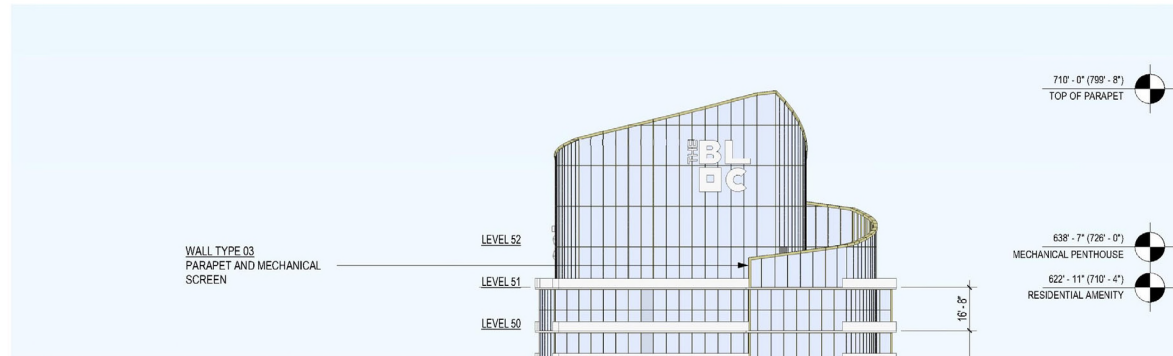
New Tower Top Sign - Facing Flower St / West Facade

