4. ENVIRONMENTAL IMPACT ANALYSIS
A. AESTHETICS

1. INTRODUCTION

Senate Bill (SB) 743, enacted in 2013, changes the way in which environmental impacts related to transportation and aesthetics are addressed in an EIR. Specifically, Section 21099(d)(1) of the Public Resources Code (PRC) states that a project's aesthetic impacts shall not be considered a significant unavoidable impact on the environment if:

1. The project is a residential, mixed-use residential or employment center project, and

2. The project is located on an infill site within a transit priority area.

City of Los Angeles Zoning Information File ZI No. 2452 also provides that projects meeting these criteria are exempted from evaluating visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas or any other aesthetic impact in a CEQA document as defined in the City's current, 2006 CEQA Thresholds Guide. However, ZI No. 2452 does indicate the need for projects in transit priority areas to be evaluated for consistency with relevant City land use plans and aesthetic related regulations. Because of the mixed-use residential character of the Project and its location within an urban transit priority area (less than 0.5 mile from a major transit station), the Project qualifies for exemption under SB 743. As such, evaluation of the Project's physical impacts associated with aesthetics is not required in this EIR and is providedfor disclosure purposes only. However, per ZI No 2452, a consistency analysis with relevant plans and regulations is required and is provided in this section.

This section provides information relative to aesthetic impacts that could result from the Project with regard to visual quality, views, light, glare, and shading. Visual quality refers to the overall aesthetic character of an area or a field of view. Aesthetic features often consist of unique or prominent natural or man-made attributes or several small features that, when viewed together, create a whole that is visually interesting or appealing. The focus of the visual quality analysis is on the loss of aesthetic features or the introduction of contrasting features that could degrade the visual character of the Project area.

The analysis of views focuses on the effects that the Project could have due to obstruction or partial obstruction of existing recognized and valued public views of scenic resources, including focal or panoramic views. Potential impacts to historic structures on and near the Project Site are evaluated in Section 4.C.2 *Historical Resources.*

Artificial light impacts are typically associated with light that occurs during the evening and nighttime hours, and may include streetlights, illuminated signage, vehicle headlights, and other point sources. Uses such as residences and hotels are considered light sensitive because they are typically occupied by persons who have an expectation of privacy during evening hours and who are subject to disturbance by bright light sources. The analysis of lighting impacts focuses on whether the Project would cause or substantially increase the effects of light on light sensitive uses. This analysis is based in part on the Lighting Study prepared by Francis Krahe and Associates and included as Appendix B of this Draft EIR.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light sensitive land use. The analysis of glare focuses on whether glare effects would interfere with glare sensitive activities.

Shading from buildings and structures has the potential to block sunlight. Although shading is common and expected in urban areas, and is considered a beneficial feature when it provides cover from excess sunlight and heat, it can have an adverse impact if it interferes with sun-related activities at sensitive uses.

2. ENVIRONMENTAL SETTING

a. Existing Visual Resources

(1) Visual Character

The locations of various photographs showing the visual character of the Project Site and surrounding development are represented in Figures **A-1** through **A-3**, *Photographs of Land Uses in the Vicinity of the Project Site*. The area surrounding the Project Site is highly urbanized and includes a diverse mix of commercial/retail, office, hotel, entertainment, restaurant, residential, educational, and parking uses. These adjacent land uses are described below.

(a) Visual Character of Surrounding Development

(i) S. Figueroa Street

In terms of visual prominence, one of the most notable uses along S. Figueroa Street is LA LIVE; an entertainment, hotel, and residential complex located immediately west of the Project Site across S. Figueroa Street. LA LIVE includes the Microsoft Theater, Microsoft Plaza, the JW Marriott Los Angeles at LA LIVE (Marriott Hotel), the Ritz-Carlton Hotel, the Ritz-Carlton Residences, and the Marriott Courtyard and Residence Inn at Los Angeles LA LIVE. Microsoft Square is an open-air plaza that hosts special events, community gatherings, cultural festivals and live performances. The eastern terminus of Microsoft Square is located directly across from the Project Site along S. Figueroa Street. LA LIVE also includes more than twenty restaurants as well as other entertainment venues such as the Conga Room, Lucky Strike bowling alley, and Regal Cinemas. LA LIVE features pedestrian-oriented ground level uses, and large-scale signage, including illuminated and digital signage. Immediately south of LA LIVE and just southwest of the Project Site, is the Staples Center Arena, a nearly circular building that features a slanted roof. Fronting the northern façade of the Staples Center Arena is a ground level plaza that incorporates landscaping, seating areas, and outdoor sculptures and artwork. The Staples Center Arena features various signage including illuminated identification signs on the façades and roof.

Further to the southwest along Figueroa Street is the Los Angeles Convention Center (LACC). The LACC is distinguished for its architectural façades of paned glass with steel pipe framing and quarter-circular main entry towers. LACC's Gilbert Lindsay Plaza fronts on Figueroa Street and is developed as a hard surfaced public open space with limited landscaped areas that serves many functions including, but not limited to, a limousine, bus and taxi drop-off and pick-up location and a public open space area with monuments, trees, and street furniture.

Photograph 1: View from Olympic Boulevard and Cottage Place facing east. Land uses include LA LIVE, the Hotel Figueroa, high and mid-rise mixed-use residential and office buildings.

Photograph 2: View from S.Figueroa Street facing north near Olympic Boulevard. Land uses include the Hotel Figueroa, commercial uses, and high rise mixed-use residential and office buildings.

Photograph 3: View from S. Figueroa Street and Olympic Boulevard facing southwest. Land uses include LA Live and the Ritz-Carlton Hotel and the Ritz-Carlton Residences.

Photograph 4: View from Olympic Boulevard and S. Flower Street facing south. Views include the Petroleum Building, surface parking and the El Cholo restaurant.

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Photographs of Land Uses in the Vicinity of the Project Site

1020 S. Figueroa Street Project
Source: PCR Services Corporation, 2016.

FIGURE
4.A-1

Photograph 5: View from Flower Street facing south. Directly across S. Flower Street from the Project Site are mid-and high-rise multi-family residential and mixed-use buildings.

Photograph 6: View from Flower Street facing south. South of the Petroleum Building immediately east of the Project is a surface parking lot and the one-story El Cholo restaurant.

Photograph 7: View of the Metro Pico Station near the corner of Flower Street and Pico Boulevard.

Photograph 8: View of Oceanwide Plaza that is currently under construction and screened with construction fencing.

