

Appendix F

Land Use Tables

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Table 1: Project Consistency Analysis with Applicable Goals and Principles of the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

2024–2050 RTP/SCS Goals	Analysis of Project Consistency
<p>Policy 03: Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)</p> <p>Policy 04: Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)</p>	<p>No Conflict. Although these policies apply at a regional level, Project development would support SCAG’s and the City’s goals to develop Complete Streets. The Project would be implemented within an existing urbanized area served by an established network of roads and freeways that provide local and regional access to the area, including the Project Site, and that includes pedestrian amenities (sidewalks and crosswalks) as well as bicycle amenities. The design of the Project would comply with all City access and circulation requirements, which may affect public right-of-ways (ROW), including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility.</p> <p>Adjacent to the Project Site, South Figueroa Street is designated as part of the Pedestrian Enhanced Districts (PED), Transit Enhanced Network (TEN), and Bicycle Enhanced Network (BEN) within the Mobility Plan. West 39th Street is also designated as part of the PED within the Mobility Plan. The Project would not conflict with the implementation of any potential improvements related to these enhanced networks.</p> <p>In addition, the Project would provide a total of 16 short-term bicycle spaces on South Figueroa Street and West 38th Street in bike 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 at-grade parking garage. The Project would also include the development of a mix of residential and restaurant and retail uses in close proximity to a number of public transportation options, thereby encouraging the use of alternative modes of transportation available in the vicinity of the Project Site. Based on the above, the Project would support the development of Complete Streets in the region, and the Project would not conflict with these policies.</p>
<p>Policy 05. Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery.</p> <p>Policy 06. Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities.</p> <p>Policy 07. Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared</p>	<p>No Conflict. As discussed above, the Project would support the development of Complete Streets in the region. In addition, the Project would not alter surrounding streets that would preclude or conflict with the City’s plans to improve the performance and reliability of the existing adjacent roadway network, including implementation of new technologies or devices.</p> <p>The Project is located within a City-designated transit priority area (TPA) and is located within 0.5 miles of a light rail station and multiple local and express bus lines including Metro lines 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</p>

2024–2050 RTP/SCS Goals	Analysis of Project Consistency
mobility, and result in improved mobility, accessibility and safety.	<p>and convenient paths of travel from the Project Site. Accordingly, the Project would support first/last mile connections from public transit facilities surrounding the Project Site.</p> <p>The Project would further encourage sustainable transportation by providing on-site bicycle parking facilities and amenities and separate pedestrian entrances, both of which would promote alternate transportation modes, such as biking and walking.</p> <p>The above features would all support multi-modal connectivity and access for transit riders and the Project would not conflict with these policies.</p>
Policy 09. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	No Conflict. The Project would develop a mixed-used Project comprised of residential and restaurant and retail uses. As previously discussed, the Project is located within a designated TPA and is well served by a variety of public including the Metro E Line USC/Expo station, Metro bus lines 2, 81, and 550, and the DASH Southeast and DASH King-East service routes. Therefore, the Project would not conflict with this policy.
<p>Policy 32. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.</p> <p>Policy 33. Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled.</p> <p>Policy 34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled.</p>	<p>No Conflict. The Project would include 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.</p> <p>The residential units would be located within a designated TPA that is well-served by a variety of public transit options.</p> <p>The development of the Project in an area with convenient access to public transit and providing opportunities for walking and biking would reduce reliance on single-occupancy vehicle trips to the Project and VMT per capita. Therefore, the Project would not conflict with these policies.</p>
Policy 35. Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region.	<p>No Conflict. As discussed above, the Project would include 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.</p> <p>The Project would be developed on an urban infill site within a highly urbanized area in close proximity to services, educational uses, commercial and entertainment uses and other amenities. Therefore, the Project would not conflict with this policy.</p>
Policy 36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.	No Conflict. The Project would develop new housing within a designated TPA and an area well-served by a variety of public transit options including the Metro E Line USC/Expo station, Metro bus lines 2, 81, and 550, and the DASH Southeast and DASH King-East service routes. The Project is within walking distance to jobs, schools, residences,

2024–2050 RTP/SCS Goals	Analysis of Project Consistency
	institutional uses, entertainment, and commercial uses. Therefore, the Project would not conflict with this policy.
<p>Policy 37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.</p>	<p>No Conflict. As previously mentioned, the Project would 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. As such, the Project would provide much needed housing, including affordable housing to support local, regional, state, and federal efforts and would meet additional housing needs across the region. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.</p> <p>Policy 49. Support communities across the region to advance innovative sustainable development practices.</p>	<p>No Conflict. The Project would support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11; referred to as the CALGreen Code), and the California Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6; California Energy Code). The Project would emphasize energy and water conservation, which would be achieved through the use of energy-efficient heating, ventilation, and air conditioning (HVAC), lighting systems, a gray water system for irrigation, ENERGY STAR® appliances, and low-flow plumbing fixtures. The Project would reserve 15 percent of roof area for solar use.</p> <p>The Project would provide 36 EV Ready spaces (all 34 of the residential parking spaces and 25 percent, or two, of the commercial parking spaces would be EV Ready) and would further be subject to the most updated version of the California Green Building Code at time of Project filing. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.</p> <p>Policy 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.</p>	<p>No Conflict. 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 (GHG) emissions during construction and operation. In addition, as described above, the Project would be designed to incorporate sustainable building features and construction protocols required by the LAMC 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 HVAC, lighting systems, a gray water system for irrigation, ENERGY STAR® appliances, and low-flow plumbing fixtures. The Project would reserve 15 percent of roof area for solar use. These standards would reduce energy and water usage and waste, and thereby, potentially reduce associated GHG emissions and help reduce the impact on natural resources and infrastructure. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.</p>	<p>No Conflict. As discussed in Section IV.G, Transportation, of this Draft EIR, the Project's design does not include hazardous geometric design features. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves, and the development of the Project would not result in roadway alterations such</p>

2024–2050 RTP/SCS Goals	Analysis of Project Consistency
	that hazards would be introduced adjacent to the Project Site. In addition, as previously described above, the Project would not preclude the implementation of any future City improvements surrounding the Project Site. Therefore, the Project would not conflict with this policy.
Source: Kimley-Horn, and Associates, Inc., 2026. SCAG 2024–2050 RTP/SCS.	

Table 2: Project Consistency with Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Goal/Objective/Policy	Analysis of Project Consistency
Land Use Chapter	
<p>Goal 3A: A physically balances distribution of land uses that contributes towards and facilitates the City’s long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p> <p>Objective 3.1: Accommodate a diversity of uses that support the needs of the City’s existing and future residents, businesses, and visitors.</p>	<p>No Conflict. The Project would promote a diversity of uses by providing 209 apartment units which would include 42 affordable units and 2,705 square feet of ground level retail and restaurant uses. These uses would support existing and future residents and businesses in the City. The 42 affordable units would include 16 units for Low-Income households, 22 units for Very Low-Income households, and four units for Extremely Low-Income households,</p> <p>The Project would include the demolition of the eight existing multi-family residential buildings, and the removal of existing surface parking areas. Existing residents living on the Project Site would be subject to the Rent Stabilization Ordinance (RSO) 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.</p> <p>The Project would be located within a City designated TPA that is well served by a variety of public transit options including the Metro E Line USC/Expo station, Metro bus lines 2, 81, and 550, and the DASH Southeast and DASH King-East service routes. The Project would further encourage sustainable transportation by providing on-site bicycle parking facilities and amenities and separate pedestrian entrances, both of which would promote alternate transportation modes, such as biking and walking.</p> <p>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, gray water system for irrigation and HVAC and ENERGY STAR® appliances, and low-flow plumbing fixtures. The Project would provide 36 EV Ready spaces (all 34 of the residential parking spaces and 25 percent, or two of the commercial parking 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.</p>

Goal/Objective/Policy	Analysis of Project Consistency
	Therefore, the Project would not conflict with this goal or objective.
<p>Policy 3.1.1: Identify the areas on the Long Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities and support visitors and tourism.</p>	<p>No Conflict. The Framework Element's Long Range Land Use Diagram and the Community Plan designate the Project Site as a Regional Center. Development of the Project would support the intent of the Regional Center designation by providing a mix of residential and commercial uses that would provide new housing units and employment opportunities. The Project would locate housing in close proximity to a variety of existing urban uses, such as commercial, institutional, entertainment, and residential uses, and would provide new neighborhood-serving commercial uses. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</p>	<p>No Conflict. While this policy refers to the citywide provision of infrastructure, as discussed in the Initial Study, included in Appendix A of this Draft EIR, the Project would have sufficient water, sewer, stormwater, electricity, and telecommunications infrastructure and services available to serve the Project. Additionally, as discussed in Section IV. F, of this Draft EIR, the Project would not require the construction of a new fire station or police station or the expansion of an existing facility in order to maintain the existing level of service. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open space.</p>	<p>No Conflict. While this policy relates to the citywide provision of open space, 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 would provide 23,127 square feet of open space that would include courtyards, a pool, roof decks, recreation rooms, and private patios. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.</p>	<p>No Conflict. The Project Site is located in a Regional Center as indicated in the Long-Range Land Use Diagram of the General Plan's Framework. Regional Centers contain a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment, and cultural facilities and supporting services. Generally, different types of Regional Centers fall within the range of FARs from 1.5:1 to 6:0:1 and are characterized by six to 20-story buildings or higher. Regional Centers are also characterized as major transportation hubs. As discussed in Section II, Project Description, of this Draft EIR, the Project develop a mixed-use multi-family development with 209 residential units.</p> <p>The Project would include 16 units for Low-Income households, 22 units for Very Low-Income households, and four units for Extremely Low-Income households and 2,705 square feet of ground level retail and restaurant uses. The Project would consist of seven stories and would be 86 feet in height. The Project would include a gross building area of 252,148 square feet and have a Floor Area Ratio (FAR) of 4.5:1. Furthermore, the</p>

