

# IV. Environmental Impact Analysis

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## D. Land Use and Planning

### 1. Introduction

This section analyzes the Project's potential impacts with regard to land use and planning. The analysis in this section evaluates whether the Project would physically divide an established community and whether the Project would cause a significant environmental impact due to a conflict with any land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Analyses of consistency and/or potential conflicts with plans that are more directly related to other environmental topics are addressed in other sections of this Draft EIR.

### 2. Environmental Setting

#### a. Regulatory Framework

The following describes the primary regulatory requirements regarding land use and planning. Applicable plans, regulatory documents, and requirements include, without limitation, the following:

- California Government Code Section 65300 *et seq.*
- California Senate Bill 375
- California Senate Bill 743
- Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy
- City of Los Angeles General Plan
- South Los Angeles Community Plan
- Exposition/University Park Redevelopment Plan
- North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay District
- City of Los Angeles Municipal Code
- City of Los Angeles Rent Stabilization Ordinance
- City of Los Angeles Citywide Design Guidelines

## (1) State

### (a) *California Government Code Section 65302*

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. As stated in Section 65302 of the California Government Code, "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals." While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety.

### (b) *Senate Bill 375*

On September 30, 2008, Senate Bill (SB) 375 was instituted to help achieve Assembly Bill (AB) 32 goals to reduce greenhouse gas (GHG) emissions through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) achievement of GHG emission reduction targets for the transportation sector set forth in AB 32. It establishes a process for the California Air Resource Board (CARB) to develop GHG emission reduction targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential or mixed-use residential projects, which help achieve AB 32 goals to reduce GHG emissions.

### (c) *Senate Bill 743*

In September 2013, Governor Edmund G. "Jerry" Brown signed SB 743, which made several changes to CEQA for projects located in areas served by transit. Among other things, SB sa743 added Public Resources Code (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 21099(a) defines the following:

- "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.
- "Transit priority area" means an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

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 20 minutes or less during the morning and afternoon peak commute periods.”

## (2) Regional

### (a) *Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy*

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans, including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans.

On April 4, 2024, SCAG’s Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS). The 2024–2050 RTP/SCS is a long-term plan for the Southern California region that details investment in the transportation system and development in communities to meet the needs of the region both today and in the future. The goals for the 2024–2050 RTP/SCS address mobility, communities, environment and economy, as follows:

- Mobility: Build and maintain an integrated multimodal transportation network.
- Communities: Develop, connect and sustain livable and thriving communities.
- Environment: Create a healthy region for the people of today and tomorrow.
- Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region

The 2024–2050 RTP/SCS also includes growth forecasts through 2050 at the regional, county, and local jurisdictional levels, and Traffic Analysis Zones (TAZ). However, projections at the jurisdiction level or smaller geographies, including TAZ, are utilized to conduct required modeling and generally illustrate how regional policies and strategies may be reflected at the neighborhood level. They are advisory and non-binding. While the 2024–2050 RTP/SCS remains focused on SCAG’s core responsibilities and on the requirements of comprehensive regional transportation planning integrated with the development of a SCS, it also encompasses a holistic approach to programs and strategies that support success of the RTP/SCS, such as workforce development, broadband, and mobility hubs. The 2024–2025 RTP/SCS also includes a detailed project list and strategic investments to bridge local plans with overarching performance targets and goals. If fully implemented, the 2024–2050 RTP/SCS would reduce traffic congestion,

improve air quality, and improve the region’s long-term economic viability through more than \$751 billion in transportation investments and a more sustainable regional development pattern.

As part of the 2024–2050 RTP/SCS, SCAG developed a set of Regional Planning Policies to guide decision-making in the region that aligns with the 2024–2050 RTP/SCS’s vision and achievement of SCAG’s goals. These policies carry forward priorities that have been refined over several planning cycles to promote a multimodal transportation system and sustainable land use and development. These policies address Priority Development Areas (PDAs), housing the region, 15-minute communities, equitable engagement and decision-making, sustainable development, air quality, clean transportation, natural and agricultural lands preservation, and climate resilience. SCAG has identified development within PDAs, providing sufficient housing opportunities, developing 15-minute communities, and fostering equitable decision-making as the framework for implementing the regional planning policies.

The 2024–2050 RTP/SCS defines PDAs as areas within the SCAG region where future growth can be located to help the region reach 2024–2050 RTP/SCS goals. Generally, this means that people in these areas have access to multiple modes of transportation or that trip origins and destinations are closer together, allowing for shorter trips. PDAs are a technical tool to facilitate plan development and analysis and are used for different purposes, such as growth visioning, performance measurement, or grant applications. As a general principle, development in overlapping PDAs indicates a greater alignment with the goals of the 2024–2050 RTP/SCS. These PDAs are comprised of Neighborhood Mobility Areas (NMAs), Livable Corridors,<sup>1</sup> TPAs,<sup>2</sup> and Spheres of Influence. SCAG also recognizes that many Livable Corridors are also High Quality Transportation Corridors (HQTCs).<sup>3</sup>

### (3) Local

#### (a) *City of Los Angeles General Plan*

The City of Los Angeles General Plan (General Plan),<sup>4</sup> originally adopted in 1974, sets forth goals, objectives, policies, and programs to provide an official guide to the future development of the City, while integrating a range of state-mandated elements,<sup>5</sup> including Land Use, Circulation (Mobility Plan 2035), Housing, Conservation, Open Space, Safety, Noise, and

<sup>1</sup> SCAG defines Livable Corridors as areas where local jurisdictions can plan and zone for increased density at nodes along key corridors and redevelop single-story underperforming retail with well-designed, higher-density housing, and employment centers. Growth at strategic nodes along key corridors, many of which are HQTCs, will make transit a more convenient and viable option. The Livable Corridors network is developed utilizing select variables from past plans, such as the HQTCs, and input from local jurisdictions during the Local Data Exchange process. Additionally, this strategy integrates certain transit improvements, including Bus Rapid Transit (BRT), other features improving bus performance and user experience, and certain active transportation improvements to support safe bicycling and walking.

<sup>2</sup> In accordance with PRC Section 21099(a)(7), a transit priority area is an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.

<sup>3</sup> A high-quality transit corridor is defined in PRC Section 21155(b) as “[a] corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.” The City of Los Angeles defines peak hours as between 6:00 A.M. and 9:00 A.M. and between 3:00 P.M. and 7:00 P.M.

<sup>4</sup> City of Los Angeles, Department of City Planning, City of Los Angeles General Plan, <https://planning.lacity.org/plans-policies/general-plan-overview>. Accessed Month September 25, 2024.

<sup>5</sup> The term “element” refers to the topics that California law requires to be covered in a general plan (Government Code Section 65302). In addition, State law permits the inclusion of optional elements which address needs, objectives or requirements particular to that city or county (Government Code Section 65303).

Air Quality. The City's General Plan also includes the Framework Element, the Health and Wellness Element (Plan for a Healthy Los Angeles), the Infrastructure Systems Element, and the Public Facilities & Services Element. Both the City's General Plan land use controls and the goals, objectives, and policies within individual elements of the General Plan include numerous provisions that are intended to avoid or reduce potential adverse effects on the environment. The elements that make up the City's General Plan are described in more detail below.

(i) *Framework Element*

The City of Los Angeles General Plan Framework Element (Framework Element) establishes the conceptual basis for the City's General Plan. The Framework Element sets forth a Citywide comprehensive long-range growth strategy and establishes Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. The Framework Element provides guidelines for future updates of the City's community plans and does not supersede the more detailed community and specific plans.

(a) *Land Use Chapter*

The Framework Element's Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, and Mixed-Use Boulevards) that include standards and policies that shape the scale and intensity of proposed uses with the purpose of supporting the vitality of the City's residential neighborhoods and commercial districts. The establishment of the designated arrangement of land uses and development densities addresses an array of environmental issues, including, but not limited to, reductions in VMT, reductions in noise impacts, improved efficiency in the use of energy, improved efficiency and thus greater service levels within the infrastructure systems, availability of open space, compatibility of land uses, support for alternative modes of transportation, and provision of an attractive pedestrian environment.