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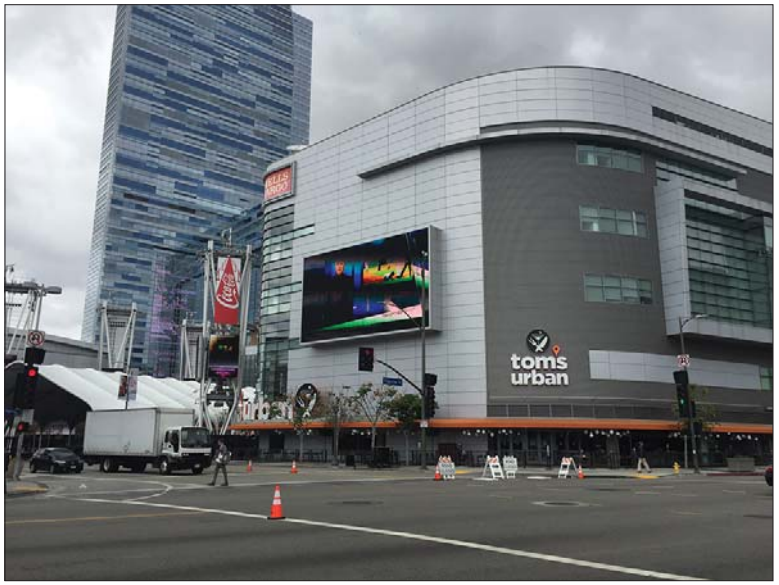
Photographs of Land Uses in the Vicinity of the Project Site

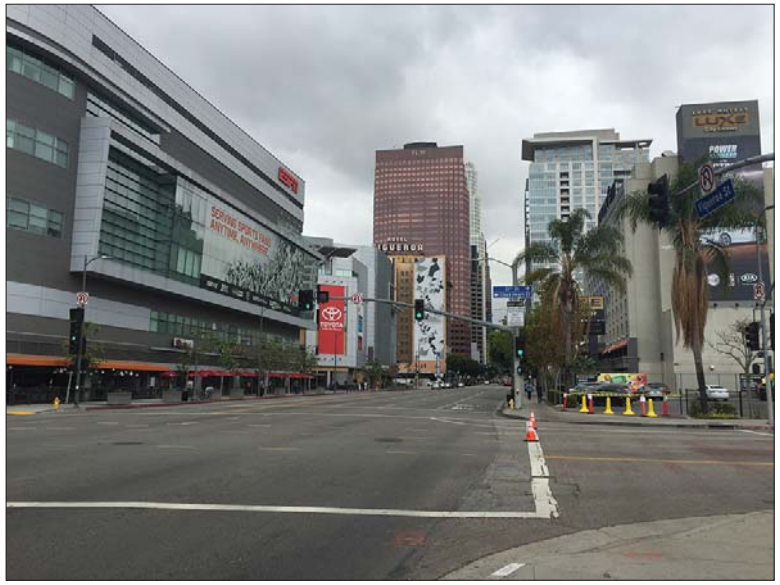
1020 S. Figueroa Street Project
Source: PCR Services Corporation, 2016.

FIGURE
4.A-2

Photograph 9: View of Staples Center Arena and associated outdoor plaza.



Photograph 10: View of LA LIVE from S. Figueroa Street facing west.



Photograph 11: View from S. Figueroa Street facing north. Land uses include LA Live, the Luxe Hotel on the Project Site, and high and mid-rise mixed-use residential and office buildings.

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Photographs of Land Uses in the Vicinity of the Project Site

1020 S. Figueroa Street Project
Source: PCR Services Corporation, 2016.

FIGURE
4.A-3

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As a regional destination, LA LIVE, Staples Center Arena, and the LACC exhibit a high daytime and nighttime level of activity. Daytime activity is generated by pedestrians and vehicles associated with tourists, shoppers, diners, and visitors. During the evening, the sidewalks are often active with people attending entertainment, sports, convention, concerts, and restaurant venues. A dominant visual element is the large-scale signage located throughout LA LIVE, which gives the development an animated, high-tech character, but with substantial pedestrian-scaled elements such as outdoor seating, canopies, street lights and façade articulation at street level. Ornamental lighting in the street trees and large LED signs announce the gateway into the LA LIVE area, and at times large rotating klieg lights (spotlights) beam up towards the night sky. The uses at LA LIVE also feature lighting from storefront windows, interior lighting associated with the hotel and residential uses, illuminated and animated signage, architectural lighting on buildings and security lighting.

Further north along S. Figueroa Street across W. Olympic Boulevard is the 13-story Hotel Figueroa, smaller scaled commercial uses, several high rise mixed-use residential and office buildings, and surface parking lots.

(ii) W. Olympic Boulevard

Development along W. Olympic Boulevard is characterized by several high rise and mid-rise mixed-use residential, office, and commercial buildings. These include the 28-story contemporary, 717 Olympic Building, which includes apartments over six stories of parking and ground floor commercial uses. The 717 Olympic Building features large advertising signage that wraps around a portion of the corner of W. Olympic Boulevard and S. Figueroa Street. To the immediate east of the Project Site fronting W. Olympic Boulevard is the 11-story Petroleum Building, a designated City Cultural-Historic Monument. The two primary façades of the Petroleum Building front S. Flower Street and W. Olympic Boulevard. These facades include an ashlar veneer stone and large storefront windows on the ground level with a heavy Italianate cornice that runs along the top of the building on these primary facades. Above the ground level office uses include two-over-two windows arranged in regular columns. The west elevation directly adjacent to the Project Site along W. Olympic Boulevard is an architecturally unadorned secondary elevation and is covered in large part with applied billboard advertising.

To the east of the Petroleum Building are surface parking lots, office and mixed-use buildings as well as Grand Hope Park and the Fashion Institute of Design & Merchandising (FIDM). To the west of the Project along W. Olympic Boulevard is the previously mentioned active and colorful LA LIVE area with several high rise hotels including the JW Marriott Los Angeles, the Ritz-Carlton Hotel, the Ritz-Carlton Residences, and the Marriott Courtyard and Residence Inn at Los Angeles. Hotel Figueroa is located on S. Figueroa Street just north of W. Olympic Boulevard with a tall southern elevation prominently visible from W. Olympic Boulevard, which includes large-scale applied mural advertising on the blank façade. To the northwest fronting W. Olympic Boulevard is a car wash building that also includes two restaurants and a ticket agency. This site is proposed to be redeveloped as a mixed-use tower (Olympic Tower). Further north along S. Figueroa Street across W. Olympic Boulevard is the 13-story Hotel Figueroa.

(iii) S. Flower Street

One of the primary facades of the Petroleum Building fronts S. Flower Street at the corner of W. Olympic Boulevard and S. Flower Street directly east of the Project Site. South of the Petroleum Building, immediately east of the Project Site, is a surface parking lot and the one-story El Cholo restaurant. Directly across S. Flower Street from the Project Site are mid-and high-rise multi-family residential and mixed-use buildings. Further south are new and recently rehabilitated high-rise multi-family, mixed-use and commercial

buildings. The Metro Pico Station is near the corner of S. Flower Street and Pico Boulevard. Also along S. Flower Street, south of 11th Street, are the Oceanwide Plaza and Circa (1200 Fig Project) projects that are currently under construction. These construction sites are largely screened from public view by covered construction perimeter fencing. Above the fencing, taller construction equipment, such as cranes, are visible.