Goal/Objective/Policy	Analysis of Project Consistency
	<p>Project Site is well-served by a variety of public transit options in the vicinity of the Project Site including the Metro E Line USC/Expo station, Metro bus lines 2, 81, and 550, and the DASH Southeast and DASH King-East service routes.</p> <p>As such, the Project is within the range of acceptable uses, intensities, and height limits of the Regional Center land use category. Therefore, the Project would not conflict with this policy.</p>
<p>Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.</p> <p>Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p>	<p>No Conflict. The Project Site is located in a TPA and has convenient access to public transportation and is served by multiple transportation routes. The Los Angeles County Metropolitan Transit Authority (Metro) E line is located 0.3 miles northwest of the Project Site on Exposition Boulevard. Metro has multiple stops that travel along the Project Site frontages, including Lines 2, 81, and 550, which travel north/west along South Figueroa Street. LADOT also serves the Project Site with the DASH Southeast and DASH King-East service routes. The Project would also provide 128 residential long-term bicycle spaces, 14 short-term residential bicycle spaces, two commercial long-term bicycle spaces, and two short-term bicycle spaces for a total of 146 bicycle spaces. Residential pedestrian access would be provided from the ground floor to the main lobby along South Figueroa Street and a secondary lobby along West 38th Street. Retail and restaurant access for pedestrians would be provided from the ground floor along South Figueroa Street.</p> <p>As such, the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle miles traveled. Therefore, the Project would not conflict with this objective or policy.</p>
<p>Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.</p>	<p>No Conflict. The Project Site is surrounded by a mix of residential, commercial, entertainment, institutional, and educational uses. The Project would construct a mixed-use development on an infill site. The Project would be consistent with several newly constructed and planned buildings in the Project vicinity. The Project's contemporary architectural design complements recent and under-construction projects within the surrounding area such as the BMO Stadium, the HUB Los Angeles apartment complex, and the Lucas Museum of Narrative Art. The massing on the Project's façade steps away from the student housing development to the north acts to both reduce massing along South Figueroa Street and provide for privacy between buildings. The ground floor level along South Figueroa Street would activate the street level with the inclusion of ground floor retail and restaurant uses. Overall, the design and scale of the Project would be compatible with the scale and character of the surrounding uses. Therefore, the Project would not conflict with this policy.</p>
<p>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area for the provision of adequate supporting</p>	<p>No Conflict. As detailed in the Initial Study, included in Appendix A of this Draft EIR, the Project's population growth would be within SCAG's population and housing</p>

Goal/Objective/Policy	Analysis of Project Consistency
<p>transportation and utility infrastructure and public services.</p>	<p>projections for the City. These projections serves as the basis for the Framework Elements' demographic projections and planned provisions for transportation and utility infrastructure and public services. In addition, as discussed in Section IV. F. Public Services and in the Initial Study, included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have capacity to serve the Project. Therefore, the Project would provide adequate utilities and transportation infrastructure and the Project would not conflict with this objective.</p>
<p>Objective 3.4: Encourage new multi-family residential, retail, commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p> <p>Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.</p>	<p>Potential Conflict. The Project involves the demolition of eight multi-family residential buildings, and the removal of existing surface parking areas for the development of a seven-story mixed-use development that includes 209 residential units and 2,705 square feet of ground level retail and restaurant uses that would serve future residents and businesses. The Project is located along South Figueroa Street, a major corridor and is in close proximity to transit including the Metro E Line USC/Expo station, Metro bus lines 2, 81, and 550, and the DASH Southeast and DASH King-East service routes. The Project's proposed uses would be provided within the boundaries of the existing Project Site and would be compatible with the surrounding uses in the vicinity of the Project Site.</p> <p>Existing residents living on the Project Site would be temporarily displaced, although they would be subject to the Rent Stabilization Ordinance. 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.</p> <p>Therefore, there is potential for the Project to conflict with this objective and policy aimed at conserving existing residential neighborhoods and districts.</p>
<p>Goal 3C: Multi-family neighborhoods that enhance the quality of life for existing and future residents.</p> <p>Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow the growth in areas where there is sufficient public infrastructure and services, and the residents' quality of life can be maintained or improved.</p>	<p>No Conflict. The Project would provide affordable housing that includes 209 residential units. Furthermore, as described in the Initial Study, included in Appendix A of this Draft EIR, the Project Site would be served by sufficient public infrastructure and services. The Project Site would not require the construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities.</p> <p>As such, the Project would promote the stability and enhancement of multi-family residential developments and would represent growth in an area where there is sufficient public infrastructure and services such that the residents' quality of life in the area would be maintained or improved. Therefore, the Project would not conflict with this goal and objective.</p>
<p>Policy 3.7.1: Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with</p>	<p>No Conflict. The Project Site is located in a Regional Center as indicated in the Long-Range Land Use Diagram of the General Plan's Framework. Regional Centers contain a diversity of uses such as corporate and professional offices, residential, retail commercial</p>

Goal/Objective/Policy	Analysis of Project Consistency
<p>the density permitted for each parcel to be identified in the community plans.</p>	<p>malls, government buildings, major health facilities, major entertainment, and cultural facilities and supporting services, and generally contain mixed-use structures integrating housing with commercial uses. As noted in the Framework Element, generally, regional centers will range in FAR from 1.5:1 to 6:1 and are characterized by six- to twenty-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services. The Project would be consistent with the height, FAR, and density provided for Regional Centers in Table 3-1. The Project would have a maximum building height of 86 feet, and a total floor area of 252,148 square feet, for a Floor Area Ratio (FAR) of approximately 4.5:1.</p> <p>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. The Project would be consistent with the density indicated in Table 3-3. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.</p>	<p>No Conflict. The Project Site is currently developed with seven, two-story multi-family residential buildings that are part of the Flower Drive Historic District along South Flower Drive, and a two-story multi-family residential building and surface parking along South Figueroa Street.</p> <p>The Project would develop a new seven-story mixed-use building that would improve the public realm by the provision of public and private open space, streetscape improvements, ground floor restaurant and retail uses, and new landscaping and street trees.</p> <p>As discussed below in the consistency analysis with Goal 5A, Objective 5.8 and Objective 5.8, the Project would not conflict with the relevant goals, objectives, and policies of the General Plan Framework’s Urban Form and Neighborhood Design Chapter.</p>
<p>Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.</p> <p>Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.</p> <p>Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as “Regional Center” in accordance with Table 3-1 and 3-6. Retail uses and services that support and are integrated with</p>	<p>No Conflict. The Project Site is located in a highly urbanized area that includes a mix of low- to mid-rise buildings containing a variety of commercial, residential, and public facilities uses. The Project would create a new residential and restaurant and retail mixed-use development that blends within the existing urban environment and that would complement existing land uses and create new jobs and housing near existing uses.</p> <p>The Project Site is also within close proximity to several public transit options, including light rail and bus</p>

Goal/Objective/Policy	Analysis of Project Consistency
<p>the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.</p> <p>Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.</p>	<p>services, that would provide visitors and residents with easy access to jobs and educational institutions.</p> <p>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 at the ground level would further activate the street and provide visual transparency into the Project Site.</p> <p>Therefore, the Project would not conflict with this goal, objective, or policies.</p>
<p>Policy 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.</p>	<p>No Conflict. Lighting for the Project is intended to minimize light trespass and glare from the Project Site onto adjacent properties and to provide safety and nighttime visibility through shielded, focused, and directed illumination. Proposed signage along South Figueroa Street includes mounted and backlit signage over the main lobby entry doors and at the top of the building facing both south and north. Commercial signage would be mounted to the canopy awning above the restaurant and retail uses glass front and would be illuminated from the interior. Additional lighting includes planter uplighting and trellis-mounted down light for each roof deck, building-mounted emergency lighting along South Flower Drive and at the points for ingress and egress around the building perimeter, and interior courtyard lighting. All signage and lighting on the Project Site would comply with the requirements of the LAMC. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.16.3: Require that the ground floor of parking structures located along primary street frontages in pedestrian-oriented districts be designed to promote pedestrian activity and, where appropriate, incorporate retail uses.</p>	<p>No Conflict. The Project's parking garage would be fully screened from view on all sides, as it would be wrapped entirely with building floor area.</p> <p>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 at the ground level would further activate the street and provide visual transparency into the Project Site.</p> <p>Therefore, the Project would not conflict with this policy.</p>
<p>Objective 3.17: Maintain significant historic and architectural districts while allowing for the development of economically viable uses.</p>	<p>Potential Conflict. To develop the new building, the Project would result in the demolition of six contributing residential buildings that are a part of the Flower Drive Historic District. Implementation of 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. Therefore, the Project could potentially conflict with this objective. See Section IV.B, Cultural Resources, of this Draft EIR, for a broader discussion.</p>
<p>Objective 3.18: Provide for the stability and enhancement of multi-family residential, mixed-use, and/or commercial areas of the city and direct growth to areas where sufficient public infrastructure and services exist.</p>	<p>No Conflict. As described above under Policy 3.1.2 and 3.2.4, the Project would be adequately served with existing infrastructure and services. Therefore, the Project would not conflict with this objective.</p>