(b) *Housing Chapter*

The overarching goal of the Framework Element's Housing Chapter is to define the distribution of housing opportunities by type and cost for all residents of the City. The Housing Chapter recognizes that the distribution of housing in proximity to transit can reduce vehicle trips and provide residents with the opportunity to walk between their home, job, and/or neighborhood services. The Housing Chapter provides the following policies to achieve this goal through a number of measures:

- Concentrating opportunities for new development in the City's Neighborhood Districts and in Community Centers, Regional Centers, and the Downtown Center, as well as along primary transit corridors/boulevards.
- Providing development opportunities along boulevards located near existing or planned major transit facilities and areas characterized by low-intensity or marginally viable commercial uses with structures that integrate commercial, housing, and/or public service uses; and

- Focusing mixed uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

(c) *Urban Form and Neighborhood Design Chapter*

The Framework Element's Urban Form and Neighborhood Design Chapter establishes the goal of creating a city that is attractive to future investment and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and Citywide scales. The purpose of the Urban Form and Neighborhood Design Chapter is two-fold: first, to support the population distribution principles of the Framework Element through proper massing and design of buildings and, second, to enhance the physical character of neighborhoods and communities within the City. The Framework Element does not directly address the design of individual neighborhoods or communities but embodies general neighborhood design and implementation programs that guide local planning efforts and lay a foundation for community plan updates. The Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service. The existing and planned transit system provides the opportunity to concentrate development and conserve the existing character of stable neighborhoods.

(d) *Open Space and Conservation Chapter*

The Framework Element's Open Space and Conservation Chapter provides guidance for overall City provision of open space and sets forth policies for the protection of the City's natural environment resources. The Open Space and Conservation Chapter's objectives are oriented around the conservation of natural resources, provision of outdoor recreational opportunities, minimization of public risks from environmental hazards, and use of open space to enhance community and neighborhood character. Economic, social, and ecological imperatives require the City to take full advantage of all existing open space elements. The ecological dimension is based on the improvement of water quality and supply, the reduction of flood hazards, improved air quality, and the provision of ecological corridors for birds and wildlife.

(e) *Economic Development Chapter*

The Framework Element's Economic Development Chapter includes goals, policies and objectives that address the appropriate land use locations for development. The Economic Development Chapter also establishes mutual development objectives for land use and economic development. The Economic Development Chapter set forth policies for the development of an infrastructure investment strategy to support population and employment growth areas. The Economic Development Chapter also includes goals, objectives, and policies focused on preserving commercial uses within walking distance to residential areas, and promoting opportunities in areas where growth can be accommodated without encroaching on residential neighborhoods. It also focuses on establishing a balance of land uses that provide for commercial and industrial development, which meet the needs of local residents, sustaining economic growth, and assuring maximum feasible environmental quality.

*(f) Transportation Chapter*

The Framework Element's Transportation Chapter includes proposals for major improvements to enhance the movement of goods and to provide greater access to major intermodal facilities. While the focus of the Transportation Chapter is on guidance for transportation investments, the Transportation Chapter also includes goals, policies and objectives that overlap with policies included in other chapters of the Framework Element regarding land use patterns and the relationship of the pedestrian system to arrangement of land uses. The Transportation Chapter is implemented through the General Plan's Mobility Plan 2035 (Mobility Plan), which is a comprehensive update of the General Plan Transportation Element.

*(g) Infrastructure and Public Services Chapter*

The Framework Element's Infrastructure and Public Services Chapter addresses infrastructure and public service systems, including wastewater, stormwater, water supply, solid waste, police, fire, libraries, parks, power, schools, telecommunications, street lighting, and urban forests. For each of the public services and infrastructure systems, basic policies call for monitoring service demands and forecasting the future need for improvements, maintaining an adequate system/service to support the needs of population and employment growth, and implementing techniques that reduce demands on utility infrastructure or services. Generally, these techniques encompass a variety of conservation programs (e.g., reduced use of natural resources, increased site permeability, watershed management, and others). Strategic public investment is advocated in the Infrastructure and Public Services Chapter as a method to stimulate economic development, as well as maintain environmental quality. Attention is also placed on the establishment of procedures for the maintenance and/or restoration of service after emergencies, including earthquakes.

*(ii) Mobility Plan 2035*

Mobility Plan 2035 (Mobility Plan), adopted on January 20, 2016, and readopted September 7, 2016, is a comprehensive update of the General Plan Transportation Element. The Mobility Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users, incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets, in compliance with the Complete Streets Act (AB 1358).

The purpose of the Mobility Plan is to present a guide to the future development of a Citywide transportation system for the efficient movement of people and goods. While the Mobility Plan focuses on the City's transportation network, it complements other components of the General Plan that pertain to the arrangement of land uses to reduce VMT and policies to support the provision and use of alternative transportation modalities. The Mobility Plan includes the following five main goals that define the City's high-level mobility priorities:

- Safety First.
- World Class Infrastructure.
- Access for All Angelenos.
- Collaboration, Communication, and Informed Choices; and

- Clean Environments and Healthy Communities.

(iii) *Conservation Element*

The City of Los Angeles General Plan includes a Conservation Element, which addresses the preservation, conservation, protection, and enhancement of the City's natural resources. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue protecting historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities. The Conservation Element refers to the Open Space Element for a discussion of open space aspects of the City, including park sites.

(iv) *Housing Element*

The Housing Element of the General Plan is prepared pursuant to State law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The 2021-2029 Housing Element, which was adopted on November 24, 2021, identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City. The goals of the Housing Element are as follows:

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.
- Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.
- Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present; and
- Goal 5: A City that is committed to preventing and ending homelessness.

(v) *Health and Wellness Element (Plan for a Healthy Los Angeles)*

The Plan for a Healthy Los Angeles, the Health and Wellness Element of the City's General Plan, 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.<sup>6</sup> Through a new focus on public health from the perspective of the built environment and City services, the City seeks to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The plan acknowledges the relationship between public health and issues, such as transportation, housing, environmental justice, and

<sup>6</sup> Plan for a Healthy Los Angeles, A Health and Wellness Element of the General Plan, 2015.

open space, among others. The plan includes *Chapter 5, An Environment Where Life Thrives*, which identifies the following environmental policies:

- Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.
- Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.
- Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.
- Explore opportunities to continue to remediate and redevelop brownfield sites.
- Increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change.
- Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution.

Included in this General Plan element are policies pertaining to the arrangement of land uses within the City related to public health hazards, and which reinforce other State, regional, and local policies that call for improvements to air quality, reducing GHGs, protection from hazards and hazardous materials, and reductions in vehicle trips.

*(vi) South Los Angeles Community Plan*

The South Los Angeles Community Plan (Community Plan), which was adopted in November 2017, and covers the area bounded by Pico Boulevard to the north, Figueroa Street and Harbor Freeway (I-110) to the east, Century Boulevard, 105<sup>th</sup>, 108<sup>th</sup>, and 120<sup>th</sup> Streets to the south and Van Ness and Arlington Avenues to the west is the land use element of the General Plan applicable to the Community Plan Area. The South Los Angeles Community Plan Area is one of three located within the City's South Los Angeles Planning Region. The Community Plan implements the General Plan Framework Element and includes land use designations, density limits, building heights and other provisions to implement the development that supports the City's policies and development vision for the future.

*(b) Exposition/University Park Redevelopment Plan*

Redevelopment Plans outline a community vision and revitalization opportunities within specific neighborhoods across the City. Each Redevelopment Project Area has a unique set of land use restrictions designed specifically to enhance the quality of life for the community.