(iv) 11th Street

Directly south of the Project Site across 11th Street is Oceanwide Plaza, currently screened with construction fencing. At the southwest corner of 11th Street and S. Flower Street is the three story Palms Restaurant, and further south are new and recently rehabilitated high-rise residential and mixed-use towers visible from S. Figueroa Street. The Staples Center Arena and associated ground level plaza is at the corner of 11th Street and S. Figueroa Street.

(b) Visual Character of the Project Site

(i) Project Site Visual Character

The visually prominent feature on the Project Site is the Luxe Hotel, located on the northwest portion of the Project Site. Constructed between 1963 and 1964, the Luxe Hotel is nine stories tall with a rectangular footprint. Views of the Luxe Hotel's west/main front façade and entryway are available from S. Figueroa Street directly across from LA Live to the west. Views of the Project Site are shown in **Figure 4.A-4,** *Photographs of the Project Site.*

The design of the Luxe Hotel's west façade is arranged in columns and rows, with large single-plate glass windows placed at regular intervals on the third through eighth floors, with vent openings below each window. A vehicle entry driveway fronts the Luxe Hotel adjacent to the sidewalk that allows guests to exit their cars for check-in or to continue to ground level parking entryway. A porte-cochere shelters the entry driveway just to the north of the main building entry and an indoor/outdoor dining and entertainment terrace is located above the porte-cochere. Two surface parking lots used by the Luxe Hotel are also visible from S. Figueroa Street. Both are surrounded by metal fencing. One is located on the north corner of the Project Site at W. Olympic Boulevard and S. Figueroa Street and is used for hotel guest parking and special event parking. A second surface parking area that fronts on S. Figueroa Street and 11th Street is bordered by trimmed shrubbery and low fencing. This parking area is leased as a paid parking lot for special event and public parking.

From W. Olympic Boulevard, views of the Project Site include the northern elevation of the Luxe Hotel set behind a surface parking lot. The northern façade is blank without any hotel room windows, or any fenestration or architectural ornamentation. A portion of the façade is covered by a large advertising sign.

The rear eastern elevation of the Luxe Hotel is partially visible from S. Flower Street above the one-story El Cholo restaurant and fenced surface parking area, which are not part of the Project Site. The eastern façade includes a secondary entry door located center of the building's length covered by an awning. Hotel rooms are located above the second floor with the ninth floor distinguished by an unbroken line of windows. Near the corner of S. Flower Street and 11th Street, the foreground includes the southern surface parking lot.

Photograph 12: View of Project Site from S. Figueroa Street.

Photograph 13: View of Project Site from Olympic Boulevard.

Photograph 14: View of Project Site from Flower Street.

Photograph 15: View of Project Site from 11th Street.

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Photographs of the Project Site

1020 S. Figueroa Street Project
Source: PCR Services Corporation, 2016.

FIGURE
4.A-4

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From 11th Street, the foreground includes the surface parking lot on the Project Site. The south elevation of the Luxe Hotel is dominated by a large projecting section at the center which houses the service core that includes no windows and is unadorned by any architectural ornamentation. A portion of this façade is covered by a large advertising sign.

As described in more detail in Section 4.C.2, *Historic Resources*, of this Draft EIR, the Luxe Hotel has been substantially altered from its original design, with several renovations occurring between 1990 and 2012, which have resulted in a significantly changed exterior of the building, largely erasing its original architectural character. As discussed more fully in Section 4.C.2, *Historic Resources*, of this Draft EIR., the Luxe Hotel is not considered a historic resource. The surface parking areas on the north and south areas of the Project Site exhibit low visual quality. Landscaping is very limited on the Project Site and includes a small number of ornamental street trees along S. Figueroa Street, 11th Street, W. Olympic Boulevard, and S. Flower Street, a small tree and a few landscaped areas with artificial grass in the surface parking lot in the north end of the Project Site, and trees adjacent to the parking lot at the south end of the Project Site adjacent to the El Cholo restaurant. A small landscaped area is located at the hotel entrance that includes a planter area with palm trees, grass, flowers, and low level landscaping.

(2) Views

The Project Site is situated in a highly urbanized area of Downtown Los Angeles and is relatively flat. Public vantage points available in the Project vicinity are primarily limited to public street and freeway corridors. Public views of the Project Site are also visible from the public plazas areas associated with LA LIVE and Staples Center Arena directly west of the Project Site. Surrounding public streets that have close views of the Project Site include S. Figueroa Street, W. Olympic Boulevard, 11th Street, and S. Flower Street. Due to the flat topography and developed nature of the Project area, public views from many street level locations are generally short in range and limited to the immediately surrounding urban landscape (i.e., the Luxe Hotel and associated signage and street trees). Existing views of the Project Site are depicted in figures provided in Subsection d, Project Impacts, below. In Subsection d, existing views are compared to simulated future views of the Project Site.

The SR-110 is designated a scenic freeway within the Central City Community Plan as it offers northbound views of the Downtown skyline and San Gabriel Mountains in the distance. This freeway, however, is not a state-designated scenic highway, nor is it designated on a Citywide level within the General Plan Mobility Element; it is only mapped as a scenic freeway on the Land Use Map for the Central City Community Plan. Views of the Project Site from the SR-110 are limited in nature, as the Project Site is largely obscured by intervening tall development such as the JW Marriott Hotel, the Ritz Carlton Hotel, and the Ritz-Carlton Residences.

(3) Light and Glare

The Project is located within the highly urbanized downtown area across from LA LIVE that includes numerous nightclubs, theaters, restaurants, bars, and motor vehicle traffic. Lighting from these land uses contributes to high ambient nighttime light levels in the area. A dominant visual element is the large-scale signage located throughout LA LIVE which gives the development an animated, high-tech character, but with substantial pedestrian-scaled elements such as outdoor seating, canopies, street lights and façade articulation at street level. Nighttime lighting from LA LIVE and the adjacent Staples Center Arena also strongly influences the Project area given its moderate to bright light levels, particularly within Microsoft

Square. Consistent with its use as a major sports and entertainment complex, existing sources of light associated with LA LIVE and its plaza areas, Staples Center Arena, and the LACC include moderately to brightly illuminated façades and a mixture of illuminated changeable light-emitting diode (LED) signage and static illuminated signage. Ornamental lighting in the street trees and large LED signs announce the gateway into the LA LIVE area, and at times, large rotating klieg lights (spotlights) beam up towards the night sky.

The uses at LA LIVE also feature lighting from storefront windows, interior lighting associated with the hotel and residential uses, illuminated and animated signage, architectural lighting on buildings and security lighting. In addition to LA LIVE, illuminated signage is incorporated within nearby commercial mixed-use and residential projects in the vicinity including the 717 Olympic project and the Hotel Figueroa to the north of the Project Site across from W. Olympic Boulevard. Other sources of light in the Project vicinity include pole-mounted street lights along the adjacent streets, and signage and architectural lighting from nearby development. Interior light from windows of nearby commercial and residential uses also contributes in a more limited fashion to the high ambient nighttime light levels in the area.