HR2-5 25'-8"w x 21'-3"h

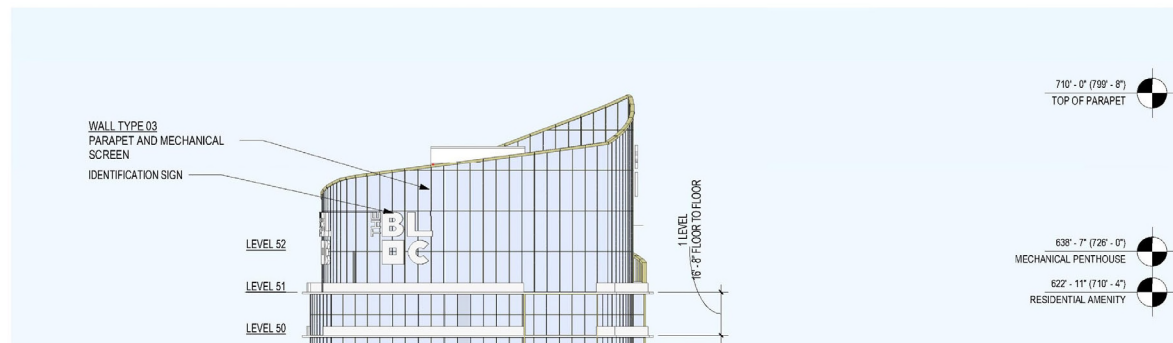
MARCH 26, 2025



HR2-4 - New Tower Top Sign - Facing 7th Street / North Facade

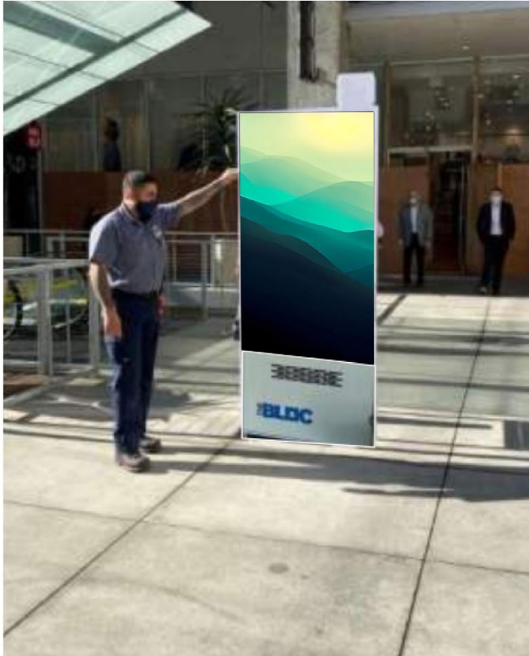


HR2-5 - New Tower Top Sign - Facing 8th Street / South Facade

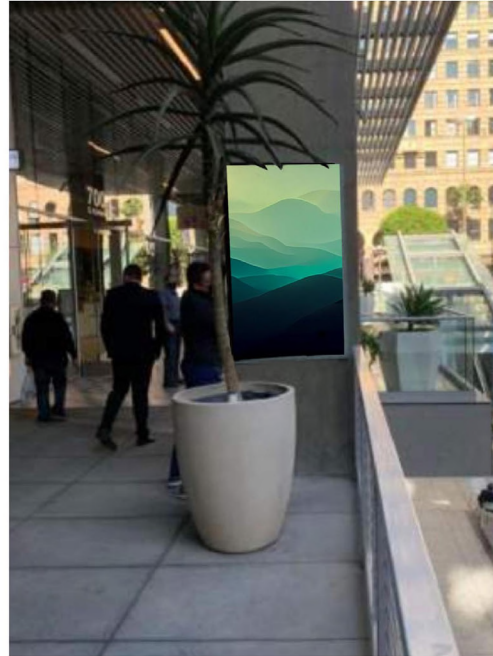


HR2-6 - New Tower Top Sign - Facing Flower St. / West Facade

MARCH 26, 2025



AKG-1: STREET LEVEL/7TH STREET PLAZA (AKG-2 & AKG-3 SIMILAR)



AKW-2: STREET LEVEL/OFFICE COLONNADE (AKW-4 SIMILAR)



AKW-1: STREET LEVEL/OFFICE COLONNADE (AKW-3 & AKW-5 SIMILAR)

Sign No.	Sign Type	Digital / Non Digital	On-Site / Off-Site	Dimensions (w X h)	Sign Area (SF)	Location	Facing (Street / Direction)	Encroachment over Property Line
DD-1	Digital Display	Digital	Off-Site	60' X 26'	1,560	Horizontal Band	7th Street / N & W	2'-6"
DD-2 (A, B, C)	Digital Display	Digital	Off-Site	12' X 26', 12' X 26', 12' X 26'	936	Horizontal Band	Flower Street / W	6'-8"
S-1	Supergraphic Sign	Non-Digital	On-Site	20' X 14'	280	Parking/Retail Podium	Flower Street/ W	6"
S-2	Supergraphic Sign	Non-Digital	On-Site	23' X 26'	598	Horizontal Band	8th & Flower Street / SW	2'-6" (5'-4" at Corner Radius Portion)
DD-3	Digital Display	Digital	Off-Site	26' X 79'	2,054	Horizontal Band	8th & Hope / SE	2'-6" (7'-7" at Corner Radius Portion)
S-3	Supergraphic Sign	Non-Digital	On-Site	20' X 14'	280	Parking/Retail Podium	Hope Street/ E	6"
DD-4 (A, B, C)	Digital Display	Digital	Off-Site	12' X 26', 12' X 26', 12' X 26'	936	Horizontal Band	Hope Street / E	6'-8"
DD-5	Digital Display	Digital	Off-Site	25' X 22'	550	Horizontal Band	7th Street/ E	0"
HR2-1	High Rise Sign 2 Sign	Non-Digital	On-Site	75'x12'	900	Office Tower	8th Street / S	0"
HR2-2	High Rise Sign 2 Sign	Non-Digital	On-Site	75'x12'	900	Office Tower	Hope Street/ E	0"
HR2-3	High Rise Sign 2 Sign	Non-Digital	On-Site	43'x10'	430	Hotel Tower	7th Street / N	0"
HR2-4	High Rise Sign 2 Sign	Non-Digital	On-Site	25' X 20'	500	New Tower	7th Street / N	0"
HR2-5	High Rise Sign 2 Sign	Non-Digital	On-Site	25'-6" X 21'-6"	549	New Tower	Flower Street / W	0"
HR2-6	High Rise Sign 2 Sign	Non-Digital	On-Site	30'-6" X 25'-6"	778	New Tower	8th Street / S	0"
				Total Sign Area	11,251	SF		

* Horizontal Band: The horizontal architectural element that resembles a band and extends around the entirety of the mixed-use complex

NOTE: Signs S-1, S-2 and S-3 are not digital and will have externally mounted light fixtures that will extend beyond the property line.