The former Community Redevelopment Agency's (CRA/LA) Hoover Expansion Redevelopment Plan was adopted January 1966 and was amended multiple times thereafter. In 2005, the name of the plan was changed to the Exposition/University Park Redevelopment Plan (Redevelopment Plan). The Redevelopment Plan encompasses approximately 574 acres of land located just southwest of downtown Los Angeles. The Exposition/University Park Redevelopment

Project Area is divided into four areas: the original Hoover Redevelopment Project Area, which comprises portions of the northern and western areas of USC Campus core, and three expansion areas. The Project Site is located within Expansion Area 3.<sup>7</sup>

The Redevelopment Plan includes goals aimed at encouraging the retention and development of affordable housing, improvement of neglected community facilities and the promotion of economic development opportunities, and includes specific objectives that focus on preserving and protecting historic structures, encouraging commercial development, and to make provisions for well planned community uses, facilities, pedestrian and vehicular circulation, and adequate parking, particularly as these relate to Exposition Park.

Section 1300 et seq, of the Redevelopment Plan describe the permitted land uses within the Redevelopment Plan area. The Redevelopment Plan's map identifies the Project Site as being designated for commercial uses; however, pursuant to Section 1307 of the Redevelopment Plan, the CRA/LA is authorized to permit new residential uses within a commercially designated area.

On December 29, 2011, the California Supreme Court issued its decision in the *California Redevelopment Association v. Mato santos* case, which involved challenging the constitutionality of ABX1 26, the bill that dissolved all redevelopment agencies in California. The decision upheld ABX1 26, which, therefore, led to the dissolution of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). The dissolution of the agencies became effective in February 2012. ABX1 26, however, did not dissolve adopted redevelopment plans. Therefore, the Exposition/University Park Redevelopment Plan and its requirements for development within the Redevelopment Project Area are still in effect.

As the City initially elected not to become the successor agency to the CRA/LA, a Designated Local Authority (DLA) was formed, and the Governor of California appointed its three-member board to wind down the operations of the former CRA/LA. From 2012 to 2019, the DLA implemented and enforced the requirements of the Redevelopment Plan. On November 11, 2019, Ordinance No. 186,325 became effective, which transferred the DLA's land use authority under the redevelopment plans to the City's Department of City Planning and established a process by which the Department of City Planning would review projects for consistency with applicable redevelopment plan regulations.

*(c) North University Park-Exposition Park-West Adams Neighborhood  
Stabilization Overlay District*

The Project Site is located within the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay (NSO) District pursuant to Section 13.00 and 13.12 of the Los Angeles Municipal Code (effective date November 16, 2008). The NSO is generally bounded by the 10 Freeway, the 110 Freeway, Martin Luther King Boulevard, and Normandie Avenue. The NSO is intended to promote well planned housing to meet the needs of a college/university student housing and the needs of the community; to address impacts of multiple-habitable room projects which may be incompatible with surrounding development; to encourage well-planned

<sup>7</sup> City of Los Angeles. Exposition/University Park Redevelopment Plan. <https://planning.lacity.gov/odocument/7969ac9e-4078-4c9f-b987-4045661aab7f/Hoover-Map-in-PDF.pdf>.

neighborhoods with adequate parking and to individually review proposed large multiple-habitable room projects; to assure that the project provides adequate on-site parking; and to address a concentration of campus serving housing in the vicinity.

Although the Project Site is located within the boundaries of the NSO, the Project is exempt from the development regulations of the NSO due to its frontage along Figueroa Street.<sup>8</sup>

*(d) Los Angeles Municipal Code*

All development activity on the Project site is subject to the City of Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning, also known as the City of Los Angeles Planning and Zoning Code. The LAMC defines the range of zoning classifications throughout the City, provides the specific permitted uses applicable to each zoning designation, and applies development regulations to each zoning designation. The Project Site is currently zoned C2-1L (Commercial, Limited Height District 1) along South Figueroa Street and RD1.5-1 (Restricted Density Multiple Dwelling Zone) along South Flower Drive.

The C2 commercial zone permits a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and theaters. The C2 zone also permits one-family dwellings, two-family dwellings, apartment houses, and any residential use permitted in the R4 (Multiple Residential) zone. The Height District 1 L designation imposes a height limit whereby no building or structure shall exceed six stories, or 75 feet in height. The RD1.5-1 zone permits residential uses and limits the development to a maximum height of 45 feet.

*(e) Rent Stabilization Ordinance*

The City of Los Angeles passed the Rent Stabilization Ordinance (RSO) in 1979 to safeguard tenants from excessive rent increases, while providing landlords with just and reasonable returns from their rental units. The RSO limits how much rent can be increased, defines the legal reasons for eviction, and requires landlords to pay relocation assistance for no-fault evictions.

Units subject to the RSO include housing accommodations located in a structure which was first constructed on or before October 1, 1978, including: multi-family apartments, duplexes, townhomes, condominiums, mobile homes and pads; boarding houses; and hotel and motel rooms occupied by the same tenant for 30 days or more. RSO properties also include single family dwellings when there are two or more dwellings on a lot, as well as residential units in mixed-use structures with one or more dwelling unit(s) attached to the commercial space. Replacement units (i.e., new rental units built on the site of a demolished RSO unit) constructed after July 16, 2007 are also subject to the RSO (LAMC 151.28).

The properties on the Project Site are subject to the City's implementation of California Government Code Sections 7060, et seq. (the "Ellis Act"), codified at LAMC Sections 151.22 through 151.28 (the Ellis Act Provisions), which, among other things, require landlords to provide all tenants with 120 days notice, or one year if the tenants lived in the accommodations for at least one year and are more than 62 years of age or disabled, when rental units subject to the RSO

<sup>8</sup> City of Los Angeles, Ordinance No. 180,218, effective November 16, 2008.

are to be withdrawn from the rental market.<sup>13</sup> The Ellis Act also permits the City to impose other restrictions, conditions, and requirements upon properties. The Project's consistency with the RSO and the Ellis Act Provisions is analyzed in the impact analysis below.

(f) *Citywide Design Guidelines*

The Citywide Design Guidelines serve to implement the General Plan Framework Element's urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. By offering more direction for proceeding with the design of a project, the Citywide Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. The Citywide Design Guidelines, which were initially adopted by the City Planning Commission in July 2013 and updated in October 2019, are intended as performance goals and not zoning regulations or development standards and, therefore, do not supersede regulations in the LAMC. The guidelines "carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions" and are organized in relation to Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design. The Citywide Design Guidelines incorporate the goals of the previous Walkability Checklist and interact with other guidelines, such as those found in Community Design Overlays.

### 3. Project Impacts

#### a. Thresholds of Significance

In accordance with the State CEQA Guidelines Appendix G, the Project would have a significant impact related to land use if it would:

***Threshold (a): Physically divide an established community; or***

***Threshold (b): Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.***

#### b. Methodology

The determination of consistency with applicable land use policies and ordinances is based upon a review of the previously identified planning and zoning documents that were adopted to mitigate or avoid an environmental effect. CEQA Guidelines Section 15125(d) requires that an EIR discuss any inconsistencies with applicable general, specific and regional plans. A conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a "significant environmental effect" as defined by CEQA Guidelines Section 15382.

Analysis of conflicts and consistency with applicable plans is included in this section of the Draft EIR. Under State Planning and Zoning Law (Government Code Section 65000, et seq.) and California case law strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a

general plan or elements of a general plan if it furthers one or more policies and does not obstruct policies. Generally, given that land use plans reflect a range of competing interests, a project should be consistent with a plan's overall goals and objectives but need not be in a perfect conformity with every plan policy and objective.

### c. Project Design Features

No specific project design features are proposed with regard to land use.