Light sources on the existing Project Site include exterior security lighting, signage lighting, and architectural lighting from the Luxe Hotel. Illuminated signage on the Luxe Hotel includes signage at the top of the building along S. Figueroa Street, W. Olympic Boulevard, and 11th Street and at the street level entryway signage along S. Figueroa Street. Lighting at the pedestrian level also includes lighting from the hotel entryway and driveway, valet parking area, and decorative lighting associated with the indoor/outdoor bar and lounge area on the second floor that fronts S. Figueroa Street. Pole lighting also within the two surface parking lots located on the Project Site also provides nighttime illumination.

As identified in the Lighting Study located in Appendix B of this Draft EIR, sensitive receptor locations with respect to nighttime light and glare are residential properties adjacent to the Project Site that would have views of the Project's illuminated signs. Existing conditions at each receptor site, including vertical and horizontal illuminance (light levels), views of the Project Site, and glare levels at each site are described below. Selected sites are illustrated in **Figure 4.A-5***, Light and Glare Sensitive Receptor Sites.*

- **Receptor Site R1-a:** Proposed (future) residential use to the south of the Project Site in the Oceanwide Plaza project at the northwest corner of S. Figueroa Street and W. 11th Street. The horizontal illuminance (light level) at this site is 3.7 foot candles (Fc) or 40.3 lumens per square foot (Lux) and existing vertical illuminance is 2.3 Fc or 24.2 Lux.[1] Existing conditions are moderate contrast/glare from Staples Center Arena and LA LIVE signage and façade lighting and street lighting. Existing illuminated digital signage is visible and the receptor site has a direct view of the Project Site with no obstructions.
- **Receptor Site R1-b:** Proposed (future) residential use to the south of the Project Site also associated with the Oceanwide Plaza project at the northeast corner of S. Flower Street and W. 11th Street. The existing horizontal illuminance at this site is 1.5 Fc or 16.3 Lux and existing vertical illuminance is 1.5 Fc or 16.4 Lux. Existing conditions are moderate contrast/glare from street and parking lot pole lights. Existing illuminated digital signage is visible and the receptor site has a direct view of the Project Site with no obstructions.

[1] *A "lumen" is the brilliance of a source of visible light, emitted by a source. A 'lux" is a unit of illuminance, equal to one lumen per square meter. A "footcandle" is a unit of illuminance equal to one lumen per square foot, or 1.764 lux.*

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Light and Glare Sensitive Receptor Sites

1020 S. Figueroa Street Project
Source: Francis Krahe & Associates, Inc., 2016.

FIGURE
4.A-5

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- **Receptor Site R2-a:** Existing residential use to the north of the Project Site at the northeast corner of S. Figueroa Street and W. Olympic Boulevard (717 Olympic Building). The existing horizontal illuminance at this site is 11.0 Fc or 118.4 Lux and existing vertical illuminance is 3.7 Fc or 40.3 Lux. Existing conditions are moderate contrast/glare from other exterior lighting and signage from nearby buildings. Existing illuminated digital signage is visible and the receptor site has a direct view of the Project Site with no obstructions.
- **Receptor Site R2-b**: Existing residential use to the north of the Project Site at the north side of W. Olympic Boulevard, midblock between S. Figueroa and S. Flower Street. The existing horizontal illuminance at this site is 5.3 Fc or 56.6 Lux and existing vertical illuminance is 2.3 Fc or 24.3 Lux. Existing conditions are moderate contrast/glare from other exterior lighting and signage from nearby buildings. Existing illuminated digital signage is visible and the receptor site has a direct view of the Project Site with no obstructions.
- **Receptor Site R2-c**: Proposed residential use to the northwest of the Project Site at the southwest corner of Figueroa Street and W. Olympic Boulevard. The existing horizontal illuminance at this site is 1.8 Fc or 19.4 Lux and existing vertical illuminance is 2.1 Fc or 22.1 Lux. Existing conditions are moderate contrast/glare from other exterior lighting and signage from nearby buildings. Existing illuminated digital signage is visible and the receptor site has a direct view of the Project Site with no obstructions.
- **Receptor Site R4-a**: Existing residential use to the east of the Project Site at the east side of S. Flower Street, midblock between W. Olympic Boulevard and W. 11th Street. The existing horizontal illuminance at this site is 1.2 Fc or 13.2 Lux and existing vertical illuminance is 1.2 Fc or 12.8 Lux. Existing conditions are moderate contrast/glare from exterior lighting and signage from adjacent buildings and street lightings. Existing illuminated digital signage is visible and the receptor site has a direct view of the Project Site with moderate obstruction from trees and buildings.
- **Receptor Site R4-b**: Existing residential use to the east of the Project Site at the northeast corner of S. Flower Street (1050 S. Flower Street) and W. 11th Street. The existing horizontal illuminance at this site is 1.3 Fc or 14.1 Lux and existing vertical illuminance is 1.4 Fc or 14.5 Lux. Existing conditions are moderate contrast/glare from other exterior lighting and signage from adjacent buildings and street lights. Existing illuminated digital signage is visible and the receptor site has a direct view of the Project Site with minimal obstruction by trees and buildings.

The area's measured illuminance values are consistent with urban lighting conditions, which have relatively high light levels at the street and sidewalk and high light levels within the private properties for safety and security. Illuminance measures were taken under existing City street light poles are very high (24.2 Lux/2.3 Fc). High brightness sources include the existing digital billboard at the corner of the site (2,267 cd/m2), other smaller digital signs (589 cd/m2), and facade lighting at Tom's Urban (22.02 cdm2). The ambient surface brightness was also measures at 11 different locations and the average is low (1.6 cd/m2). The measured values of the existing prominent light sources in the Project Area range from 5.2 to 28,650 cd/m2. The luminance is greatest at city street lights (3,568 to 28,650 cd/m2) and illuminated digital signs (2,267 cd/m2). The background brightness is much lower, with an average of 2.07 cd/m2. The average for the entire range of measured luminance is 1,785 cd/m2. **Table 4.A-1,** E*xisting Prominent Light Sources Measured from Receptor Sites,* illustrates existing lighting or illuminance conditions.