Goal/Objective/Policy	Analysis of Project Consistency
Housing Chapter	
Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.	No Conflict. The Project would develop a seven-story mixed-use development that includes 209 apartment units, inclusive 42 covenanted affordable multi-family housing units, including 16 units for Low-Income households, 22 units for Very Low-Income households, and four units for Extremely Low-Income households. Therefore, the Project would not conflict with this goal.
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between high-density developments and surrounding lower-density residential neighborhoods.	No Conflict. The Project would be accessible to and from a variety of transit lines. The Metro E Line is located 0.3 miles northwest of the Project Site on Exposition Boulevard, and several Metro bus lines including Line 2, 81, and 550, travel north/west along the Project Site frontages. LADOT also serves the Project Site with the DASH Southeast and DASH King-East service routes. The Project has been designed to be compatible with existing and proposed development in the surrounding area. The area surrounding the Project Site is urbanized and includes a mix of low- to mid-rise buildings containing a variety of commercial, residential and public facilities uses. In the vicinity of the Project Site, the neighborhood continues to undergo changes to the development landscape, including introduction of taller buildings with a variety of uses. Therefore, development of the Project would not adversely impact lower-density residential neighborhoods, and the Project would not conflict with this objective.
Policy 4.2.1: Offer incentives to include housing for very low-and low-income households in mixed-use developments.	No Conflict. The Project would provide a seven-story mixed-use development that includes 209 apartment units, inclusive of four units for Extremely Low Income households, 22 units for Very Low Income households, and 16 units for Low Income households. Therefore, the Project would not conflict with this policy.
Urban Form and Neighborhood Design Chapter	
Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and citywide scales.	No Conflict. The Project would provide a new mixed-use development that would serve the existing and future residents and employees of the surrounding community. The Project has been designed to be compatible with the surrounding urban environment. The Project's proposed residential and ground floor restaurant and retail uses would be consistent and compatible with the surrounding land uses.
<p>Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.</p> <p>Policy 5.2.2.c: The built form of regional centers will vary by location. In areas such as Wilshire and Hollywood Boulevards, buildings will range from low- to mid-rise buildings, with storefronts situated along pedestrian-oriented streets. In areas such as Century City and Warner Center, freestanding high rises that are not pedestrian-oriented characterize portions of these centers. Nevertheless, regional centers should contain</p>	<p>No Conflict The Project would provide new market rate and affordable housing and commercial uses in a TPA. The Project Site is within close proximity to several transit options including the Metro E Line USC/Expo station located 0.3 miles north of the Project Site, Metro bus lines 2, 81, and 550, and the DASH Southeast and DASH King-East service routes that would provide visitors and residents with easy access to jobs, services, and educational institutions.</p> <p>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</p>

Goal/Objective/Policy	Analysis of Project Consistency
pedestrian-oriented areas and incorporate the pedestrian-oriented design elements defined in policy 5.8.1 and policies 3.16.1 - 3.16.3.	<p>Project that would be consistent with and complement surrounding development.</p> <p>The Project includes pedestrian-oriented design elements; the ground floor level along South Figueroa Street would activate the street level with the inclusion of ground floor restaurant and retail uses. Therefore, the Project would not conflict with this objective or policy.</p>
<p>Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.</p> <p>Policy 5.8.1: Buildings in pedestrian-oriented districts and centers should have the following general characteristics:</p> <ol style="list-style-type: none"> An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk; A building wall more-or-less continuous along the street frontage Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; Shops with entrances directly accessible from the sidewalk and located at frequent intervals; Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate; Ground floor building walls devoted to display windows or display cases; Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible; Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities. 	<p>No Conflict. The Project would enhance pedestrian access within and around the Project Site. The Project provides 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 leading into the wrapped parking garage that is encompassed within the building and fully screened from view along South Flower Drive, enhancing pedestrian safety.</p> <p>The ground floor level along South Figueroa Street would activate the street 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.</p> <p>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.</p> <p>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. .</p> <p>In addition, the Project would provide a total of 16 short-term bicycle spaces on South Figueroa Street and West 38th Street in bike 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 at-grade wrapped parking garage.</p> <p>Therefore, the Project would not conflict with this objective or policy.</p>
<p>Objective 5.9: Encourage the proper design and effective use of built environment to help increase personal safety at all times of the day.</p>	<p>No Conflict. The Project would incorporate elements that promote personal safety. During construction of the Project, the Project Site would be fenced and gated and monitored via surveillance cameras, security on-site, or security drive-by patrols depending on the stage of construction, to monitor the Project Site during off-hours. During operation of the Project, 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. Security lighting would be provided at all entryways and access points. As discussed in Section 4.7, Public Services of this Draft EIR, the Project Site would be adequately served by</p>

Goal/Objective/Policy	Analysis of Project Consistency
	police protection service. Therefore, the Project would not conflict with this objective.
Open Space and Conservation Chapter	
<p>Goal 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.</p>	<p>No Conflict. While this goal relates to the citywide/regional provision of open space, 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 in the form of private balconies. The Project would provide 23,127 square feet of open space that would include courtyards, a pool, roof decks, recreation rooms, and private patios. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.</p> <p>Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.</p>	<p>No Conflict. 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 23,127 square feet of open space that would include courtyards, pool, roof decks, recreation rooms, and private patios. Open space areas would be accessed through access points on South Figueroa Street, West 38th Street, and from the interior of the Project Site. It is anticipated that Project residents and employees would often utilize on-site open space and common areas to meet their recreational needs. Thus, while the Projects residents would be expected to utilize off-site public parks and recreational facilities to some degree, the Project would help address the open space and outdoor recreational needs of the community. Therefore, the Project would not conflict with this policy.</p>
Economic Development Chapter	
<p>Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.</p>	<p>No Conflict. The Project is a mixed-use development that would consist of 209 apartment units, inclusive of 42 affordable units and 2,705 square feet of ground level retail and restaurant uses. As such, the Project would contribute to the employment base and continue economic growth in the area. The Project Site would have convenient access to public transit and opportunities for walking and biking, which would reduce vehicle miles traveled and ensure maximum feasible environmental quality. 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, gray water system for irrigation and HVAC and ENERGY STAR® appliances, and low-flow plumbing fixtures. The Project would provide 36 EV Ready spaces (all 34 of the residential parking spaces and 25 percent, or two, of the commercial parking 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. Therefore, the Project would not conflict with this objective.</p>

Goal/Objective/Policy	Analysis of Project Consistency
<p>Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.</p> <p>Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p> <p>Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.</p> <p>Policy 7.6.3: Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.</p>	<p>No Conflict. The Project would provide 2,705 square feet of ground level retail and restaurant uses within a TPA.. The Project Site is well-served by a variety of public transit options in the vicinity of the Project Site including the Metro E Line USC/Expo station, Metro bus lines 2, 81, and 550, and the DASH Southeast and DASH King-East service routes.</p> <p>The Project's new restaurant and retail uses would be supported by surrounding residential, commercial, entertainment and educational uses would serve the shopping needs of the local population and future residents. Therefore, the Project would not conflict with these policies.</p>
<p>Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.</p>	<p>No Conflict. The Project would include 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. The residential units would be located within a City designated TPA that is well-served by a variety of public transit options.</p> <p>The development of the Project, which includes market rate, affordable housing and new restaurant and retail uses in an area with convenient access to public transit and surrounding commercial, educational, and entertainment uses that provide jobs supports this objective of allowing the City's work force to both live and work in the City. Therefore, the Project would not conflict with this objective.</p>
Infrastructure and Public Services Chapter	
<p>Goal 9A: Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.</p> <p>Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p>No Conflict. As discussed in the Initial Study, included as Appendix A of this Draft EIR, the Project would not generate hazardous substances that would be disposed of in the sewer system. Furthermore, as noted in the Initial Study, given its current capacity, the Hyperion Service Area would have adequate capacity to serve the Project's wastewater generation. Therefore, the Project would not conflict with this goal and policy.</p>
<p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p>Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p>No Conflict. The Project would be required to obtain NPDES permit coverage and implement a Storm Water Pollution Prevention Plan (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.</p> <p>The Project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance which</p>