### d. Analysis of Project Impacts

***Threshold (a): Would the Project physically divide an established community?***

#### (1) Impact Analysis

As discussed in the Initial Study, included as Appendix A, of this Draft EIR, the Project involves the development of a seven-story student and multi-family affordable housing development that includes 209 apartment units and 2,705 square feet of ground level restaurant and retail uses. Existing uses on the Project Site include seven two-story apartments along South Flower Drive and a two-story apartment and surface parking lot along South Figueroa Street. The Project would remove the existing multi-family dwelling units and surface parking lot to construct the Project. The proposed uses are consistent with existing land uses in the surrounding area, which are situated within an urbanized neighborhood within the City of Los Angeles. All proposed development would occur within the boundaries of the Project Site as it currently exists. Therefore, implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. Additionally, all proposed development would occur within the boundaries of the Project Site and would not include the closure of any surrounding travel routes. Furthermore, the Project does not propose a freeway or other large infrastructure that could divide the existing surrounding community. Access to all surrounding properties would continue to be available upon buildout of the Project. **Therefore, as determined in the Initial Study, the Project would not physically divide the community, and impacts with respect to Threshold (a) would be less than significant. No further analysis is required.**

***Threshold (b): Would the Project conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

#### (1) Impact Analysis

##### (a) Regional Plans and Applicable Policies

##### (i) SCAG 2024-2050 RTP/SCS

As detailed in **Table 1 Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy** within Appendix F of this Draft EIR, the Project would be substantially consistent with the applicable goals set forth in the 2024–2050 RTP/SCS. Specifically, the Project would support the goals of the 2024–2050 RTP/SCS to maximize the productivity of the region's transportation system, support new housing growth as well as protect the environment and health of the region's

residents through its location on an urban infill site in close proximity to mass transit options, thereby minimizing vehicle miles traveled and reducing air pollution.

More specifically, the Project would involve the construction of 209 multi-family units that would provide a range of housing typologies including studios, one-bedroom units, two-bedroom units, three-bedroom units, and four-bedroom units. The Project would also include a total of 42 covenanted affordable units, including 16 units for Low-Income households, 22 units for Very Low-Income households, and four units for Extremely Low-Income households, thereby furthering SCAG's goal of encouraging housing development in areas with access to important resources and amenities to further fair housing access and equity.

The Project Site is identified as a transit priority area (TPA) in ZIMAS. The Project Site is served by various transit services. The LA Metro E (Expo) light rail line's Exposition Park/USC station is located approximately 0.3-mile to the northwest of the Project Site on Exposition Boulevard which provides service to Santa Monica and Downtown Los Angeles. Los Angeles Metro (LA Metro) has multiple stops that travel along the Project Site frontages, including Line 2, 81, and 550 which travel north/west along South Figueroa Street. The Los Angeles Department of Transportation (LADOT) also serves the Project Site with the DASH Southeast and DASH King-East service routes. Access to nearby bus stops would be maintained with safe and convenient paths of travel from the Project Site. Accordingly, the Project would support first/last miles connections from public transit facilities surrounding the Project Site.

In addition, the Project would provide a total of 16 short-term bicycle spaces on South Figueroa Street and West 38th Street in bicycle racks that would be located in the public right-of-way, and 130 long-term bicycle spaces that would be located on the ground floor of the Project Site within the wrapped, at-grade parking garage, thereby encouraging the use of alternative modes of transportation available in the vicinity of the Project Site. The Project would also improve the public-facing pedestrian realm by including floor-to-ceiling windows within the commercial uses proposed at the ground level of the Project Site along South Figueroa Street, which would provide visual transparency into the Project Site. Full width sidewalks with tree wells are proposed along South Figueroa Street and West 38th Street as well.

As such, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation, including light rail, buses, rideshare, bicycles and scooters, and walking. As evaluated in Sections IV. A, Air Quality, and IV.C, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in less than significant impacts related to air quality and greenhouse gas (GHG) emissions during construction and operation. As identified in Section II, Project Description, of this Draft EIR, the Project would be designed to meet the state and City's strict efficiency standards, complying with sustainable practices included in the Title 24 standards, CAL Green Code, and City ordinances such as those requiring increased installation of EV charging stalls and stations, solar energy use, and water conservation features. These standards would reduce energy and water usage and waste and thereby, potentially reduce associated GHG emissions and help minimize the impact on natural resources and infrastructure. Therefore, the Project would not conflict with the applicable policies of the 2024-2050 RTP/SCS adopted specifically to mitigate or avoid an environmental impact.

(b) *Local Plans and Applicable Policies*

Various local plans and regulatory documents guide development of the Project Site. The following discussion addresses the Project's consistency with the applicable goals, objectives, and policies of the General Plan, including the Framework Element, the Mobility Element, the Conservation Element, the Housing Element, and the Health and Wellness Element; the South Los Angeles Community Plan; the LAMC; and the Exposition/University Park Redevelopment Plan.

(i) *General Plan Framework Element*

The Project's general consistency with the applicable goals, objectives, and policies set forth in the General Plan Framework Element is analyzed in **Table 2, Project Consistency with Applicable Goals, Objectives, and Policies of the General Plan Framework Element** within Appendix F of this Draft EIR.

(a) *Land Use Chapter*

As detailed in **Table 2**, the Project would support and would be substantially consistent with General Plan Framework as it would contribute to the needs of the City's existing and future residents, businesses, and visitors by constructing a mixed-use development that would develop a seven-story mixed-use development that includes 209 apartment units and 2,705 square feet of ground level restaurant and retail uses. In addition, development of the Project in an area with convenient access to public transit and opportunities for walking and biking would facilitate a reduction of vehicle miles traveled, while supporting the City's objective to encourage new multi-family residential and commercial development along primary transit corridors/boulevards. The Project would also support the City's policy to provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods.

The Project would improve the public realm with the provision of public and private open space, streetscape improvements, ground floor commercial uses, and new landscaping and trees. The Project would also incorporate accessible at-grade open space as well as indoor, outdoor, and private open space for Project residents and guests on the second floor and seventh floor, as well as throughout the building on all levels. The Project would provide 22,840 square feet of open space that would include courtyards, a pool, roof decks, recreation rooms, and private patios.

The Project would feature a similar mix of land uses as the existing uses surrounding the Project Site. Overall, the design and scale of the Project would be substantially compatible with the scale and character of the surrounding uses, including the newly constructed private student housing complex, the "Hub Los Angeles Coliseum". Thus, the Project would be substantially consistent with, and would contribute to, the diverse character of the surrounding area.

However, development of the Project would require the removal of the seven two-story apartments along South Flower Drive and a two-story apartment and surface parking lot along South Figueroa Street. The Project Site is located within a portion of the Flower Drive Historic District. By demolishing six contributing resources, the Project would materially impair the physical

characteristics of the Flower Drive Historic District that convey its historical significance and justify its eligibility for listing in the California Register. Consequently, with demolition of six contributing multi-family residential buildings, the Project would be inconsistent with Objective 3.17 of the Land Use Chapter of the Framework Element, which supports the preservation of historic districts.

The Project would also be inconsistent with Objective 3.4 and Policy 3.4.1 which aim to conserve existing neighborhoods and related districts. However, existing residents living on the Project Site would be subject to the Rent Stabilization Ordinance and lower income households on the Project Site are entitled to relocation benefits subject to Government Code Section 7260 et seq., and the right of first refusal (Right to Return) to a comparable unit (same bedroom type) when the Project is completed.

Moreover, the Project would not conflict with all other relevant objectives and policies, and would therefore be substantially consistent with the Framework Element as a whole.

*(b) Housing Chapter*

The Project would be substantially consistent with the relevant goals, objectives, and policies outlined in the Housing Chapter of the Framework Element. The Project would include including 16 units for Low-Income households, 22 units for Very Low-Income households and four units for Extremely Low-Income households. The Project would support the City's goal to provide a livable City for existing and future residents by introducing a new mixed-use development that would activate the existing site with new residential and restaurant and retail uses.

The Project would enhance pedestrian access to the residential buildings from the public sidewalk along South Figueroa Street. Additionally, the Project would provide enhanced pedestrian access along West 38th Street and South Flower Drive, encouraging walkability and providing linkages to surrounding uses.