Daytime glare is generally associated with sunlight reflected from buildings with large continuous expanses of highly reflective materials. Activities that would be sensitive to daytime glare from reflected sunlight

Table 4.A-1

Existing Prominent Light Sources Measured from Receptor Sites
Candela per square meter (cd/m^2)

	R1-a	R1-b	R2-a	R2-b	R2-c	R4-a	R4-b
Luminance – Prominent Light Source	1,413.0	34.8	63.7	700.3	725.0	108.4	138.6
	2,267.0	13.8	6,756.0	3,568.0	6,432.0	28,650.0	1,206.0
	12.6	17.0	509.6	1049.0	1025.0	157.1	22.6
	589.0	8112.0	21.4	129.9	27,58	5.2	10.9
	22.0	1136.0	22.8	11.8	16.0	637.5	15.6
	9.1	20340.0	12.4	27.1	256.0	7.2	69.0
	5.3	1506.0		8.5	19.0	5.2	230.7
		16.9		11.5	23.0	5.6	410.5
				13.4	15.0	7.6	
Average	616.9	3897.1	1231.0	613.3	1063.9	3287.1	263.0
Max	2,267.0	20340.0	6756.0	3,568.0	6432.0	28,650.0	1206.0

Source: Francis Krahe & Associates, Inc., July 2016.

include motorists traveling on the adjacent roadways and people working in adjacent buildings. Sensitive receptors relative to glare include the existing residences located to the north and east and motorists traveling on S. Figueroa Street, W. Olympic Boulevard, S. Flower Street and W. 11th Street. The existing surface parking lots and the Luxe Hotel, which is constructed of reinforced concrete and is sheathed with an exterior insulation and finishing system (EIFS), do not generate substantial glare. Therefore, under existing conditions, there are no notable sources of daytime glare on the Project Site.

Nighttime glare is associated with the degree of contrast occurring between the darkened environment and the light source. "High, "Medium," and "Low" contrast describe contrast ratios (the ratio of peak measured luminance to the average within a field of view). Contrast values exceeding 30 to 1 are usually deemed uncomfortable; 10 to 1 are clearly visible; and less than 3 to 1 appear to be of equal value. According to the Lighting Study, City street lights and parking lot lights along with illuminated signage in the Staples Center entry are the highest sources of glare in the area. The Sensitive Receptor Sites have high to moderate levels of contrast and glare (see the Lighting Study, Tables 3, 4 and 5 in Appendix B of this Draft EIR). City street lights and parking lot lights along with illuminated signage in the Staples Center entry are the highest sources of glare in the area. Receptor sites R1-a and R2-a are adjacent to a parking lot and the Staples Center Arena, which is well illuminated with high intensity street and building lighting. Both R1-b and R2-b are located adjacent to a commercial structure and busy streets with horizontal light levels above 1.5 Fc.

(4) Shading

The concentration of high-rise buildings within the Project's surrounding area creates a varying pattern of shadows that rotate in a sweeping arc toward the west, north, and east, according to the movement of the sun. The existing Project Site, which includes surface parking and the approximately 100 foot Luxe Hotel building, causes no material shading of off-site sensitive uses during the time durations analyzed. Shade sensitive uses within the vicinity of the Project Site include residential uses to the north, northeast, and east and hotel uses to the northwest and south.

b. Regulatory Setting

(1) State of California – Senate Bill No. 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under CEQA for several categories of development projects including the development of infill projects in transit priority areas. The bill adds to the CEQA Statute, California Public Resources Code Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, Section 21099. Pursuant to Section 21099(d)(1) "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment."[2] The provisions of SB 743 apply to projects located on a "… lot within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses….and it is located within one-half mile of a major transit stop."[3] As discussed in the Introduction to this Section, the Project would meet the criteria set forth in SB 743 because it is (1) located within a transit priority area less than one-half mile from the Pico Station which serves the Blue Line and the Expo Line, and (2) comprises a mixed-use residential project within an established urban area. Under SB 743, the Project is exempt from findings of significance related to aesthetic effects, including view, visual quality, light and glare, and shade impacts that may exceed City of Los Angeles CEQA thresholds. For the purpose of this EIR, aesthetic effects are voluntarily disclosed for informational purposes only.

(2) California Code of Regulations, Title 24

Title 24 of the California Code of Regulations (CCR), also known as the California Building Standards Code, consists of regulations to control building standards throughout the State. The following components of Title 24 include standards related to lighting:

(a) California Building Code (Title 24, Part 1) and California Electrical Code (Title 24, Part 3)

The California Building Code (Title 24, Part 1) and the California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for safety and security at pedestrian pathways, circulation ways, and paths of egress. All Project lighting will comply with the requirements of the California Building Code.

(b) California Energy Code (Title 24, Part 6)

The California Energy Code (CEC) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment.

CEC Section 130.2 sets forth requirements for Outdoor Lighting Controls and Luminaire Cutoff requirements. All outdoor luminaires rated above 150 watts shall comply with the backlight, up light, and glare "BUG" in accordance with IES TM-15-11, Addendum A, and shall be provided with a minimum of 40% dimming

[2] *Section 21009(2)(B) clarifies that "For the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources."*

[3] *Per definitions included in Section 21099(a).*

capability activated to full on by motion sensor or other automatic control. This requirement does not apply to street lights for the public right of way, signs or building façade lighting.

CEC Section 140.7 sets forth outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by Lighting Zone, as defined in Section 10-114 of the CEC. Under Section 10-114, all urban areas within California are designated as Lighting Zone 3. Sports Athletic field lighting is exempt from this energy limit, and additional allowances are provided for Building Entrances or Exits, Outdoor Sales Frontage, Hardscape Ornamental Lighting, Building Façade Lighting, Canopies, Outdoor Dining, and Special Security Lighting for Retail Parking and Pedestrian Hardscape.

CEC Section 130.3 stipulates sign lighting controls with any outdoor sign that is ON both and day and night must include a minimum 65 percent dimming at night. Section 140.8 of the CEC sets forth lighting power density restrictions for signs.

(c) California Green Building Standards Code (Title 24, Part 11)

The California Green Building Standards Code, which is Part 11 of Title 24, is commonly referred to as the CALGreen Code. Paragraph 5.1106.8 Light pollution reduction, requires that non-residential outdoor lighting must comply with the minimum light level requirements of the CEC; backlight, uplight, and glare ratings for outdoor lights defined by IESNA; light ratings consistent with the CalGreen Code; or light and glare requirements set forth in a local ordinance, whichever is more stringent.