Goal/Objective/Policy	Analysis of Project Consistency
<p>Objective 9.6.3: The City's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily limited to</p> <ul style="list-style-type: none"> d. On-site detention/retention and reuse of runoff; f. Incorporate site design features which enhance the quality of offsite runoff. 	<p>requires that post-construction stormwater runoff from new projects be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency best management practices (BMP)s on-site for the volume of water produced by the 85th percentile, 24-hour storm event. The Project would incorporate appropriate LID BMPs in accordance with the City's LID Ordinance intended to control and treat stormwater runoff in compliance with LID. Therefore, the Project would not conflict with this goal and these objectives.</p>
<p>Goal 9C: Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <p>Objective 9.9: Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.</p> <p>Objective 9.9.7: Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.</p>	<p>No Conflict. As discussed in the Initial Study, included as Appendix A of this Draft EIR, the Project's increase in water demand would fall within the available and projected water supplies reported in the 2020 Urban Water Management Plan (UWMP) for the City. The Project would emphasize energy and water conservation, which would be achieved through the use of a gray water system for irrigation, ENERGY STAR® appliances, and low-flow plumbing fixtures and drought tolerant landscaping. Therefore, the Project would not conflict with this goal and these objectives.</p>
<p>Objective 9.10: Ensure that water supply storage, and delivery stems are adequate to support planned development.</p>	<p>No Conflict. As discussed in the Initial Study, included in Appendix A of this Draft EIR, the Project would be serviced by LADWP. LADWP does not anticipate water shortages and demands are met by the available supplies under all hydrologic scenarios through 2045 for normal, single-dry, and multiple-dry years. Therefore, LADWP would be able to meet the water demand for the Project as well as the existing and planned water demands for its future service area.</p>
<p>Objective 9.40: Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.</p>	<p>No Conflict. Refer to the discussion for Goal 9P above.</p>
<p>Goal 9F: Adequate collection, transfer, and disposal of mixed solid waste – the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a manner that minimizes adverse environmental impacts.</p>	<p>No Conflict. As discussed in the Initial Study, included as Appendix A of this Draft EIR, the Project would be consistent with the applicable regulations associated with solid waste disposal. In addition, the Project's estimated solid waste disposal would represent a minimal percentage of the remaining capacity at the County's landfills that serve the City. Therefore, the Project would not conflict with this goal.</p>
<p>Goal 9P: Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building facade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.</p>	<p>No Conflict. Lighting for the Project is intended to minimize light trespass and glare from the Project Site onto adjacent properties and to provide safety and nighttime visibility through shielded, focused, and directed illumination. Proposed signage along South Figueroa Street includes mounted and backlit signage over the main lobby entry doors and at the top of the building facing both south and north. Commercial signage would be mounted to the canopy awning above the restaurant and retail glass front and would be illuminated from the interior. Additional lighting includes planter uplighting and trellis-mounted down light for each</p>

Goal/Objective/Policy	Analysis of Project Consistency
	roof deck, building-mounted emergency lighting along South Flower Drive and at the points for ingress and egress around the building perimeter, and interior courtyard lighting. All signage and lighting on the Project Site would comply with the requirements of the LAMC. Therefore, the Project would not conflict with this goal.
Source: Kimley-Horn and Associates, Inc., 2026. The Citywide General Plan Framework Element of the City of Los Angeles General Plan, adopted 1995.	

Table 3: Project Consistency with Applicable Goals and Policies of the Mobility Plan 2035

Goal/Objective/Policy	Analysis of Project Consistency
Chapter 1: Safety First	
<p>Policy 1.1 Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p>No Conflict. While this policy applies to the City and not development projects, the Project may be required to make roadway modifications (widening of approximately 1.5 feet) along South Figueroa Street. The Project would include streetscape improvements such as landscaping to encourage walkability. The Project's future driveway would be designed consistent with LADOT standards and ADA requirements. The Project would also include on-site bicycle parking. The Project would provide short- and long-term bicycle spaces for both residential and commercial uses. A total of 16 short-term bicycle spaces would be located on South Figueroa Street and West 38th Street in bicycle racks proposed to be located in the public right-of-way. In addition, 130 long-term bicycle spaces would be located on the ground floor of the Project Site within the at-grade parking garage with access from the main entrance lobby and parking garage.</p> <p>Furthermore, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure. Overall, the physical changes in the public right-of-way would not degrade, but prioritize the safety and experience of the most vulnerable roadway users. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 1.2 Complete Streets Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.</p>	<p>No Conflict. While this policy applies to the City and not development projects, 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. 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 not conflict with this policy.</p>

Goal/Objective/Policy	Analysis of Project Consistency
<p>Policy 1.3 Safe Routes to Schools Prioritize the safety of school children on all streets regardless of highway classifications.</p>	<p>No Conflict. While this policy applies to the City and not development projects, the Project would not result in roadway modifications in a manner that would introduce safety hazards on and around the Project Site. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 1.6 Multi-Modal Detour Facilities Design detour facilities to provide safe passage for all modes of travel.</p>	<p>No Conflict. Construction activities would be maintained on-site to the extent feasible. Any impediments to the public right-of-way would be addressed with implementation of the Construction Traffic Management Plan (pursuant to Project Design Feature TRAF-PDF-1 above) which would include detour routes for all applicable travel modes, including pedestrian, transit, and bicycle users. Therefore, the Project would not conflict with this policy.</p>
<p>Chapter 2: World Class Infrastructure</p>	
<p>Policy 2.1 Adaptive Reuse of Streets Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.</p>	<p>No Conflict. While this policy applies to the City and not development projects, the Project would not alter adjacent streets or the right-of-way in a manner that would preclude or conflict with future changes by various City Departments. The Project would conform to all design element requirements, including those related to proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility to reduce, if not totally avoid, any effects on the public rights-of-way. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p>No Conflict. The Project would enhance pedestrian access within and around the Project Site. The Project provides ample space and access for pedestrians along its frontages. No driveways are proposed along South Figueroa Street and West 38th Street, eliminating any vehicle-pedestrian conflict points as compared to the present condition where a driveway currently exists. Vehicular access to the Project Site is exclusively via South Flower Drive, ensuring the pedestrian experience and safety are maintained along South Figueroa and West 38th Streets. 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 leading into the wrapped parking garage that is encompassed within the building and fully screened from view along South Flower Drive, further enhancing pedestrian safety. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.4 Neighborhood Enhanced Network Provide a slow speed of locally serving streets.</p>	<p>No Conflict. West 39th Street and West 37th Street within the Study Area are identified as part of the NEN as Tier 2. While this policy applies to the City and not development projects, the Project would not alter West 39th Street and West 37th Street in a manner that would preclude or conflict with the City's plans to provide comfortable and safe routes for localized travel of slower-moving modes along these streets. Therefore, the Project would not conflict with this policy.</p>

Goal/Objective/Policy	Analysis of Project Consistency
<p>Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.</p>	<p>No Conflict. South Figueroa Street in the Study Area is identified as a comprehensive transit enhanced network and Martin Luther King Jr Boulevard as a moderate plus transit enhanced street. The Project would not alter South Figueroa Street or Martin Luther King Jr Boulevard in a manner that would preclude or conflict with the City's plans to improve the performance and reliability of existing and future transit service. In addition, the Project would encourage more transit use by developing residential and restaurant and retail uses in close proximity to convenient access to transit services, including the Metro E Line USC/Expo station, Metro bus lines 2, 81, and 550, and the DASH Southeast and DASH King-East service routes. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycle facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)</p>	<p>No Conflict. South Figueroa Street and Martin Luther King Jr Boulevard within the Project Study Area are identified as Tier 1 bicycle lanes, which are protected bicycle lanes physically separated from vehicular traffic. While this policy applies to the City and not development projects, the Project would not alter the bicycle infrastructure near the proposed Project or preclude the City's ability to implement the protected bicycle lanes. In fact, the Project will remove one existing driveway along West 38th Street and consolidate four driveways into a single driveway leading into the wrapped parking garage that is encompassed within the building and fully screened from view along South Flower Drive, further enhancing bicyclist safety. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.7 Vehicle Network Provide vehicle access to the regional freeway system.</p>	<p>No Conflict. Regional access to the existing freeway system, specifically I-110, is provided by several roadways within the Project Study Area, including West Martin Luther King Jr. Boulevard, West 37th Street, and West Exposition Boulevard. The Project would not alter any of the surrounding streets, including streets identified as roadways providing regional access to and from the freeway system. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.9 Multiple Networks Consider the role of each mode enhanced network when designing a street that included multiple modes.</p>	<p>No Conflict. As discussed above, South Figueroa Street, South Flower Drive, Martin Luther King Jr Boulevard, Exposition Boulevard/West 37th Street, and West 39th Street all surround the Project Site and are all part of multiple networks designated by the Mobility Plan. While this policy generally applies to the City and not specific development projects, the Project would not adversely impact the surrounding networks and would be designed to prioritize the safety of bicyclists and pedestrians. Additionally, development of the Project would not affect the future implementation of improvements to the surrounding networks. Therefore, the Project would not conflict with this policy.</p>
<p>Chapter 3: Access for All Angelenos</p>	
<p>Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.</p>	<p>No Conflict. While this policy generally applies to the City and not specific development projects, the Project would be inclusive of all modes of transportation, including pedestrian, bicycle, transit, and vehicles, thereby supporting the City's transportation system. As discussed throughout this section, the Project would support safe and accessible transportation for all different types of users. Specifically, the Project would include a new driveway with an access gate along South</p>