Kiosk No.	Kiosk Type	Mounting	Sign Dimensions	Sign Area Per Side (SF)	Number of Sides	Total Sign Area per Kiosk (SF)	Location
AKG-1	Advertising Kiosk	Floor	8'-0" x 4'-0"	32	2	64	Street Level / 7th Street Plaza
AKG-2	Advertising Kiosk	Floor	8'-0" x 4'-0"	32	2	64	Street Level / 7th Street Plaza
AKG-3	Advertising Kiosk	Floor	8'-0" x 4'-0"	32	2	64	Street Level / 7th Street Plaza
AKW-1	Advertising Kiosk	Wall	6'-0" x 4'-0"	24	1	24	Street Level / Office Colonnade
AKW-2	Advertising Kiosk	Wall	6'-0" x 4'-0"	24	1	24	Street Level / Office Colonnade
AKW-3	Advertising Kiosk	Wall	6'-0" x 4'-0"	24	1	24	Street Level / Office Colonnade
AKW-4	Advertising Kiosk	Wall	6'-0" x 4'-0"	24	1	24	Street Level / Office Colonnade
AKW-5	Advertising Kiosk	Wall	6'-0" x 4'-0"	24	1	24	Street Level / Office Colonnade
				Total Sign Area		312	SF

Note: All Digital Kiosks will include off-site content.

EXHIBIT D
MITIGATION MONITORING PROGRAM
CPC-2021-9958-TDR-SPR-HCA, CPC-2018-6388

IV. Mitigation Monitoring Program

1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

2. Organization

As shown on the following pages, each identified PDF and MM for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- **Enforcement Agency:** The agency with the power to enforce the PDF or MM.

- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation, and development are made.
- **Monitoring Phase:** The phase of the Project during which the PDF or MM shall be monitored.
- **Monitoring Frequency:** The frequency at which the PDF or MM shall be monitored.
- **Action Indicating Compliance:** The action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

3. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project, although some measures within the MMP may apply only to certain activities or phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of permits for the new tower, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

4. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The

Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5. Mitigation Monitoring Program

A. Air Quality

(1) Project Design Features

Project Design Feature AQ-PDF-1: The following equipment used during Project construction activities shall be electric-powered: air compressor, aerial lift, cement mixer, concrete saw, tower crane, excavator, forklift and welder.¹

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction

¹ This PDF is included in the quantitative analysis.

- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Once at plan check (provide proof of compliance); Field inspection sign-off

B. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature GHG-PDF-1: The design of the new building will incorporate the following sustainability features:

- a. U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to meet the standards of LEED Silver® or equivalent green building standards;
 - b. Use of Energy Star-labeled products and appliances;
 - c. Use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use;
 - d. Fenestration designed for solar orientation; and
 - e. Pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
 - **Monitoring Agency:** City of Los Angeles Department of Building and Safety
 - **Monitoring Phase:** Pre-construction; construction
 - **Monitoring Frequency:** Once at Project plan check; once during field inspection
 - **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

C. Noise

(1) Project Design Features

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices, consistent with manufacturers' standards. All equipment will be properly maintained to ensure that no

additional noise due to worn or improperly maintained parts will be generated.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once at plan check (provide proof of compliance); periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

Project Design Feature NOI-PDF-2: Project construction will not include the use of driven (impact) pile systems.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

Project Design Feature NOI-PDF-3: Outdoor mounted mechanical equipment will be enclosed or screened by the building design (e.g., a roof parapet or mechanical screen) from view of off-site noise-sensitive receptors. The equipment screen will be impermeable (i.e., solid material with minimum weight of 2 pounds per square foot) and break the acoustic line-of-sight from the equipment to the off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature NOI-PDF-4: Outdoor amplified sound systems, if any, will be designed so as not to exceed the maximum noise level of 80 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems at Level 12 outdoor spaces and 85 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems at Level 51 outdoor spaces. A qualified noise consultant will provide written documentation that the design of the system complies with this maximum noise level.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Once at Project plan check (provide proof of compliance); submittal of compliance report from noise consultant prior to Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below during the tower construction. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the southern property line of the Project Site between the construction areas and the noise sensitive use on the south side of 8th Street (receptor R1). The temporary sound barrier shall be designed to provide a minimum 13-dBA noise reduction at the ground level of receptor location R2.
- Along the eastern side of the Project's off-site staging area (along Hope Street) between the construction areas and the noise sensitive use on the east side of Hope Street (receptor R2). The temporary sound barrier shall be designed to provide a minimum 13-dBA noise reduction at the ground level of receptor location R2.
- During the off-site utility improvements construction along Hope Street. Provide a temporary moveable noise barrier between the construction equipment and receptor locations R1, R2, and R3, where feasible. The temporary noise barrier shall be designed to provide minimum 3-dBA, 6-dBA, and 2-dBA noise reductions at the ground level of receptor locations R1, R2, and R3, respectively.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant

D. Public Services—Police Protection

(1) Project Design Features

Project Design Feature POL-PDF-1: During construction of the new building, the Applicant will implement temporary security measures, including security fencing, lighting, and locked entry of construction areas.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

Project Design Feature POL-PDF-2: During operation, the Project will provide a dedicated security team for the new tower.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once during field inspection
- **Action Indicating Compliance:** Submittal of compliance documentation by Applicant; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-3: During operation, the Project will include a closed-circuit security camera system for the new tower.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and submittal of compliance documentation by Applicant; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-4: The Project will provide lighting of building entries and walkways to provide for pedestrian orientation and clearly identify a secure route to the points of entry into the building.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-5: The Project will provide lighting of parking areas, elevators, and the residential lobby to maximize visibility and reduce areas of concealment.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-6: The Project entrances to and exits from the new tower, open spaces around new tower, and the relocated

pedestrian walkway along Hope Street will be designed, to the extent practicable, to be open and in view of surrounding sites.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-7: Upon completion of construction of the new building and prior to the issuance of a building permit for the new building, the Project Applicant will submit a diagram of the Development Area to the LAPD Central Area Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); prior to the issuance of applicable building permit
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

E. Transportation

(1) Project Design Features

Project Design Feature TR-PDF-1: A detailed Construction Traffic Management Plan (CTMP), including haul routes and staging plan, will be prepared and submitted to LADOT for review and approval prior to commencing construction for the new building. The CTMP will formalize how Project construction will be carried out and identify specific actions that will reduce effects on the surrounding community. The CTMP will be based on the nature and timing of the specific construction activities and other

projects in the vicinity of the Project Site and will include, but not be limited to, the following measures:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation;
- Prohibition of construction worker or equipment parking on adjacent streets;
- A Traffic Control Plan formalizing the planning and scheduling of construction activities and identifying specific actions that will be undertaken to facilitate the flow of traffic on surrounding streets during construction. The Traffic Control Plan will be submitted to LADOT for review and approval prior to the issuance of demolition and grading permits for the new building;
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding Arterial Streets;
- Containment of construction activity within the Project Site boundaries, to the extent feasible;
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible;
- Spacing of trucks so as to discourage a convoy effect;
- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind;
- Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day; and
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities posted at the site readily visible to any interested party during site preparation, grading, and construction.
- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; construction

- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading or building permit (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

Project Design Feature TR-PDF-2: Prior to issuance of a certificate of occupancy for the new building, the Project will install vehicle signalized alert systems at all four existing parking garage driveways.

- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

F. Utilities and Service Systems—Water Supply and Infrastructure

(1) Project Design Features

Project Design Feature WAT-PDF-1: As part of the construction of the new building, a portion of the existing 8-inch water main on Hope Street will be upgraded to a 12-inch main. The upgrade will include approximately 710 feet of 12-inch ductile iron (DI) water main from the intersection of Hope Street and 8th Street to a point 710 feet northeast of 8th Street. Due to the mainline upgrade, the existing 8-inch water main will be cut and plugged in two locations and three existing fire hydrants will be re-tapped. System upgrades will require repaving, which will be paid for by the Project Applicant via the City of LA Bureau of Engineering Street Damage Restoration Fee.

- **Enforcement Agency:** City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department
- **Monitoring Phase:** Pre-construction; Post-construction

- **Monitoring Frequency:** Once at plan check; Once during field inspection prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan check approval; Issuance of Certificate of Occupancy

Project Design Feature WAT-PDF-2: The design of the new building will incorporate the following additional water conservation features:

- High-efficiency Energy Star–rated residential clothes washers.
- High-efficiency Energy Star–rated residential dishwashers, should dishwashers be provided.
- Drip/Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- Drought-Tolerant Plants
- **Enforcement Agency:** City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.



ATHENA
PARKING
INC.