(d) Illuminating Engineering Society of North America Handbook

Recommended limits for light trespass are provided in the Illuminating Engineering Society of North America (IESNA) Handbook, 10th Edition. The IESNA Handbook, which is referenced in Title 24, defines outdoor lighting conditions by classification into distinct categories and recommends illuminance targets for Lux (light levels)for building facades characterized by various levels of reflectivity. The IESNA Handbook provides light trespass illuminance limits per lighting zone. The determination of light trespass would be the light spill at a plane perpendicular to the line-of-sight to the luminaires at observer locations where light trespass is under review. The IESNA Handbook defines Outdoor Lighting Zones relative to a range of human activity versus natural habitat. IESNA Handbook Table 26.4, Nighttime Outdoor Lighting Zone Definitions, designates a range of existing lighting conditions, from low or no existing lighting to high light levels in urban areas. The Project Site would be in Zone LZ4 (High Ambient Lighting). IESNA Handbook Table 26.5, Recommended Light Trespass Limits, describes the maximum light trespass values in Lux. High ambient lighting areas (Zone LZ4) have a pre-curfew limit of 15 Lux and a post-curfew limit of 6 Lux. [4]

(3) City of Los Angeles

(a) General Plan Framework

The Citywide General Plan Framework Element (General Plan Framework), adopted in December 1996 and readopted in August 2001, establishes the conceptual basis for the City's General Plan. The General Plan

[4] *"Pre-curfew" is from dusk until 11:00 p.m. local time when the area being illuminated is more likely to be in use. "Post-curfew" is from 11:00 p.m. to 7:00 a.m. local time.*

Framework provides direction regarding the City's vision for growth and includes an Urban Form and Neighborhood Design chapter to guide the design of future development. Although the General Plan Framework does not directly address the design of individual neighborhoods or communities, it embodies broad neighborhood design policies and implementation programs to guide local planning efforts. The General Plan Framework also clearly states that the livability of all neighborhoods would be improved by upgrading the quality of development and improving the quality of the public realm (Objective 5.5).

Chapter 5 of the General Plan Framework, Urban Form and Neighborhood Design, establishes a goal of creating a livable city for existing and future residents with interconnected, diverse neighborhoods. "Urban form" refers to the general pattern of building heights and development intensity and the structural elements that define the City physically, such as natural features, transportation corridors, activity centers, and focal elements. "Neighborhood design" refers to the physical character of neighborhoods and communities within the City. The land use forms and spatial relationships identified in the General Plan Framework are discussed in Section 4.G, *Land Use*, of this Draft EIR. To the extent the policies included therein affect the appearance of development, they have been incorporated into Community Plans and Urban Design Guidelines that implement the policies at the local level.

(b) Central City Community Plan

The Project Site is located within the Central City Community Plan area of the City of Los Angeles. The Community Plan is one of the 35 community and district plans established throughout the City, which collectively comprise the Land Use Element of the City's General Plan and which are intended to implement the policies of the General Plan Framework. Community Plans include, among other provisions, guidelines regarding the appearance of development and the arrangement of land use. Community Plan provisions that deal with urban design and aesthetics are addressed below. Those policies that deal with the form of the urban environment are discussed in Section 4.F, *Land Use*, of this Draft EIR.

(c) Citywide Design Guidelines

The City's General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence. The Citywide Design Guidelines provide guidance for applying policies contained within the General Plan Framework and the City's 35 Community Plans. The Citywide Design Guidelines are particularly applicable to those areas within the City that do not currently have adopted design guidelines contained in a Community Plan Urban Design chapter, specific plan, redevelopment plan, or other community planning documents. They provide guidance for new Community Plan updates. In cases where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design chapter or a specific plan, the community-specific requirements prevail. The Citywide Design Guidelines are discussed and analyzed in the impact analysis section below.

(d) Los Angeles Sports and Entertainment District Streetscape Plan

On September 4, 2001, Ordinance No. 174,226, the LASED Specific Plan was adopted along with a draft of the Streetscape Plan found in the appendix of the Specific Plan. Although not located within the LASED, the Project Site is bordered to the west and south by the LASED and the Project is within the boundaries of the LASED Streetscape Plan. LASED Streetscape Plan applies to the public right-of-way, adjacent to the parcels included in the LASED Specific plan and along Figueroa Street north and south of the District. Adjacent to the Project Site, these streets include Figueroa Street, 11th Street, Flower Street and W. Olympic Boulevard which

border the Project Site. Although the Project is within the LASED Streetscape Plan area, the Downtown Street Standards supersede and apply per City policy.

The principal objective of this LASED Streetscape Plan is to develop attractive, functional, safe and enjoyable streets and pedestrian friendly sidewalks that connect to and complement the Downtown context and support the creation of a unique regional sports and entertainment destination within Downtown Los Angeles. Streetscape elements addressed by LASED Streetscape Plan include, but are not limited to the following: sidewalk widths and paving patterns; crosswalks; medians; street trees; street lights; street furniture such as information kiosks, benches, trash receptacles, news vending machines and bicycle racks; and public art and signage in the public right-of-way. Wide sidewalks, street trees, street furniture, and pedestrian-oriented lighting are aim to make the District's streets comfortable for pedestrians and will support pedestrian-oriented activity along those streets. The LASED Streetscape Plan is discussed and analyzed in the impact analysis section below.

(e) Downtown Design Guide and Downtown Street Standards

The Downtown Design Guide document (Design Guide), is intended to provide guidance for creating a livable and more sustainable Downtown community. The Design Guide places an emphasis on walkability and the making of great streets, districts and neighborhoods. More specifically, the Design Guide focuses on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, and connections to transit. The Design Guide notes that these key features provide high quality development at a human scale, when paired with the details of a project in the first 30-40 vertical feet. Specific topics that the Design Guide addresses include: Sustainable design; Sidewalks and setbacks; Ground floor treatment; Parking and access; Massing and street wall; On-site open space; Architectural detail; Streetscape improvements; Signage, Public art and; Civic and cultural life. The Downtown Design Guide are discussed and analyzed in the impact analysis section below.

The Downtown Street Standards establish definitive future curb lines and property lines for all Downtown streets, and, in some locations, additional required average sidewalk easements. The Downtown Street Standards consist of a series of street cross sections which are specific to each street or street segment, including one-way pair standards. Downtown Street Standards is consistent with the current practice among transportation planners to design for "complete streets" that are "context sensitive" and promote sustainable development for a revitalized Downtown.

(f) Los Angeles Municipal Code (LAMC)

(i) Lighting Regulations

Applicable regulations for the Project site include the following:

- Chapter 1, Article 2, Sec. 12.21 A 5(k). All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and adjacent premises.
- Chapter 1, Article 7, Sec. 17.08 C. Plans for street lighting shall be submitted to and approved by the Bureau of Street Lighting for subdivision maps.

- Chapter 1, Article 4.4, Section 14.4.4. No sign shall be arranged and illuminated in a manner that will produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.
- Chapter 9, Article 3, Sec. 93.0117(b). No exterior light may cause more than two foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.
- Chapter 9, Article 9, Division 5, Sec 99.05.106.8. Comply with lighting power requirements in the California Energy Code, California Code of Regulations, Title 24, Part 6. Meet or exceed exterior light levels and uniformity ratios for lighting zone 3 as defined in Chapter 10 of the California Administrative Code, Title 24, Part 1.
- Chapter I, Article 3, Section 13.11 of the City's Municipal Code contains regulations for the establishment of Sign Districts within the City, to permit the development of unique sign regulations that enhance the theme or unique qualities of a property or to eliminate blight through sign reduction. Sign Districts are permitted on commercially or industrially zoned property and must be less than one block or three acres in size and include contiguous parcels of land separated only by public streets, ways or alleys, or other physical features; Precise Sign District boundaries are required to be defined at the time of application for an individual district. The Sign District defines the location, number, square footage, height, light illumination, hours of illumination, sign reduction program, duration of signs, and design and types of signs permitted, as well as other characteristics.

3. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Aesthetic Character

The evaluation of visual character pertains to the degree and nature of contrast between the Project and its surroundings. The existing visual quality of the Project Site and the Project area are compared to the expected (future) appearance of the site in order to determine whether the visual character of the area would be substantially degraded. Factors such as changes in the appearance of the Project Site, building heights, massing, setbacks, landscape buffers and other features are taken into account. The analysis of visual character is based in part on the evaluation of simulated composite photographs showing existing and future conditions for representative locations within a range of distances and variety of directions from the Project Site.

(2) Views

The analysis of view impacts is based in part on the evaluation of simulated composite photographs showing existing views and future views with development of the Project from representative locations within the vicinity of the Project site. The intent of the evaluation is to determine if valued public views of valued scenic resources exist in the Project vicinity and whether such views would be blocked or substantially diminished as a result of Project development.

The *City of L.A. CEQA Thresholds Guide (2006)* provides that an analysis of Project impacts to visual resources should include analysis of views from such public places as designated scenic highways, corridors, parkways, roadways, bike paths and trails. A viewing location must include views of scenic resources that are available to the public. Under the City CEQA Thresholds Guide, an office building or private residence would not be considered a viewing location since views of broad horizons, aesthetic structures, and other scenic resources would not be available to the public. In addition, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact." *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006). Nonetheless, effects on private views, while not considered potential impacts, are discussed in this section for disclosure purposes.

(3) Light and Glare

As discussed in more detail in the Lighting Study contained in Appendix B of this EIR, the methods of analysis utilized for this evaluation are based upon the recommended practices established by the IESNA for the practice of illumination engineering design and application, as well as field measurement of light sources and illuminated surfaces. The light and glare analysis compares the Project's potential light and glare conditions to existing ambient light levels at defined sensitive receptor locations. Glare is also addressed as reflection from surfaces that can affect the operation of a vehicle or other activity. Receptor sites are utilized to evaluate the maximum potential impacts that could result from light or glare onto properties surrounding the Project site. The receptor sites would be the nearest sensitive uses to the Project's illuminated signs (and, thus, the most impacted), have views of the Project Site, and are a residential use. Nearest sites are selected because light intensity decreases exponentially with distance and locations at a greater distance would experience less light intensity than nearby locations. Light exposure/impacts are evaluated according to the following factors:

- Light Trespass: The light that falls on a property but originates on an adjacent property. Light trespass is expressed in terms of *illuminance.*[5] Existing horizontal and vertical illuminance measurements were taken at each receptor site with Minolta illuminance meter.
- Nighttime Glare/Contrast: For exterior environments at night, glare occurs when the range of luminance in a visual field is too large. The calculated value which describes glare at an observer position for a particular view is referred to as contrast, and is determined by the variation of *luminance* [6] values within the field of view. "High," "Medium," and "Low" contrast are terms used to describe contrast ratios (the ratio of peak measured luminance to the average within a field of view) of greater than 30:1, between 10:1 and 30:1, and below 10:1 , respectively. Contrast ratios above 30:1 are generally uncomfortable for the human eye to perceive. Observed and recorded existing conditions with respect to the view to the Project Site from the receptor site in terms of project coverage and context, light sources, lighted surfaces, and illuminated signs. Values are presented in measured foot-candles and equivalent lux.
- Daytime Glare: Daytime glare is generally associated with sunlight reflected from mobile and parked vehicles and building walls. Activities that would be sensitive to daytime glare from reflected

[5] *Iluminance measures the amount of illumination(i.e., luminous flux) that falls on a given area from a light source.*

[6] *Luminance describes the brightness of an illuminated surface. It is measured in footLamberts(candelas per square foot).*

sunlight include motorists on adjacent roadways. Free standing, illuminated signage also has the potential to generate glare.

At each receptor site, a series of measurements were taken to determine the prominent and ambient light sources in the area. Existing ambient conditions were measured by Minolta illuminance meter and documented. The determination of existing lighting conditions were conducted according to recommended practice procedures defined by the IESNA RP-33-00, Lighting for Outdoor Environments; TM-10-00, Addressing Obtrusive Light (Urban Sky Glow and Light Trespass) in Conjunction with Roadway Lighting; and TM-11-00, Light Trespass: Research, Results and Recommendations. To accurately represent field conditions, in which multiple sources of light originate from varied positions, and to capture intensity of light converging on the receptor sites from the direction of the Project Site, illuminance measurements were taken horizontally with the photosensor facing up at 3 feet above grade, and vertically with the photosensor facing the Project Site. The existing vertical illuminance represents a plane perpendicular to the light sources, which results in the greatest illuminance. Because the vertical plane analysis would be equal to or greater than the values from a precisely perpendicular plane analysis, the evaluation represents true light levels.

The analysis of illuminated signs includes calculations of future light through illumination modeling software program AGI32. This software utilizes a 3-dimensional computer model of the Project architecture, including building dimensions and exterior materials, in conjunction with the Project sign plan and specifications to generate an accurate prediction of future illuminance and luminance. As with existing conditions, proposed illuminated sign light levels are evaluated according to horizontal and vertical illuminance at the receptor locations. For the analysis of light trespass, the illuminance is calculated at the receptor locations with a vertical plane at 10 feet on center and at heights corresponding to the heights of future or existing adjacent buildings. The purpose is to simulate illumination values (Fc) captured by light meters. The analysis conservatively assumes the simultaneous use of all illuminated Project signs at the maximum surface luminance of 350 cd/m^2.

Glare, which is based on high or moderately high contrast, was also evaluated by comparing the Project's future light levels with existing ambient conditions. The evaluation of high, medium, and low contrast describes the perception of how bright a visible object appears to the surrounding objects. High contrast indicates a potentially adverse glare condition. The glare analysis includes qualitative descriptions of existing visible light sources and surrounding illuminated surfaces as seen from receptor sites, as well as measured ambient light levels. Existing contrast/glare levels are summarized in Tables 3 and 4 of the Lighting Study within Appendix B of this Draft EIR. Table 4 of the Lighting Study provides an average glare/contrast level for comparison of prominent and ambient sources between receptor sites. Prominent existing light sources include LED digital signs at various buildings, static channel signs, flood-lit billboards, façade lighting, and street lights. Existing nighttime glare conditions were measured and evaluated on February 24, 2016, at approximately 7:00 P.M. The ambient sources were taken from a variety of dim building façade surfaces, street, and sidewalks.