Goal/Objective/Policy	Analysis of Project Consistency
	<p>Flower Drive that would provide ingress and egress into the at-grade residential and commercial parking lot. This improvement would consolidate the existing driveways on site, reducing hazards to bicyclists and pedestrians. Additionally, the Project provides ample space and access for pedestrians along its frontages with full width sidewalks. The Project's access locations would comply with City standards and safety requirements, which mandate providing adequate sight lines, safe distances to potential conflicts, traversable sidewalks, crosswalks and pedestrian movement controls.</p> <p>The Project would also include bicycle parking, which would encourage the use of alternative modes of travel. Additionally, it is located within close proximity to transit stops. Specifically, the Project Site is located 0.3 miles from the Expo Park/USC Metro Station which serves the E Line of the Metro Rail System. Metro also operates multiple local and express bus lines and stops within a 0.5-mile radius that serve the Project Site, including the 2, 81, and 550 lines. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.</p>	<p>No Conflict. The Project would be designed to comply with ADA requirements. Additionally, the Project would not have an impact on any existing accessibility features at nearby crosswalks. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p>No Conflict. The Project would include the development of 209 residential units of various affordability types as well as 2,705 square feet of ground-level restaurant and retail uses. As previously discussed, 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 2, 81, and 550 lines. As such, the Project would place both residential and employment opportunities near transit stops.</p> <p>Additionally, the Project would include 16 total short-term bicycle parking spaces on South Figueroa Street and West 38th Street in bicycle racks. In addition, 130 long-term bicycle spaces would be located on the first floor of the Project Site within the at-grade garage, thereby promoting the use of alternative forms of transportation and resulting in fewer vehicle trips. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.4 Transit Services Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>No Conflict. While this policy generally applies to the City and not specific development projects, the Project would promote the use of transit services. As previously discussed, the Project is located in close proximity to the Expo Park/USC Metro station as well as stops for five different bus lines operated by Metro and LADOT. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.5 Multi-Modal Features Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.</p>	<p>No Conflict. As discussed above, the Project would promote the use of transit services because it is located in close proximity to a Metro station as well as stops for five different bus lines operated by Metro and LADOT. The Project would also provide short-term and long-term bicycle parking spaces as well as full width sidewalks. Additionally, the Project is designed to consolidate all of the existing driveways on the</p>

Goal/Objective/Policy	Analysis of Project Consistency
	Project site to one driveway to reduce obstacles and conflicts for pedestrians and bicyclists. Therefore, the Project would not conflict with this policy.
<p>Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.</p>	<p>No Conflict. The Project would provide short- and long-term bicycle spaces for both residential and restaurant and retail uses. A total of 16 short-term bicycle parking spaces would be located on South Figueroa Street and West 38th Street in bicycle racks proposed to be located in the public right-of-way. In addition, 130 long-term bicycle spaces would be located on the first floor of the Project Site within the at-grade garage directly behind the main entrance lobby and garage. Therefore, the Project would not conflict with this policy</p>
Chapter 4: Collaboration, Communication, & Informed Choices	
<p>Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles</p>	<p>No Conflict. The Project would encourage alternative modes of travel through its proximity to multiple transit services and the provision of short-term and long-term bicycle parking, which would reduce reliance on single-occupancy vehicle trips to the Project site. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives</p>	<p>No Conflict. The Project would include 40 vehicle spaces that would consist of 34 residential parking spaces and six commercial parking spaces within the at-grade garage, in addition to 146 bicycle parking spaces on-site. The Project would also encourage pedestrian circulation and 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. Therefore, the Project would not conflict with this policy.</p>
Chapter 5: Clean Environments & Healthy Communities	
<p>Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health</p>	<p>No Conflict. While this policy generally applies to the City and not specific development projects, the Project would promote the use of other transportation modes (bicycle and transit) and encourage pedestrian circulation at the street level with full width sidewalks, thereby reducing reliance on single-occupancy vehicles and reducing VMT. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>No Conflict. While this policy generally applies to the City and not specific development projects, the Project would promote the use of other transportation modes (bicycle and transit) and encourage pedestrian circulation at the street level with full width sidewalks, thereby reducing reliance on single-occupancy vehicles and reducing VMT.</p> <p>Additionally, the Project's proposed residential area would generate a lower VMT per capita than the average for the area as discussed further in threshold (b) in Section IV.G, Transportation, of this Draft EIR. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 5.4 Clean Fuels and Vehicles Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.</p>	<p>No Conflict.</p> <p>The Project Site would have convenient access to public transit and opportunities for walking and biking, which would reduce vehicle miles traveled and ensure maximum feasible environmental quality. The Project would provide 36 EV Ready</p>

Goal/Objective/Policy	Analysis of Project Consistency
	spaces (all 34 of the residential parking spaces and 25 percent, or two, of the commercial parking 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. Therefore, the Project would not conflict with this policy
Source: Kimley-Horn and Associates, Inc., 2026. City of Los Angeles General Plan, Mobility Plan 2035.	

Table 4: Project Consistency with Applicable Policies of the Health and Wellness Element

Policy	Analysis of Project Consistency
<p>Policy 2.2 Healthy Building Design and Construction. Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for health living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universally accessibility using existing tools, practices, and programs.</p>	<p>No Conflict. The Project would develop a mixed-use residential/commercial development on an urban infill site located near public multiple public transportation options, jobs, and educational facilities, and would provide bicycle parking and pedestrian infrastructure to incentivize increased biking and walking.</p> <p>The Project would enhance pedestrian access within and around the Project Site. The Project provides 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 leading into the wrapped parking garage that is encompassed within the building and fully screened from view along South Flower Drive, enhancing pedestrian safety.</p> <p>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.</p> <p>Commercial signage would be mounted to the canopy awning above the restaurant and retail glass front and would be illuminated from the interior. Additional lighting includes planter uplighting and trellis-mounted down lights for each roof deck, building-mounted emergency lighting along South Flower Drive and at the points for ingress and egress around the building perimeter, and interior courtyard lighting. All signage and lighting on the Project Site would comply with the requirements of the LAMC.</p> <p>The Project would provide 23,127 square feet of open space that would include courtyards, a pool, roof decks, recreation rooms, and private patios. To encourage bicycle use, the Project would also provide 128 residential long-term bicycle spaces, 14 short-term residential bicycle spaces, two commercial long-term bicycle spaces, and two short-term bicycle spaces for a total of 146 bicycle spaces. Therefore, the Project would not conflict with this policy</p>
<p>Policy 5.1 Air Pollution and Respiratory Health. Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health</p>	<p>No Conflict. The Project would include characteristics and design features that support reductions in GHG emissions and encourage alternative modes of transportation. The Project Site is surrounded by residential, entertainment, open space, educational, and commercial uses, and is located near transit, reducing reliance on automobiles and VMT.</p>

Policy	Analysis of Project Consistency
	<p>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, gray water system for irrigation and HVAC and ENERGY STAR® appliances, and low-flow plumbing fixtures. The Project would provide 36 EV Ready spaces (all 34 of the residential parking spaces and 25 percent, or two, of the commercial parking 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. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction. Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors, and others susceptible to respiratory diseases.</p>	<p>No Conflict. As discussed in more detail under Policy 5.1 Air Pollution and Respiratory Health, the Project adheres to smart growth principles by locating infill development adjacent to existing employment centers, educational facilities, commercial uses, and transit. Furthermore, as discussed in Section IV.G, Transportation, of this Draft EIR, the Project would result in a reduction of VMT. The Project’s energy efficiency features and location near public transit reduces the energy and emission footprint of the Project and GHG emissions of the residents and visitors from private automobile travel. Therefore, the Project would not conflict with this policy.</p>
<p>Source: Kimley-Horn and Associates, Inc., 2026. City of Los Angeles General Plan, Health and Wellness Element.</p>	

Table 5: Project Consistency with Applicable Goals, Objectives, and Policies of the Housing Element 2021-2029

Goals and Policies	Analysis of Project Consistency
<p>Land Use Element and Design</p>	
<p>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.</p> <p>Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.</p> <p>Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs</p> <p>Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city’s diverse households.</p> <p>Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas</p>	<p>No Conflict. 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 34 studios, 43 one-bedroom units, 45 two-bedroom units, 34 three-bedroom units, and 53 four-bedroom units. 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.</p> <p>The Project is located within a TPA and is well-served by transit options including the Metro E Line USC/Expo station, Metro bus lines 2, 81, and 550, and the DASH Southeast and DASH King-East service routes. Therefore, the Project would not conflict with this goal, objective or policies.</p>