818 West Seventh Street, Suite 860
Los Angeles, California 90017
Tel: 213 891 9565
Fax: 213 891 9562

March 3, 2025

City Planning Commission
City of Los Angeles
200 N. Spring Street, Room 272
Los Angeles, CA 90012

RE:

Project: The Bloc Tower and Signage SUD Project
Project Addresses: 700 S. Flower Street, 700 W. 7th Street, and 711 S.
Hope Street, Los Angeles 90017
Applicant: NREA-TRC 700, LLC
Case Numbers: CPC-2021-9958-TDR-SPR-HCA
CPC-2018-6388-SN
CPC-2024-8052-DA
VTT-83482-CN-HCA
ENV-2021-9959-EIR

City Planning Commission
Meeting Date:

April 10, 2025

Dear President Lawshe and Members of the City Planning Commission:

As both the president of Athena Parking as well as owner of several properties in Downtown Los Angeles, I want to express my strong support of The Bloc Tower and Signage SUD Project (Project) referenced above. The Project proposes a new 53-story tower to include up to 466 residential units within an existing development that comprises an entire city block currently developed with hotel and commercial uses to remain. The Project also includes a Sign Supplemental Use District (Sign District).

I recently had the pleasure of seeing the design mock-ups for the referenced Bloc Tower project. It is visually a beautifully designed building and will be a welcome addition to the Downtown Los Angeles skyline.

It is also an incredibly well thought out project that will serve the community in its continuing quest for live, work, play and much needed housing. Its direct access to 7th Street Metro station is a huge plus as our city continues its much needed push for public transportation usage.

The signage component will bring new life and light to an area that needs additional activation.

I wholeheartedly support the approval of this exciting, much needed project.

Please contact the undersigned with any questions or comments.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Cari Wolk', with a stylized, cursive script.

Cari Wolk
President, Athena Parking
Managing member KWD Investments

February 26, 2025

City Planning Commission
City of Los Angeles
200 N. Spring Street, Room 272
Los Angeles, CA 90012

RE:

Project:	The Bloc Tower and Signage SUD Project
Project Addresses:	700 S. Flower Street, 700 W. 7th Street, and 711 S. Hope Street, Los Angeles 90017
Applicant:	NREA-TRC 700, LLC
Case Numbers:	CPC-2021-9958-TDR-SPR-HCA CPC-2018-6388-SN CPC-2024-8052-DA VTT-83482-CN-HCA ENV-2021-9959-EIR

City Planning Commission
Meeting Date:

April 10, 2025

Dear President Lawshe and Members of the City Planning Commission:

I am writing on behalf of the Grand Central Market, Grand Central Square and the Million Dollar Theater, located at 317 S Broadway, to express our organization's emphatic support of The Bloc Tower and Signage SUD Project (Project) referenced above. The Project proposes a new 53-story tower to include up to 466 residential units within an existing development that comprises an entire city block currently developed with hotel and commercial uses to remain. The Project also includes a Sign Supplemental Use District (Sign District).

The addition of a multi-family residential use would transform the existing development into a true mixed-use project that includes residential, commercial and hotel uses. The Project would aid in creating a balanced 24-hour community, with direct access to the Los Angeles County Metropolitan Transportation Authority (Metro) 7th Street/Metro Center Station via the pedestrian portal located on the Project site. The Sign District would facilitate unique and vibrant signage that would support and enhance the design of the existing development, as well as the existing site's role as a central gathering space. The Project will serve to activate and further support downtown commercial and retail uses and contribute to a lively and exciting pedestrian experience along the Project's multiple frontages.

GRAND CENTRAL MARKET

LOS
ANGELES

SINCE
1917

The Bloc is a key contributor to the vitality of Downtown Los Angeles, and in these challenging times the addition of currently scarce residential units, and the incorporation of the Sign District signs will each independently strengthen this important development, furthering the goals of a vibrant downtown and financial district.

Grand Central Market, Grand Central Square and The Million Dollar Theater support the Project's vesting tract map, Transfer of Floor Area Rights, Site Plan Review, Development Agreement and Sign District. We strongly urge you to grant the approvals requested by the applicant.