*(c) Urban Form and Neighborhood Chapter*

The area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings containing a variety of commercial, residential, and public facilities uses. The Project would be a mixed-use development that would be substantially consistent with surrounding uses. The Project would enhance pedestrian access within and around the Project Site and provide ample space and access for pedestrians along its frontages. Full width sidewalks with tree wells are proposed along South Figueroa Street and West 38th Street. Additionally, the Project would remove one existing driveway along West 38th Street and consolidate four driveways into a single driveway along South Flower Drive, enhancing pedestrian safety.

The ground floor level along South Figueroa Street would activate the street level with the inclusion of ground floor restaurant and retail uses. Floor-to-ceiling windows would further activate the street and provide visual transparency into the Project Site.

The Project facades along South Flower Drive (facing I-110), West 38th Street, and all internal facades feature a cohesive design theme with varied materiality and color and angled bay windows to add building articulation and create visual interest. The massing on the Project's façade steps back from the existing student housing building to the north to both reduce massing along South Figueroa Street and provide for privacy between buildings. Parking for the Project is

contained within a wrapped, at-grade parking garage that is encompassed within the building and fully screened from view on all sides. In addition, the Project would provide a total of 16 short-term bicycle spaces on South Figueroa Street and West 38th Street in bicycle racks that would be located in the public right-of-way, and 130 long-term bicycle spaces that would be located on the ground floor of the Project Site within the wrapped, at-grade parking garage.

*(d) Open Space and Conservation*

The Project would be substantially consistent with the relevant objectives, goals, and policies outlined in the Open Space and Conservation Chapter of the Framework Element. Open space and landscaping would be provided in accordance with the LAMC Section 12.21 G, inclusive of a Density Bonus open space reduction. The Project would incorporate accessible at-grade open space as well as indoor, outdoor, and private open space for Project residents and guests. The Project would provide 22,840 square feet of open space that would include courtyards, pool, roof decks, recreation rooms, and private patios. The Project is also located adjacent to Exposition Park, and is thus located with close and convenient action to public recreational facilities.

*(e) Economic Development Chapter*

The Project would be substantially consistent with the relevant goals, objectives, and policies of the Economic Development Chapter of the Framework Element. The Project would support the City's objective to establish a balance of land uses through the development of residential and commercial uses in an area well served by public transit. The Project would foster continued economic investment by providing new residential and commerce opportunities. Thus, the Project would be substantially consistent with the applicable goals, objectives, and policies outlined in the Economic Development Chapter of the Framework Element.

*(f) Infrastructure and Public Services Chapter*

The Project would be substantially consistent with the relevant objectives and policies that support the goals of the Infrastructure and Public Services Chapter of the Framework Element. The Project would be consistent with Project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) and Stormwater Pollution Prevention Plans (SWPPP) during Project construction which would contain and treat, as necessary, stormwater or construction watering on the Project site so runoff does not impact off-site drainage facilities or receiving waters. Furthermore, as discussed in the Initial Study, included in Appendix A of this Draft EIR, LADWP does not anticipate water shortages through 2045 for normal, single-dry, and multiple-dry years and the Project would be substantially consistent with the applicable regulations associated with solid waste disposal.

*(g) Conclusion*

As noted above, the Project would be consistent with multiple objectives and policies within the Framework Element adopted specifically to mitigate or avoid an environmental impact and would therefore be substantially consistent with the Framework Element as a whole.

*(ii) Mobility Plan 2035*

The Project's general consistency with the applicable goals, objectives, and policies set forth in the General Plan Framework Element is analyzed in **Table 3, Project Consistency with Applicable Goals and Policies of the Mobility Plan** within Appendix F.

As detailed in Table 3, the Project would be inclusive of all modes of transportation, including pedestrian, bicycle, transit, and vehicles, thereby supporting the City's transportation system. The Project would conform to all design element requirements, including those related to proper driveway alignment, sidewalk widths, sight lines, and other design considerations that would ensure adequate sight distance, mobility, and accessibility to reduce, if not totally avoid, any adverse effects on the safety and mobility of all users on-site and on the public rights-of-way.

The Project site is located 0.3 miles from the Expo Park/USC Metro station, which serves the Metro E Line. Metro also operates multiple local and express bus lines and stops within a 0.5-mile radius that serve the Project Site, including the Metro 2, 81, and 550 Lines and the DASH Southeast and DASH King-East service routes. As such, the Project would place both residential and employment opportunities near transit stops. In addition, the Project would provide bicycle parking (16 short-term spaces and 130 long-term spaces), and would include the development of a mix of residential and restaurant and retail uses in close proximity to a number of public transportation options, thereby promoting the use of alternative transportation modes. The Project would support the mobility goals of the City and help facilitate pedestrian and bicycle accessibility by improving the safety and mobility of all users in the vicinity of the Project Site. Therefore, the Project would be substantially consistent with the relevant goals and policies within the Mobility Plan adopted specifically to mitigate or avoid an environmental impact.

*(iii) General Plan Conservation Element*

The City of Los Angeles General Plan Conservation Element addresses the preservation, conservation, protection, and enhancement of the City's natural resources and recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Project's consistency with the Conservation Element is analyzed below.

As discussed in Section II, Project Description, of this Draft EIR, the Project is currently developed with seven two-story apartments along South Flower Drive and a two-story apartment and surface parking lot along South Figueroa Street. The Tree Assessment Report<sup>9</sup> prepared for the Project did not find any protected trees listed in the City's Preservation of Protected Trees (Ordinance No. 186873) on the Project Site. Existing landscaping within the Project Site includes a total of 14 on-site trees and nine street trees located within the public right-of-way surrounding the Project Site. Existing on-site trees include eight species such as Mexican Fan Palm, Spinless Yucca, and Queen Palm. None of the on-site trees or street trees are protected by the City of Los Angeles Protected Tree and Shrubs Ordinance No. 186,873.<sup>10,11</sup>

<sup>9</sup> Tree Assessment Report For: 3822 Figueroa, Arbogate Consulting, Inc, July 24, 2024. Appendix A of the Initial Study (Appendix A) of the Draft EIR.

<sup>10</sup> Tree Assessment Report For: 3822 Figueroa, Arbogate Consulting, Inc., May 21, 2024. See Appendix A of the Initial Study (Appendix A) of the Draft EIR.

<sup>11</sup> Pursuant to Ordinance No. 186,873 and as defined in LAMC Section 17.02, a protected tree or shrub includes any of the following Southern California indigenous tree species, which measure four inches or more in cumulative diameter, 4.5 feet above the

All of the street trees are proposed to be retained, and the remaining 14 on-site trees would be removed. If any street trees ultimately require removal per the direction of the Los Angeles Urban Forestry Division, they will be replaced at a 2:1 ratio per current City policy. Pursuant to LAMC Section 12.21 G and Ordinance No. 153500, the Project would provide 54 trees, including 34 trees on the ground floor (23 on the Project Site and 11 new street trees), 17 trees on the second floor, and three trees on the seventh floor. Therefore, the Project would provide more trees than occur under existing conditions,

Additionally, as discussed in the Initial Study, included as Appendix A of this Draft EIR, there are no undeveloped natural open space areas within or near the Project Site. There are currently no active rare, endangered or threatened habitats listed by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFW) in the Project Site or surrounding area. Furthermore, there are no wetlands, sensitive natural urban communities, or riparian habitats found on or near the Project Site. Therefore, no impacts on riparian habitats, sensitive natural communities, and wetland habitat would occur.

As discussed in the Initial Study included in Appendix A of this Draft EIR, the Project would have no impact on agricultural lands or mineral resource areas. As discussed in Section IV.B, Cultural Resources of this Draft EIR, while there is not any specific substantial evidence of any significant impact, out of an abundance of caution, Project Design Feature CUL-PDF-1 and Project Design Feature CUL-PDF-2, which outline the provision of archaeological resources training, as needed archaeological monitoring, and the process for treatment of any potential archaeological resource during Project construction, and are included as a part of the Project. If archaeological material is discovered during the course of Project development, it is likely to be in a secondary or tertiary deposit and lacking integrity to meet the threshold of significance for listing in the NRHP or CRHR, though the presence of monitors to address any inadvertent discoveries will ensure proper recordation of any present resources and on-the-ground assessment to verify the lack of eligibility of any prehistoric or historic materials that may be encountered. As such, impacts related to an archaeological resource during Project construction would be less than significant. As further discussed in the Initial Study, impacts to paleontological resources would be less than significant.