Goals and Policies	Analysis of Project Consistency
<p>Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.</p> <p>Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.</p>	<p>No Conflict. The Project would provide a variety of housing options, including market rate housing and affordable housing for Extremely Low Income households, Very Low-Income households and Low-Income households. The Project would provide 34 studios, 43 one-bedroom units, 45 two-bedroom units, 34 three-bedroom units, and 53 four-bedroom units.</p> <p>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 systems, a gray water system for irrigation, ENERGY STAR® appliances, and low-flow plumbing fixtures. The Project would reserve 15 percent of roof area for solar use.</p> <p>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 would provide 23,127 square feet of open space that would include courtyards, a pool, roof decks, recreation rooms, and private patios. The Project's proposed housing types, sustainability features, and open space areas would serve to promote healthy living, community belonging, and inclusive neighborhoods.</p> <p>Therefore, the Project would not conflict with this goal and objective.</p>
<p>Policy: 3.1.2: Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.</p>	<p>No Conflict. 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 34 studios, 43 one-bedroom units, 45 two-bedroom units, 34 three-bedroom units, and 53 four-bedroom units.</p> <p>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 surrounding area 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 ground floor retail and restaurant uses. Floor-to-ceiling windows would further activate the street and provide visual transparency into the Project Site.</p> <p>The Project's external façades along South Flower Drive (facing the I-110 freeway) and West 38th Street and all internal façades feature a cohesive design theme with varied materiality and color and angled bay windows. The Project's seventh floor roof decks provide views of Downtown Los Angeles and the surrounding neighborhood. The Project would introduce a similar mix of land uses that are compatible with the surrounding uses. Therefore, the Project would not conflict with this policy.</p>

Goals and Policies	Analysis of Project Consistency
<p>Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.</p>	<p>No Conflict. 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, gray water system for irrigation and HVAC and ENERGY STAR® appliances, and low-flow plumbing fixtures. The Project would provide 36 EV Ready spaces (all 34 of the residential parking spaces and 25 percent, or two, of the commercial parking 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. The Project would provide 54 new trees on the Project Site (one tree provided for every four units, per LAMC Section 12.21 G). Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.</p>	<p>No Conflict. 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 would provide 23,127 square feet of open space that would include courtyards, a pool, roof decks, recreation rooms, and private patios on the second and seventh levels. Therefore, the Project would not conflict with this policy. As such, the Project would promote the integration of housing with other compatible uses. Therefore, the Project would not conflict with this policy.</p>
<p>Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.</p> <p>Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.</p> <p>Policy 3.2.5: Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.</p> <p>Policy 3.2.7: Provide environmentally sustainable development standards and incorporate sustainable best practice in building and zoning code updates.</p>	<p>No Conflict. Refer to Policy 3.1.5, discussed above. In addition, the area surrounding the Project Site is highly urbanized and contains a variety of land uses including dining, entertainment, commercial, residential, and educational uses at the building and neighborhood level.</p> <p>As discussed in the Initial Study, included as Appendix A of this Draft EIR, the Project's increase in water demand would fall within the available and projected water supplies reported in the 2020 UWMP for the City. The Project would emphasize energy and water conservation, which would be achieved through the use of a gray water system for irrigation, ENERGY STAR® appliances, and low-flow plumbing fixtures and drought tolerant landscaping. As discussed in the Initial Study, the Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation. Therefore, the Project would not conflict with this objective and policies.</p>
<p>Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.</p>	<p>No Conflict. The Project would include characteristics and design features that support reductions in GHG emissions and encourage alternative modes of transportation. The Project Site is surrounded by residential, entertainment, open space, educational, and commercial uses, and is located near transit, reducing reliance on automobiles and VMT.</p> <p>The Project is located within a City-designated TPA and is located within 0.5 mile of a light rail station and multiple local and express bus lines including Metro lines 2, 81, and 550 which travel north/west along South Figueroa Street as well as the DASH Southeast and King-East service routes.</p> <p>The Project would further encourage sustainable transportation by providing on-site bicycle parking facilities</p>

Goals and Policies	Analysis of Project Consistency
	<p>and amenities and separate pedestrian entrances, both of which would promote alternate transportation modes, such as biking and walking.</p> <p>The Project would emphasize energy and water conservation, which would be achieved through the use of energy-efficient heating, ventilation, gray water system for irrigation, ENERGY STAR® appliances, and low-flow plumbing fixtures. The Project would reserve 15 percent of roof area for solar use. Therefore, the Project would not conflict with this policy.</p>
<p>Source: Kimley-Horn and Associates, Inc., 2026. City of Los Angeles, General Plan 2021-2029 Housing Element, 2021.</p>	

Table 6: Project Consistency with Applicable Goals, Objectives, and Policies of the South Los Angeles Community Plan

Goals and Policies	Analysis of Project Consistency
Land Use Element and Design	
<p>Goal LU1: Safe, secure, healthy, and high-quality residential environments that provide housing for all economic levels, ages, physical abilities, and ethnicities.</p>	<p>No Conflict. The Project would provide high-quality, secure, and safe new market-rate and affordable housing. The Project would provide 209 residential units, inclusive of 42 affordable residential units, including 16 units for Low-Income households, 22 units for Very Low-Income households, and four units for Extremely Low-Income households.</p> <p>The Project would comply with federal, state, and local laws that prohibit housing discrimination. Furthermore, the Project would be designed with American with Disabilities Act (ADA) standards to encourage a safe, secure, and high-quality residential environment. Therefore, the Project would not conflict with this goal.</p>
<p>Policy LU1.2: Adequate Lighting and Street Maintenance. Encourage safe streets, parks, recreation facilities, sidewalks, and bike facilities by providing adequate lighting and well-kept, paved surfaces.</p>	<p>No Conflict. Lighting for the Project is intended to minimize light trespass and glare from the Project Site onto adjacent properties and to provide safety and nighttime visibility through shielded, focused, and directed illumination. Proposed signage along South Figueroa Street includes mounted and backlit signage over the main lobby entry doors and at the top of the building facing both south and north. Commercial signage would be mounted to the canopy awning above the restaurant and retail glass front and would be illuminated from the interior. Additional lighting includes planter uplighting and trellis-mounted down light for each roof deck, building-mounted emergency lighting along South Flower Drive and at the points for ingress and egress around the building perimeter, and interior courtyard lighting. All signage and lighting on the Project Site would comply with the requirements of the LAMC. Therefore, the Project would not conflict with this policy.</p>

Goals and Policies	Analysis of Project Consistency
<p>Policy LU1.6: Affordability. Encourage affordable housing options by promoting the benefits of tax credit programs such as LAHD’s Mortgage Credit Certificate program, homebuyer incentive programs that involve the reuse and rehabilitation of existing structures, other tax programs and the density bonus ordinance.</p>	<p>No Conflict. The Project would provide high-quality, secure, and safe new market-rate and affordable housing. 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.</p> <p>The Project would comply with federal, state, and local laws that prohibit housing discrimination. Therefore, the Project would not conflict with this policy.</p>
<p>Policy LU1.10: Minimize Displacement. New development should aim to minimize displacement of current residents.</p>	<p>Potential Conflict. The Project would result in the replacement of 51 residential units with 209 mixed-income units which would include four units for Extremely Low Income households, 22 units for Very Low Income households, and 16 units for Low Income households. The most recent estimated household size for housing units in the South Los Angeles Community Plan area is 3.35 persons per unit. Applying this factor, the displacement of 51 existing units would result in the displacement of approximately 171 existing residents. However, as discussed above, the Project would provide 158 net new units, (including 42 affordable units) providing housing opportunities for approximately 529 residents, greater than the number of residents that would be displaced. Nonetheless, because the Project would result in the displacement of individuals currently living on the Project Site, the Project would potentially conflict with this policy.</p>
<p>Policy LU1.11: Mixed-Income Communities. Encourage additional mixed-income neighborhoods by promoting affordable housing and reducing residential segregation and concentrations of poverty.</p>	<p>No Conflict. The Project includes a variety of housing units at different income levels including market rate housing and affordable housing within the same development, reducing residential segregation and concentrations of poverty. The Project would include 209 multi-family units that would 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. Therefore, the Project would not conflict with this policy.</p>
<p>Policy LU1.12: Healthy Homes. Promote “green” and safe building practices that support healthy homes (e.g. use materials with low-VOC, lead-free paint).</p>	<p>No Conflict. Project construction and operation would involve the limited use of hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. The Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen) that would require low-VOC carpets, paint and other building materials that support healthy homes. Therefore, the Project would not conflict with this policy.</p>

Goals and Policies	Analysis of Project Consistency
<p>Policy LU1.17: Tenants' Right of Return. Support projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.</p>	<p>No Conflict. The Project involves the demolition of eight multi-family residential buildings, and the removal of existing surface parking areas for the development of a seven-story mixed-use development that includes 209 residential units and 2,705 square feet of ground level retail and restaurant uses.</p> <p>Existing residents living on the Project Site would be subject to the Resident Protection Ordinance (RPO) 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. Therefore, the Project would not conflict with this policy.</p>
<p>Goal LU4: Distinct multi-family neighborhoods that preserve physical assets and foster neighborhood character and identity.</p> <p>Policy LU4.1 Architectural Compatibility. Seek a high degree of architectural compatibility and landscaping for new infill development to protect the historical and architectural character and scale of existing residential neighborhoods, including front yard fence location, design, and materials.</p>	<p>No Conflict. The Project would support this goal by creating a high-quality new residential development that blends within the existing urban environment. The design of the Project along South Figueroa Street blends with new development within Exposition Park such as the BMO Stadium by utilizing 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 away 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 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 at the ground level would further activate the street and provide visual transparency into the Project Site.</p> <p>The Project external 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. Therefore, the Project would not conflict with this goal and policy.</p>
<p>Policy LU4.2: On-site Amenities. Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces and usable private and/or public open space.</p>	<p>No Conflict. Open space and landscaping on the Project Site would be provided in accordance with 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 on the second and seventh floors, as well as private open space throughout the building on all levels. The Project would provide 23,127 square feet of open space that would include courtyards, pool, roof decks, recreation rooms, and private patios on levels. Therefore, the Project would not conflict with this policy.</p>
<p>Policy LU4.3: Compliance with Design Guidelines. New multi-family residential development should be designed in accordance with established design guidelines to ensure high-quality design.</p>	<p>No Conflict. The Project would be consistent with the City's design guidelines for new residential development. Therefore, the Project would not conflict with this policy.</p>
<p>Goal LU5: Adequate housing units are promoted and provided for all segments of the community regardless of income, age, physical ability, or ethnic background.</p>	<p>No Conflict. The Project would provide high-quality, secure, and safe new market-rate and affordable housing. The Project would provide 209 apartment units, including four units for Extremely Low Income households, 22 units for Very Low Income households, and 16 units for Low Income households. The leasing of future units would comply with</p>