Sincerely,



Adam Daneshgar
President
Langdon Street Capital
Owner Rep: Grand Central Market
Grand Central Square
Million Dollar Theater

March 14, 2025

City Planning Commission
City of Los Angeles
200 N. Spring Street, Room 272
Los Angeles, CA 90012

RE:

Project:	The Bloc Tower and Signage SUD Project
Project Addresses:	700 S. Flower Street, 700 W. 7th Street, and 711 S. Hope Street, Los Angeles 90017
Applicant:	NREA-TRC 700, LLC
Case Numbers:	CPC-2021-9958-TDR-SPR-HCA CPC-2018-6388-SN CPC-2024-8052-DA VTT-83482-CN-HCA ENV-2021-9959-EIR

City Planning Commission

Meeting Date: April 10, 2025

Dear President Lawshe and Members of the City Planning Commission:

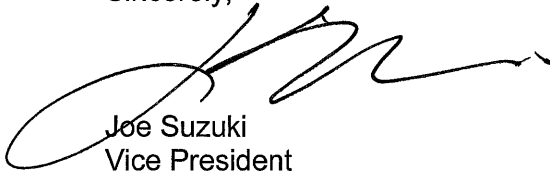
I am writing on behalf of the South Park Center property located at 1150 South Olive Street, Los Angeles, 90015, to express our organization's emphatic support of The Bloc Tower and Signage SUD Project (Project) referenced above. The Project proposes a new 53-story tower to include up to 466 residential units within an existing development that comprises an entire city block currently developed with hotel and commercial uses to remain. The Project also includes a Sign Supplemental Use District (Sign District).

The addition of a multi-family residential use would transform the existing development into a true mixed-use project that includes residential, commercial and hotel uses. The Project would aid in creating a balanced 24-hour community, with direct access to the Los Angeles County Metropolitan Transportation Authority (Metro) 7th Street/Metro Center Station via the pedestrian portal located on the Project site. The Sign District would facilitate unique and vibrant signage that would support and enhance the design of the existing development, as well as the existing site's role as a central gathering space. The Project will serve to activate and further support downtown commercial and retail uses and contribute to a lively and exciting pedestrian experience along the Project's multiple frontages.

The Bloc is a key contributor to the vitality of Downtown Los Angeles, and in these challenging times the addition of currently scarce residential units, and the incorporation of the Sign District signs will each independently strengthen this important development, furthering the goals of a vibrant downtown and financial district.

The South Park Center supports the Project's vesting tract map, Transfer of Floor Area Rights, Site Plan Review, Development Agreement and Sign District. We strongly urge you to grant the approvals requested by the applicant.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe Suzuki', with a large, stylized initial 'J' and a long, sweeping horizontal stroke.

Joe Suzuki
Vice President
South Park Center

RISING

March 17, 2025

City Planning Commission
City of Los Angeles
200 N. Spring Street, Room 272
Los Angeles, CA 90012

RE:

Project: The Bloc Tower and Signage SUD Project
Project Addresses: 700 S. Flower Street, 700 W. 7th Street, and 711 S. Hope Street, Los Angeles 90017
Applicant: NREA-TRC 700, LLC
Case Numbers: CPC-2021-9958-TDR-SPR-HCA
CPC-2018-6388-SN
CPC-2024-8052-DA
VTT-83482-CN-HCA
ENV-2021-9959-EIR

City Planning Commission
Meeting Date:

April 10, 2025

Dear President Lawshe and Members of the City Planning Commission:

I am writing on behalf of the The CalEdison DTLA, located at 601 West 5th Street in Los Angeles, to express our organization's emphatic support of The Bloc Tower and Signage SUD Project (Project) referenced above. The Project proposes a new 53-story tower to include up to 466 residential units within an existing development that comprises an entire city block currently developed with hotel and commercial uses to remain. The Project also includes a Sign Supplemental Use District (Sign District).

The addition of a multi-family residential use would transform the existing development into a true mixed-use project that includes residential, commercial and hotel uses. The Project would aid in creating a balanced 24-hour community, with direct access to the Los Angeles County Metropolitan Transportation Authority (Metro) 7th Street/Metro Center Station via the pedestrian portal located on the Project site. The Sign District would facilitate unique and vibrant signage that would support and enhance the design of the existing development, as well as the existing site's role as a central gathering space. The Project will serve to activate and further support downtown commercial, and retail uses and contribute to a lively and exciting pedestrian experience along the Project's multiple frontages.

The Bloc is a key contributor to the vitality of Downtown Los Angeles, and in these challenging times the addition of currently scarce residential units, and the incorporation of the Sign District signs will each independently strengthen this important development, furthering the goals of a vibrant downtown and financial district.

The CalEdison DTLA supports the Project's vesting tract map, Transfer of Floor Area Rights, Site Plan Review, Development Agreement and Sign District. We strongly urge you to grant the approvals requested by the applicant.

Sincerely,



Jeff Herrera
Asset Manager
Rising Realty Partners