As it related to historic resources, the Project is located in the Flower Drive Historic District and would involve the demolition of six contributing resources to the Flower Drive Historic District. As discussed in Section IV.B, Cultural Resources, of this Draft EIR, contributing resources within the Flower Drive Historic District proposed to be demolished are considered historical resources in and of themselves. Therefore, the Project would cause a significant impact to the Flower Drive Historic District. Consequently, the demolition of six contributing multi-family residential buildings would not be consistent with the objective and policy for the conservation of cultural and historic resources set forth in the Conservation Element. However, as noted above, the Project would be

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ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure four inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the shrub: Oak tree; Southern California Black Walnut tree; Western Sycamore tree; California Bay tree; Mexican Elderberry shrub; and Toyon shrub. This definition does not include any tree or shrub grown or held for sale by a licensed nursery, or trees planted or grown as part of the tree planting program.

fully consistent with multiple other conservation objectives and policies and would therefore be substantially consistent with the Conservation Element.

Therefore, the Project would be generally consistent with the applicable goals, objectives, and policies set forth in the Conservation Element adopted specifically to mitigate or avoid an environmental impact.

(iv) *General Plan Housing Element*

The Housing Element of the General Plan is prepared and updated pursuant to state law and provides planning guidance in meeting the housing needs identified in SCAG's Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods.

The 2021-2029 Housing Element was adopted by the City Council on November 24, 2021.<sup>12</sup> The City's 2021-2029 Housing Element must accommodate a 6th cycle RHNA allocation of 456,643 new housing units of which 184,721 units (40 percent) are designated for very low and low-income households, 75,091 units are designated for moderate income households (17 percent), and 196,831 units (43 percent) are designated for above moderate-income households.<sup>13</sup> The City's approach to meeting the City's housing needs is to facilitate the development of sustainable, mixed-use, and mixed-income neighborhoods across the City and to provide for housing, jobs, transit, and basic amenities for all segments of the population.

The Project's general consistency with the applicable policies set forth in the Housing Element is analyzed in **Table 5, Project Consistency with Applicable Goals, Objectives, and Policies of the Housing Element 2021-2029** within Appendix F of this Draft EIR. As discussed in Appendix F, the Project proposes to develop a new seven-story mixed-use building comprised of 209 dwelling units including four units for Extremely Low Income Households, 22 units for Very Low-Income households and 16 units for Low-Income households. The Project would provide replacement housing for 51 existing units, and therefore, the net number of new units on the Project Site would be 158 units. The Project would provide 34 studios, 43 one-bedroom units, 45 two-bedroom units, 34 three-bedroom units, and 53 four-bedroom units.

This mixture of unit types at varied affordability levels would provide housing for different income levels and household sizes and contribute to the range of housing choices in the City. Furthermore, the Project would support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code, the California Green Building Standards Code, and the California Building Energy Efficiency Standards. The Project would emphasize energy and water conservation, which would be achieved through the use of energy-efficient heating, ventilation, and air conditioning, lighting

<sup>12</sup> City of Los Angeles. *General Plan Housing Element*. Available <https://planning.lacity.org/plans-policies/housing-element>, accessed May 5, 2024.

<sup>13</sup> City of Los Angeles, *General Plan Housing Element*, [https://planning.lacity.gov/odocument/3d0775b4-6e54-4294-ad5a-85df6b8eaf82/Executive\\_Summary\\_\(Adopted\).pdf](https://planning.lacity.gov/odocument/3d0775b4-6e54-4294-ad5a-85df6b8eaf82/Executive_Summary_(Adopted).pdf), accessed January 5, 2026.

systems, a gray water system for irrigation, ENERGY STAR® appliances, and low-flow plumbing fixtures.

Thus, the Project would support the Los Angeles General Plan Housing Element goals and would assist the City in meeting its RHNA allocations by contributing to the overall supply of housing. Furthermore, the Project would provide these new units by redeveloping an urban infill site that is close to multiple transit options that serve the greater Los Angeles region. The Project would also support the City's policy to develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements. The Project would include energy conservation, water conservation, a pedestrian- and bicycle-friendly site design, and waste reduction measures. Therefore, the Project would be substantially consistent with the Housing Element adopted specifically to mitigate or avoid an environmental impact.

(v) *Health, Wellness Element (Plan for a Healthy Los Angeles)*

The Plan for a Healthy Los Angeles, the Health and Wellness Element of the City's General Plan, 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. The Plan includes the following seven goals: (1) Los Angeles, A Leader in Health and Equity; (2) A City Built for Health; (3) Bountiful Parks and Open Spaces; (4) Food that Nourishes the Body, Soul, and Environment; (5) An Environment Where Life Thrives; (6) Lifelong Opportunities for Learning and Prosperity; and (7) Safe and Just Neighborhoods. As such, the provisions of this plan element address a number of policies not directly tied to the physical environment. However, included within this General Plan element are policies pertaining to the arrangement of land uses within the City and building design procedures.

The Project's general consistency with the applicable policies set forth in the Health and Wellness Element is analyzed in **Table 4, Project Consistency with Applicable Policies of the Health and Wellness Element** within Appendix F. As discussed in Appendix F, the Project would be located in a TPA and would be surrounded by a variety of transit services that would reduce VMT. The Project would encourage alternative transportation choices by improving the pedestrian experience along South Figueroa Street and by providing 146 bicycle parking spaces on-site. The Project would encourage recreational activities within the Project Site by providing indoor, outdoor, and private open space for Project residents and guests. The Project would provide 22,840 square feet of common and private open space that would include courtyards, a pool, roof decks, recreation rooms, and private patios. In addition, the Project would incorporate various sustainability features that meet CALGreen and the Title 24 Building Standards Code. The Project would use energy-efficient heating, ventilation, a gray water system for irrigation, HVAC and ENERGY STAR® appliances, and low-flow plumbing fixtures.

As such, the Project would support the Health and Wellness Element's efforts to reduce vehicle use. Therefore, the Project would not conflict with the applicable goals set forth in the Health and Wellness Element adopted for the purpose of avoiding or mitigating an environmental effect.

*(vi) South Los Angeles Community Plan*

The Project is consistent with the goals and policies outlined in the South Los Angeles Community Plan. As previously discussed, the Project Site has a General Plan Land Use designation of Community Commercial within the South Los Angeles Community Plan. The Project Site is zoned C2-1L (Commercial Zone, Height District 1L) along South Figueroa Street and RD1.5-1 (Restricted Density Multiple Dwelling Zone, Height District 1) along South Flower Drive. The Community Commercial land use designation is intended to provide a variety of retail establishments, services, and amenities for residents, employees, and visitors of the surrounding area.

The Project's general consistency with the goals, objectives, and policies set forth in the South Los Angeles Community Plan is analyzed in **Table 6, Project Consistency with Applicable Goals, Objectives, and Policies of the South Los Angeles Community Plan** within Appendix F. As discussed therein, the Project would support the City's objective to locate new housing near public services, reducing vehicle miles traveled. To encourage bicycle use, the Project would provide 146 bicycle spaces which would encourage alternative transportation options. Additionally, the Project would be located in a TPA that would be served with a variety of transit services. The Project would provide a mix of housing types, qualities, and price levels to accommodate all persons regardless of income, age, or background; and locate new commercial uses within an existing, established commercial area along the Figueroa Street Corridor.

As discussed above, the Project would demolish six contributing resources of the Flower Drive Historic District. This would materially impair the physical characteristics of the Flower Drive Historic District that convey its historical significance and justify its eligibility for listing in the California Register. Thus, the Project would be inconsistent with the objectives and policies of the Community Plan related to the preservation of historic resources. Nonetheless, the Project would be substantially with the applicable goals, objectives, and policies set forth in the South Los Angeles Community Plan.