Goals and Policies	Analysis of Project Consistency
	federal, state, and local laws that prohibit housing discrimination. This includes housing for rent or sale, advertising, lending, insurance, steering, redlining and hate crimes. Additionally, the Project would be designed to comply with ADA standards. Therefore, the Project would not conflict with this goal.
<p>Policy LU5.1 Address Diverse Resident Needs. Provide for the preservation of the existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2035.</p> <p>Policy LU5.2 Diverse and Affordable Housing. Prioritize housing that is affordable to a broad cross-section of income levels, which provides a range of residential product types and that supports the ability to live near work.</p>	<p>No Conflict. The Project would provide new housing to meet the diverse economic and physical needs of residents. The Project would provide a seven-story mixed-use development that includes 209 apartment units, inclusive of four units for Extremely Low Income households, 22 units for Very Low Income households, and 16 units for Low Income households, and 2,705 square feet of ground level retail and restaurant uses. The Project would offer a range of unit types ranging from studio to four-bedroom units. These new residential units would replace 51 existing residential units. Therefore, the net number of new units on the Project Site would be 158 units. The Project would be located near multiple transit options and near jobs, educational institutions, commercial and entertainment uses, and other residential areas, supporting the ability to live near work, school, and services.</p> <p>The Project would enhance pedestrian access within and around the Project Site. The Project provides ample space and access for pedestrians along its frontages. No driveways are proposed along South Figueroa Street and West 38th Street, eliminating any vehicle-pedestrian conflict points as compared to the present condition where a driveway currently exists. 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 leading into the wrapped parking garage that is encompassed within the building and fully screened from view along South Flower Drive, further enhancing pedestrian access. Therefore, the Project would not conflict with these policies.</p>
<p>Policy LU5.4 Preserve Rent Stabilized Units. Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance and strive for a no net-loss of affordable units in the Plan Area and discourage displacement of existing residents.</p> <p>Policy LU5.7 Minimize Displacement. Discourage the displacement of existing residents and strive for a no net loss of affordable housing units, including those protected by the Rent Stabilization Ordinance.</p>	<p>Potential Conflict. The Project would result in the replacement of 51 residential units with 209 mixed-income units which would include four units for Extremely Low Income households, 22 units for Very Low Income households, and 16 units for Low Income households. The most recent estimated household size for housing units in the South Los Angeles Community Plan area is 3.35 persons per unit.¹ Applying this factor, the displacement of 51 existing units would result in the displacement of approximately 171 existing residents. However, as discussed above, the Project would provide 158 net new units, (including 42 affordable units) providing housing opportunities for approximately 529 residents, greater than the number of residents that would be displaced. Existing residents living on the Project Site would be subject to the Rent Stabilization Ordinance (RSO) 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</p>

¹ Los Angeles Department of City Planning, South Los Angeles Demographic Profile, https://planning.lacity.gov/odocument/a547cb71-0d86-47d3-9717-d6059dea27e0/standard_report2022_SOUTH_LA_mail.pdf, accessed January 16, 2025.

Goals and Policies	Analysis of Project Consistency
	comparable unit (same bedroom type) when the Project is completed. Therefore, the Project would not conflict with these policies.
<p>Goal LU6. A commercial factor that is strong and competitive, that serves the needs of individual neighborhoods and the broader community, and that provides local residents with access to high quality jobs providing a pathway out of property.</p> <p>Policy LU6.3 Diverse and Desirable Uses. Attract a diversity of uses that strengthen the economic base and expand market opportunities for existing and new businesses and provide a distribution of desirable amenities throughout the community, including full-service grocery stores, quality sit-down restaurants, and entertainment values.</p>	<p>No Conflict. The Project would provide 2,705 square feet of ground level retail and restaurant uses that would serve the needs of local residents and would expand market opportunities for existing and new businesses and create new employment opportunities at the Project Site.. Additionally, the Project is estimated to created approximately 15 new employees on the Project Site. .</p> <p>Therefore, the Project would not conflict with this goal and policy.</p>
<p>Policy LU7.3 Screen and Buffer. Support the screening of open storage, recycling centers and auto uses, and limit visibility of automobile parts storage and other related products from public view.</p>	<p>No Conflict. 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. The Project's recycling and trash containers would be located in the interior of the Project Site and would not be visible from public vantage points. Therefore, the Project would not conflict with this policy.</p>
<p>Goal LU8: High quality, context-sensitive design that is reflective of the desired community character, and preserves the historic and cultural character of the district.</p>	<p>Potential Conflict. 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. See Section IV.B, Cultural Resources, of this Draft EIR, for a broader discussion.</p>
<p>Policy U8.5 Freeway Adjacencies. Support efforts to protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration along freeway corridors using techniques such as extensive landscaping and trees along freeway-fronting elevations, and including design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions.</p>	<p>No Conflict. The Project would include numerous trees and landscaping including 54 trees on the Project Site and landscaping along South Flower Drive, which is located adjacent to I-110. The Project's amenities such as the interior courtyards would be centrally located within the Project area, and not immediately adjacent to the I-110 freeway. The Project would include various noise and vibration related migration measures to reduce impacts to on-site construction noise and vibration to off-site receptors. With implementation of these mitigation measures, noise and vibration impacts would be less than significant. The Project would also limit the hours of any amplified sound systems on the roof pool deck and ground floor parklet areas. Therefore, the Project would not conflict with this policy.</p>
<p>Goal LU9: Areas of high pedestrian activity that thrive and vibrant, cohesive neighborhoods that feel inviting and safe.</p> <p>Policy LU9.1 Design for Pedestrians. Preserve, enhance and expand existing pedestrian orientation along commercial streets through design standards such as maintaining a uniform street frontage and locating parking at the rear of lots.</p> <p>Policy LU9.2 Active Streets. Encourage an active street environment along commercial corridors by</p>	<p>No Conflict. The Project would include numerous street trees, and 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. 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</p>

Goals and Policies	Analysis of Project Consistency
<p>incorporating commercial or other active public uses along street frontages.</p> <p>Policy LU9.5 Enhance the Public Realm. Encourage the public realm to be enhanced with street trees, street lighting, street furniture, and public art, as well as wider sidewalks along commercial corridors.</p>	<p>view on all sides. Therefore, the Project would not conflict with this goal or these policies.</p>
<p>Policy LU9.7 Minimize Displacement. Discourage the displacement of existing residents and strive for a no net loss of affordable housing units in the plan area, including those protected by the Rent Stabilization Ordinance.</p>	<p>Potential Conflict. Refer to LU5.7 above.</p>
<p>Policy LU9.8 Reduce Conflicts. Design mixed-use projects to mitigate potential conflicts between commercial and residential uses (e.g., noise, lighting, security, truck and automobile access), and provide adequate amenities for residential occupants.</p>	<p>No Conflict. The Project would separate pedestrian and vehicle access to minimize conflicts. The Project would include a new driveway with an access gate along South Flower Drive that would provide ingress and egress into the at-grade residential and commercial parking lot that is encompassed within the building that is fully screened from view on all sides.</p> <p>Residents would access the residential building from the public sidewalk to the main lobby along South Figueroa Street and a secondary lobby along West 38th Street. Pedestrian restaurant and retail access would be provided directly from the sidewalk along South Figueroa Street. The Project would provide 23,127 square feet of common and private open space that would include courtyards, pool, roof decks, recreation rooms, and private patios. Open space areas would be accessible for residents via entrances on South Figueroa Street, West 38th Street, and from the interior of the Project Site. Therefore, the Project would not conflict with this policy.</p>
<p>Goal LU11: “Green development” that promotes an ecologically sustainable community and reduces greenhouse gases.</p> <p>Policy LU11.3 Green Building Practices. Promote green building practices, technologies, green roofs, tree planting and other features that minimize impacts on the environment, including the reduction of heat island effect and greenhouse gases.</p>	<p>No Conflict. The Project would be designed with sustainability features that would meet CALGreen and Title 24 Building Standards Code. The Project would emphasize energy and water conservation, which would be achieved through the use of energy-efficient heating, ventilation, air conditioning, and lighting systems, a gray water system for irrigation, and ENERGY STAR® appliances and low-flow plumbing fixtures. Additionally, the Project would reserve 15 percent of roof area for solar use. The Project would provide 36 EV Ready spaces (all 34 of the residential parking spaces and 25 percent, or two, of the commercial parking 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. Therefore, the Project would not conflict with this goal or these policies.</p>
<p>Policy LU11.4 Conserve Energy. Encourage the conservation of energy and resources, and the use of alternative energy sources for commercial development.</p> <p>Policy LU11.6 Native and Drought-Tolerant Landscaping. Encourage the use of native and drought-tolerant plants in all new development to conserve water use.</p>	<p>No Conflict. The Project would promote green building practices by incorporating trees on the Project Site. The Project would provide 54 new trees on the Project Site that would contribute to reducing to the heat island effect. Furthermore, the Project would be designed to meet CALGreen and Title 24 Building Standards Code. The Project would include Energy Star appliances and low flow plumbing fixtures. In addition, the Project would reserve 15 percent of roof area for solar use. The Project would provide 36 EV Ready spaces (all 34 of the residential parking spaces and 25 percent, or two, of the commercial parking spaces would be EV Ready) and would be subject to the most updated version of the California Green Building Code at time of</p>

Goals and Policies	Analysis of Project Consistency
	Project filing. The landscape design would emphasize native and drought-tolerant shrubs and grasses and ornamental trees. Therefore, the Project would not conflict with these policies.
<p>Goal LU19: Transit-Oriented Districts around light rail transit stations and select Metro Rapid bus stops that are characterized by a mixture of uses, a safe and attractive pedestrian environment, reduced parking, direct and convenient access to transit facilities, and moderate- to higher-density as appropriate to the existing scale and context.</p> <p>Policy LU19.3 Mixed-Income Housing. Incentivize the production of affordable and/ or mixed-income housing in Transit-Oriented Districts.</p> <p>Policy LU19.4 Housing for Transit Users. Prioritize new housing for transit users and the transit-dependent community.</p>	<p>No Conflict. The Project would provide new market rate housing and affordable housing and restaurant and retail uses in a TPA. The Project would include 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. The Project Site is within close proximity to several transit options including the Metro E Line USC/Expo station located 0.3 miles north of the Project Site, Metro bus lines 2, 81, and 550, and the DASH Southeast and DASH King-East service routes that would provide visitors and residents easy access to jobs, services, and educational institutions. Therefore, the Project would not conflict with this goal and policies.</p>
<p>Policy LU19.7 Design Standards and Guidelines. Recommend that new development projects conform to design standards and guidelines that promote high-quality and attractive buildings, as well as an active, pedestrian-oriented environment.</p> <p>Policy LU19.9 Transit Access. Orient new development located near transit to provide direct pedestrian connections to the Metro Station/ Platform/Mezzanine wherever possible and encourage projects to provide people-oriented built environment features such as shade trees, bus shelters and bicycle racks or lockers.</p>	<p>No Conflict. The Project Site is located in an area within the South Los Angeles Community Plan area that exhibits a high degree of variation in architectural style, height, massing, and scale. The Project would conform to a high design standard and is 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.</p> <p>The design of the Project along South Figueroa Street steps away 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 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. Therefore, the Project would not conflict with these policies.</p>
<p>Policy LU19.12 Minimize Displacement. Discourage the displacement of existing residents and strive for a no net loss of affordable housing units, including those protected by the Rent Stabilization Ordinance.</p>	<p>Potential Conflict. Refer to LU5.7 above.</p>
<p>Policy LU19.13 Active First Floor Building Frontages. The first floor frontage of structures should be designed to include commercial or other active public uses.</p> <p>Policy LU19.14 Compact Development Patterns. Promote compact development patterns that are oriented to and frame the street in order to enhance pedestrian activity, and establish a safe and comfortable environment for walking.</p>	<p>No Conflict. Please refer to discussion of Policy LU9.1 Design for Pedestrians for a detailed discussion.</p>

Goals and Policies	Analysis of Project Consistency
<p>Goal LU23: South Los Angeles' significant cultural and historical resources are protected, preserved and/or enhanced.</p> <p>Policy LU23.1: Protect Historic Resources. Continue to identify and protect designated City of Los Angeles Historic-Cultural Monuments.</p> <p>Goal LU27: Preserve existing cultural resources to enhance the cultural identity of the community.</p>	<p>Potential Conflict. 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. Refer to Section IV.B, Cultural Resources, for a discussion of the Project's impact to this resource.</p>
<p>Source: Los Angeles Department of City Planning, 2017. South Los Angeles Community Plan. https://planning.lacity.gov/odocument/b909e749-754e-4caa-af7f-14c82adaa2b7/South_Los_Angeles_Community_Plan.pdf, accessed September 26, 2025.</p>	

Table 7: Project Consistency with Applicable Goals and Objectives for the Exposition/University Park Redevelopment Plan

Goal/Objective	Analysis of Project Consistency
<p>To promote the general welfare of the area in coordination with revitalization by promoting cultural activities, safety, and environmental quality.</p>	<p>No Conflict. The Project would promote the general welfare of the area by creating a new development that would help to revitalize the surrounding community by constructing a new mixed-use development that would incorporate sustainability features and would include design elements that would promote individual and community safety. For example, during operation of the Project, 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 restaurant and retail business hours and accessed by remote.</p> <p>The Project Site would have convenient access to public transit and opportunities for walking and biking, which would reduce vehicle trips, VMT, and air pollution to ensure maximum feasible environmental quality.</p> <p>The Project would be designed with sustainability features that would meet CALGreen and Title 24 Building Standards Code. The Project would emphasize energy and water conservation, which would be achieved through the use of energy-efficient heating, ventilation, air conditioning and lighting systems, gray water system for irrigation, ENERGY STAR® appliances, and low-flow plumbing fixtures. Additionally, the Project would reserve 15 percent of roof area for solar use.</p> <p>The Project would provide 36 EV Ready spaces (all 34 of the residential parking spaces and 25 percent, or two, of the commercial parking 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. Therefore, the Project would not conflict with this goal.</p>

Goal/Objective	Analysis of Project Consistency
<p>To eliminate and prevent the spread of blight and deterioration and to conserve, rehabilitate, and redevelop the Project Area in accordance with the Redevelopment Plan.</p>	<p>No Conflict. The Project would redevelop the Project Site with a new mixed-use development. The Project would include new housing, including affordable housing, and new restaurant and retail uses that would provide new jobs and housing for community residents. Therefore, the Project would not conflict with this goal.</p>
<p>To make provisions for housing as is required to satisfy the needs and desires of the various age, income, and ethnic groups of the community, maximizing the opportunity for individual choice.</p> <p>To alleviate overcrowded, substandard housing conditions and to promote the development of a sufficient number of affordable housing units for low and moderate-income households.</p>	<p>No Conflict. The Project would construct 209 mixed-income housing units that would provide a diverse mix of unit types to satisfy a wide range of income-levels. Specifically, the residential units would consist of 34 studios, 43 one-bedroom units, 45 two-bedroom units, 34 three-bedroom units, and 53 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, therefore, the Project would not conflict with these goals.</p>
<p>To make provisions, throughout the Expanded Project Area, for well-planned community uses, facilities, pedestrian and vehicular circulation, and adequate parking, particularly as these relate to Exposition Park.</p>	<p>No Conflict. The Project would construct a mixed-use development which would be compatible with the surrounding urban environment. The ground floor level along South Figueroa Street would activate the street level with the inclusion of ground floor retail and restaurant uses. Floor-to-ceiling windows at the ground level would further activate the street and provide visual transparency into the Project. The Project would provide 34 residential parking and six commercial parking spaces within an enclosed structure that would be screened from public view. Therefore, the Project would not conflict with this goal.</p>
<p>To encourage a thriving commercial environment which will contribute to neighborhood improvement.</p>	<p>No Conflict. The Project would provide 2,705 square feet of ground level retail and restaurant uses, encouraging a thriving commercial environment in the Project area. Therefore, the Project would not conflict with this goal.</p>
<p>To promote compatible development, with consideration to scale, height, material, architectural quality, and site orientation.</p>	<p>No Conflict. The Project would construct a mixed-use development on a large infill site, which would result in a more cohesive and vibrant street environment along South Figueroa Street when compared to the existing conditions. The Project Site is located in an area within the South Los Angeles Community Plan that exhibits a high degree of variation in architectural style, height, massing, and scale.</p> <p>Although the proposed building on the Project Site would be noticeably larger and taller than some of the existing adjacent buildings, although it would be similar in scale and height to the seven-story “Hub Los Angeles Coliseum,” a private student housing development located to the north.</p> <p>The Project siting and building design would help to reduce the mass and scale of the Project.</p> <p>The design of the Project along South Figueroa Street steps away 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 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 at the ground level would further activate the street and provide visual transparency into the Project. The facades along South Flower Drive,</p>

Goal/Objective	Analysis of Project Consistency
	West 38 th Street, and all internal facades would feature a cohesive design theme with varied materiality and color.
To encourage the preservation of historic monuments, landmarks, and buildings, particularly those affected by new development which is subject to an owner participation or disposition and development agreement.	Potential Conflict. The Project has been designed to be a modern structure that is 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.
Source: Kimley-Horn and Associates, Inc., 2026. City of Los Angeles, Exposition/University Park Redevelopment Plan. Adopted January 1966, amended 1983, 1989.	