*(vii) Community Redevelopment Agency of Los Angeles (CRA/LA) Exposition/University Park Redevelopment Plan*

The Project Site is located within the boundaries of the Exposition/University Park Redevelopment Plan. The Project is a mixed-use development consisting of 209 residential units and 2,705 square feet of commercial uses. According to the Redevelopment Plan, areas designated as Commercial shall permit uses and services which shall (a) conform with the goals and objectives of the Redevelopment Plan; (b) be regionally and or community oriented, and include but not be limited to office, retail, and services uses, such as laundry/cleaners, medical offices, banks, theaters, hotels, motels, and limited ancillary manufacturing, churches, schools, and ancillary parking and parking structures; (c) be compatible with adjacent uses, the surrounding neighborhood and the community; and (d) promote community revitalization, economic improvement and aesthetic and environmental improvements. Furthermore, pursuant to Section 1307 of the Redevelopment Plan, CRA/LA is authorized to permit new residential uses within a commercially designated area in agreement with the approval of a participation agreement with a project applicant. With the adoption of the Redevelopment Plan Procedures Ordinance, City Ordinance No. 186,325 in 2019, the City Planning Department assumed land use

authority over the Redevelopment Plan and determines consistency with the Redevelopment Plan in accordance with the ordinance. The types of land uses proposed by the Project would be consistent and permitted by the Redevelopment Plan.

Based on the analysis provided below, the Project would not conflict with applicable goals, objectives, and policies in local and regional plans that were adopted for the purpose of avoiding or mitigating an environmental effect. As described therein, the Project would support the goals and objectives of revitalizing the area by providing for new commercial and market-rate and affordable housing along a mixed-use corridor. The Project would enhance the pedestrian environment with new landscaping, street trees, and new ground floor restaurant and retail uses. Floor-to-ceiling windows at the ground level would further activate the street and provide visual transparency into the Project. The Project Site is also within close proximity to several transit options that would provide visitors and residents easy access to jobs, services, and educational institutions and reduce dependency on the automobile use.

The Project has been designed to be compatible with the surrounding urban environment. However, implementation of the Project would demolish six contributing resources of the Flower Drive Historic District. This would materially impair the physical characteristics of the Flower Drive Historic District that convey its historical significance and justify its eligibility for listing in the California Register.

Therefore, the Project would be inconsistent with the Redevelopment Plan's objective to preserve historic buildings. Nonetheless, the Project would be substantially consistent with remaining goals and objectives of the Redevelopment Plan that are applicable to the Project.

*(viii) North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay District*

The purpose of the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay District is to promote well-planned housing to meet the needs of college/university student housing and the needs of the community; address impacts of multiple-habitable room projects which may be incompatible with surrounding development; encourage well-planned neighborhoods and projects with adequate parking; and address a concentration of campus-serving housing in the vicinity.

Although the Project Site is located within the boundaries of the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay District, the Project is exempt from the development regulations of the Overlay District due to its frontage along Figueroa Street.<sup>14</sup>

*(ix) Los Angeles Municipal Code*

As previously discussed, the Project Site has a General Plan land use designation of Community Commercial within the South Los Angeles Community Plan. The Project Site is zoned C2-1L (Commercial Zone, Height District 1L) along South Figueroa Street and RD1.5-1 (Restricted Density Multiple Dwelling Zone, Height District 1) along South Flower Drive.

<sup>14</sup> Ordinance 180218, [https://cityclerk.lacity.org/onlinedocs/2006/06-1666\\_ord\\_180218.pdf](https://cityclerk.lacity.org/onlinedocs/2006/06-1666_ord_180218.pdf), accessed January 5, 2026.

Pursuant to the LAMC, the C2 Zone permits a wide array of land uses including commercial and residential uses. Height District 1L restricts building height to six stories, or 75 feet in height. The RD1.5-1 zone permits a variety of residential uses including single-family residential units, apartment houses, multi-family residentially units, and home occupations. The Project Site is within the Greater Downtown Los Angeles Housing Incentive area. Because the South Figueroa Lots are zoned C2-1L, they are allowed unlimited density. However, the South Flower Lots are in the RD1.5-1 Zone and are not permitted unlimited density pursuant to the Greater Downtown Los Angeles Housing Incentive Area. The Project does request, as an on-menu Density Bonus incentive, to allow the averaging of density, Floor Area Ration (FAR), open space, and permitted vehicular access across the Project Site to facilitate the development of a unified project, adhering to the density requirements for the C2 Zone for those parcels.

The Project includes a request for a 32 percent density bonus under the state and local density bonus laws to allow a total of 209 units where 158 units are allowed as the base density. To qualify for the density bonus, the Project provides a total of 42 units - 20 percent of the total – as covenanted affordable housing, exceeding the minimum requirement to qualify for the requested density bonus, providing four units (two percent) for Extremely Low Income households, 22 units (14 percent) for Very Low-Income households and 16 units (15 percent) for Low-Income households for a period of 55 years.

Per LAMC Section 12.21 G, 28,550 square feet of open space is required for the residential uses. The Project also includes a request for an on-menu incentive for a 19 percent decrease in the total amount of required open space, from 28,550 square feet to 23,127 square feet. The requested incentive allows the residential floor area to be increased, so that the affordable housing units can be constructed. The Project would incorporate accessible at-grade open space as well as indoor, outdoor, and private open space for Project residents and guests on the second floor and seventh floor, as well as private open space throughout the building on all levels.

The Project is requesting an off-menu incentive to allow a FAR of 4.5:1 across the Project Site in lieu of the otherwise maximum permitted FAR of 3:1 in the RD1.5 Zone and 1.5:1 in the C2 Zone in addition to an off-menu incentive to allow a height increase across the Project Site to 86 feet and seven stories, in lieu of the maximum permitted 75 feet and six stories in the C2-1L Zone, and 45 feet in RD1.5-1 Zone. The requested incentive would result in building design and construction efficiencies that would physically allow the construction of the Project at the requested densities. The increase in FAR would enable the Project to provide commercial spaces on the ground floor, while providing a mix of residential unit types above the ground floor. The Project is also requesting a waiver to reduce the front setback along West 38th Street from 15 feet to 6 inches; a waiver to reduce the side yard setback along South Flower Drive from 10 feet to zero feet; a waiver to reduce the side yard setback along the western interior property line from 10 feet to two feet and a waiver to reduce the rear yard setback along the southern interior property line from 15 feet to five feet, one inch. The Project would voluntarily include 40 vehicle spaces, consisting of 34 parking spaces for residents and six commercial parking spaces at the ground level. The Project would provide 36 EV Ready spaces (all 34 of the residential spaces and 25 percent, or two, of the commercial spaces would be EV Ready), and would be subject to the most updated version of the California Green Building Code at time of Project filing.

*(x) Rent Stabilization Ordinance*

Existing uses on the Project Site include seven two-story apartments along South Flower Drive and a two-story apartment and surface parking lot along South Figueroa Street. Currently, 51 multi-family units are located on the Project Site and are subject to the City's RSO. The Project would remove the existing multi-family dwelling units and surface parking lot to construct the Project. The Project's 209 units would consist of 34 studios, 43 one-bedroom units, 45 two-bedroom units, 34 three-bedroom units, and 53 four-unit bedroom units. The Project would include approximately 20 percent of the total number of units as affordable units, including four Extremely Low Income units, 22 units Very Low Income units, and 16 Low Income units.

The removal of the Site's existing RSO units from the rental housing market would be performed in full compliance with the City's RSO and Ellis Act regulations. Therefore, the Project would be generally consistent with the RSO, the Ellis Act, and any applicable City of Los Angeles Housing Department (LAHD) regulations.

*(xi) Citywide Design Guidelines*

The Citywide Design Guidelines are intended as performance goals to carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions. Although each of the Citywide Design Guidelines should be considered in a project, not all will be appropriate in every case. As detailed below, the Project would not conflict with the applicable Citywide Design Guidelines.

*Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.*

The Project would provide bicycle parking and public right-of-way improvements along the sidewalks surrounding the Project Site, and would provide pedestrian-friendly landscaping and site design such as pedestrian-accessible, ground floor restaurant and retail uses that would enhance the streetscape and separate pedestrian and vehicle entrances into the Project building. These Project elements would provide pedestrian amenities for the community and provide a safe, comfortable, and accessible pedestrian experience for all. Thus, the Project would not conflict with this guideline.

*Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

The Project would include a new driveway with access along South Flower Drive that would provide ingress and egress into the at-grade parking garage. The parking garage would be wrapped by restaurant and retail and residential uses, and would be completely encompassed within the building that is fully screened from view on all sides. Thus, the parking garage and driveways would not be highly visible from surrounding areas, which would serve to enhance the pedestrian environment. Thus, the Project would not conflict with this guideline.

*Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.*

The Project would provide 146 bicycle stalls and would encourage pedestrian circulation at the street level through new landscaping and trees, separate pedestrian and vehicle entrances

into the Project building, and the creation of ground floor restaurant and retail uses. The Project frontage along South Figueroa Street would activate the street level with the inclusion of ground floor restaurant and retail uses and floor-to-ceiling windows which would provide visual transparency into the Project. New street trees would be provided along the Project perimeter including South Figueroa Street, South Flower Drive and West 38th Street. Thus, the Project would not conflict with this guideline.

*Guideline 4: Organize and shape projects to recognize and respect surrounding context.*

The Project has been designed to be compatible with existing and proposed development in the surrounding area. The Project's contemporary architectural design complements recent and under-construction projects within the Project vicinity such as the BMO Stadium, the HUB Los Angeles apartment complex, and the Lucas Museum of Narrative Art. The ground floor level along South Figueroa Street would activate the street level with the inclusion of retail and restaurant uses. Floor-to-ceiling windows along South Figueroa Street would further activate the street and provide visual transparency into the Project Site. Thus, the Project would not conflict with this guideline.

*Guideline 5: Express a clear and coherent architectural idea*

The Project would conform to a high design standard, expressing a clear and coherent architectural design. It would be designed as a modern building that emphasizes pedestrian activity while blending with the existing environment. The Project siting and building design would help to reduce the mass and scale of the Project.

The design of the Project along South Figueroa Street steps back from the student housing development to the north and acts to both reduce massing along South Figueroa Street and provide for privacy between buildings. The facades along South Flower Drive, West 38th Street, and all internal facades would feature a cohesive design theme with varied materiality and color. While the Project is not near enough to the Metro station to connect directly to the station, its pedestrian oriented design and inclusion of ground floor restaurant and retail uses along South Figueroa Street would activate the street level. Thus, the Project would not conflict with this guideline.

*Guideline 6: Provide amenities that support community building and provide an inviting comfortable user experience.*

The Project would provide open space and recreational amenities throughout the Project Site. The Project would provide 23,127 square feet of open space that would contain amenities such as courtyards, a pool, roof decks, recreation rooms, and private patios.

Open space would consist of private patios, courtyard areas on the first and second floors, two-roof decks on the seventh floor and indoor amenities such as a club room, fitness room, and lounge area. Thus, the Project would provide amenities that support community building and provide an inviting and comfortable user experience, and the Project would not conflict with this guideline.

*Guideline 7: Carefully arrange design elements and uses to protect site users.*

Consistent with best practices, the Project would fully enclose the at-grade parking garage. The Project would provide 23,127 square feet of open space that would contain amenities such as courtyards, a pool, roof decks, recreation rooms, and private patios. Open space areas would be accessible from South Figueroa Street, West 38th Street, and from the interior of the Project Site. The landscape design would emphasize native and drought-tolerant shrubs and grasses and ornamental trees. The Project would also include security features for residents and visitors. During construction, the Project would implement temporary security measures, including security fencing, lighting, and locked entry. The Project Site would be monitored via surveillance cameras, security on-site, or security drive-by patrols, depending on the stage of construction, to monitor the Project Site during nighttime hours (POL-PDF-1). The Project would also provide lighting of building entries and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings (POL-PDF-2).

In addition, access to the parking structure would be controlled through gated entries, and the entry areas would be well illuminated. All resident building entries would only be accessible through key fob access, either from a door into the building or a gate into a side yard. All side yards would be fenced in and secured from public access. A vehicular gate would be set back from the parking entryway along South Flower Drive that would be closed after commercial business hours and accessible by remote. Thus, the Project would not conflict with this guideline.

*Guideline 8: Protect the site's natural resources and features.*

The Project is an infill development surrounded by urban land uses. It is not located on land designated for agricultural uses, natural resources, or conservation. The Project would incorporate a variety of sustainability features to help preserve the region's energy and water resources. The Project would provide new landscaping and 54 new trees on the Project Site (one tree provided for every four units, per LAMC Section 12.21 G). Thus, the Project would not conflict with this guideline.

*Guideline 9: Configure the site layout, building massing, and orientation to lower energy demand and increase the comfort and well being of users.*

The Project Site would have convenient access to public transit and opportunities for walking and biking, which would reduce VMT and ensure maximum feasible environmental quality. In addition, the Project would incorporate various sustainability features that meet CALGreen and Title 24 Building Standards Code. The Project would use energy-efficient heating and ventilation, HVAC and ENERGY STAR® appliances, gray water system for irrigation, and low-flow plumbing fixtures. The Project would provide 36 EV Ready spaces (all 34 of the residential spaces and 25 percent, or two, of the commercial spaces would be EV Ready) and would be subject to the most updated version of the California Green Building Code at time of Project filing. Thus, the Project would not conflict with this guideline.

*Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat.*

As discussed in the Project's Initial Study included as Appendix A of this Draft EIR, consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of infiltration BMPs as established by the Low Impact Development (LID) Manual. Additionally, the Project is located in an urbanized area and there are no opportunities to create natural habitat. Thus, the Project would not conflict with this guideline.

(c) *Conclusion*

Based on the analysis above and in Appendix F of this Draft EIR, the Project would not conflict with policies, plans, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, impacts would be less than significant.

(2) Mitigation Measures

The Project's impacts with regard to conflicts with applicable land use plans would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Project-level impacts with regard to conflicts with land use plans were determined to be less than significant without mitigation. Therefore, no mitigation measures were required, and the impact level remains less than significant.

**e. Cumulative Impacts**

(1) Impact Analysis

As indicated in Section III, Environmental Setting, of this Draft EIR, there are seven Related Projects in the vicinity of the Project Site. The related projects generally consist of infill development and/or redevelopment of existing uses, and the Related Project uses include residential, commercial, institutional, and educational uses.

As discussed above, the Project's proposed mix of residential and commercial uses would be compatible with surrounding land uses. The balance of the Related Projects would not cause cumulative land use impacts related to land use compatibility due to either distance and/or existing intervening development. The Project would be compatible with the various existing developments and Related Projects in the immediate vicinity of the Project Site as well as with the existing and proposed uses planned throughout the surrounding vicinity.

In addition, while the Project in combination with the Related Projects represents a continuing trend of infill development at increased densities, future development, inclusive of the Project, would also serve to provide sufficient infrastructure and amenities to serve the needs of a growing population, which is encouraged by the land use policies for the Project Site vicinity. As with the Project, the Related Projects would be required to comply with relevant land use

policies and regulations through review by City regulatory agencies and would be subject to CEQA review. Lastly, the Related Projects and the Project would include uses similar to and compatible with the mix of land uses surrounding the Project Site. **Therefore, overall cumulative impacts related to conflicts with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.**

## (2) Mitigation Measures

Project-level and cumulative impacts with regard to land use would be less than significant. Thus, no mitigation measures would be necessary.

## (3) Level of Significance After Mitigation

Project-level and cumulative Impacts related to land use would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.