(4) Shading

The consequences of shadows on land uses can be positive, including cooling effects during warm weather; or negative, such as loss of warmth during cooler weather and loss of natural light for landscaping and human activity. In order to determine whether shading impacts would have a significant impact on the physical environment, shading diagrams have been prepared that show the adjacent off-site, shade-sensitive

uses that would receive shadows and the nature of shading that would occur. The shading diagrams reflect sensitive uses, shading time durations, and shading threshold limits established for purposes of CEQA compliance in the *City of L.A. CEQA Thresholds Guide (2006).* Sensitive uses include residential uses and routinely usable outdoor spaces associated with recreational or institutional uses (i.e., hospitals), commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas, nurseries, and existing solar collectors. These uses are considered sensitive because sunlight is important to function, physical comfort, or commerce. The evaluation includes shading that would occur on the winter solstice between 9:00 A.M. and 3:00 P.M. Pacific Standard Time (PST) and on the spring equinox, summer solstice, and fall equinox between 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (PDT). The duration of shading is compared to threshold limits that are considered significant.

(5) Consistency with Regulatory Plans and Policies

The evaluation of aesthetic resources also compares the Project to the standards and policies set forth in existing plans and regulations. These include the General Plan Framework, Central City Community Plan, Citywide Design Guidelines, LASED Streetscape Plan, Downtown Design Guidelines, and Los Angeles Municipal Code. Related aesthetic policy documents, such as the City of Los Angeles *Walkability Checklist* are evaluated in Section 4.F, *Land Use*, of this EIR. Section 4.F, *Land Use*, also addresses these Plans in regards to spatial distribution and its effect on land use relationships and urban form. The criterion for determining significance with respect to consistency with existing plans and regulations emphasizes conflicts with plans adopted for the purpose of avoiding or mitigating an environmental effect, recognizing that an inconsistency with a plan, policy, or regulation does not necessarily equate to a significant physical impact on the environment.

b. Thresholds of Significance

(1) Aesthetic Character

Appendix G of the State *CEQA Guidelines* provides a set of screening questions that address impacts with regard to aesthetics. These questions are as follows:

Would the project:

- Have a substantial adverse effect on a scenic vista; or
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway; or
- Substantially degrade the existing visual character or quality of the site and its surroundings.

The *L.A. CEQA Thresholds Guide* incorporates the screening questions contained in Appendix G. In accordance with the City's thresholds the determination of significance with respect to aesthetics and visual character shall be made on a case-by-case basis, considering the following factors:

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered or demolished;

- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements;
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

Based on these factors, a Project would normally have potentially significant impacts with respect to aesthetic character if it:

AES-1 Substantially alters or degrades the existing visual character of an area, including valued existing aesthetic features or resources.

(2) Views

The *L.A. CEQA Thresholds Guide* indicates that the determination of significance with respect to views shall be made on a case-by-case basis, considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or the ocean);
- Whether the project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

Based on these factors, a project would normally have potentially significant impacts with respect to views if it would:

AES-2 Substantially obstruct or degrade an existing recognized and valued public view.

(3) Light and Glare

Appendix G of the State *CEQA Guidelines* provides one screening question that addresses impacts with regard to light and glare. This question is as follows:

Would the project:

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The *L.A. CEQA Thresholds Guide* indicates that the determination of significance with respect to light and glare shall be made on a case-by-case basis, considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas.

Based on these criteria, a project would normally have a significant impact on light and glare if it:

AES-3 Includes lighting or glare (during either construction or operations) that would substantially alter the character of off-site areas surrounding the project site, or result in substantial light spill/or glare onto adjacent light-sensitive receptors.

(4) Shading

Appendix G of the CEQA Guidelines does not provide screening questions that address impacts with regard to shading. However, the *L.A. CEQA Thresholds Guide* considers the screening question above regarding visual character or quality of a site and its surroundings as including shading impacts. According to the Guide, a Project would normally have a potentially significant impact if:

AES-4 Shadow-sensitive uses would be shaded more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (PST), between early November and mid-March or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (PDT) between early mid-March and early November.[7]

(5) Consistency with Adopted Plans

The L.A. CEQA Thresholds Guide also indicates that the determination of significance with respect to aesthetics and visual character shall be made on a case-by-case basis, including among other factors, Applicable guidelines and regulations.

Based on this factor, a Project would normally have potentially significant impacts with respect to consistency with applicable guidelines and regulation if it:

AES-5 Substantially conflicts with applicable guidelines and regulations related to aesthetics and visual quality that are intended to mitigate or avoid impacts on the environment.

[7] *The durations originally cited in the L.A. CEQA Threshold Guide, were originally geared to change in early April and late October, consistent with the change to daylight savings time that was in effect at that time. The durations used here have been modified to match the current starting and ending dates for daylight savings time.*

c. Project Characteristics and Project Design Features

(1) Architectural Style and Massing

Conceptual renderings of the Project are provided in Section 2, *Project Description*, of this Draft EIR, see **Figure 2-4**, *Conceptual Rendering- S. Figueroa Street and* **Figure 2-5,** *Conceptual Rendering-S. Figueroa and 11th Street*.

In addition**, Figure 4.A-6,** *Map of Visual Simulation Locations* depicts the various locations where simulated composite photographs showing existing views and future views with development of the Project from representative locations within vicinity of the Project site. These simulations are presented in **Figures 4.A-7** through **A-17.**

As shown in these figures, the Project would provide a contemporary mixed-use development that would serve to revitalize a largely underutilized property within the Central City area. As further described in Section 2, *Project Description* of this Draft EIR, the Project has been designed to respond to the context of the surrounding the surrounding neighborhood, which includes an active, urban milieu, particularly adjacent to LA LIVE, the Staples Center Arena, the LACC, and surrounding high rise hotel, mixed-use, and office uses. The design of the Project creates a striking skyline profile that distinguishes the development from all vantage points while also emphasizing the pedestrian scale on each of the surrounding street fronts through features such as streetscape landscaping, wide sidewalks, paving treatments, a public plaza, outdoor dining and two story commercial/restaurant store fronts along the Podium. Each of the Project components is described below.

Residential Tower 1 would be constructed at the southeast corner of the Project Site at the intersection of 11th Street and S. Flower Street with a maximum height of 490 feet. Residential Tower 2 located on the northwestern Project Site at the intersection of S. Figueroa Street and W. Olympic Boulevard would have a maximum height of 540 feet. The two residential towers would have a similar architectural composition and would each feature a sculptured sloping roof profile. The massing of the two Residential Towers is intended to create a distinctive skyline presence, but is designed in a manner that is visually interesting from the pedestrian level. The two residential towers include a series of balconies and façade treatments that provide visual surface texture, while actively shading the facades. The residential towers would be clad with clear vision glass with low reflectivity. The positioning of the paired residential towers at opposite corners of the Project Site would help to visually frame and balance the Project Site. Reflecting a similar architectural character, these towers would be positioned in a staggered manner to allow for maximum daylight and view corridors within and through the Project Site.

The Hotel Tower would be located at the corner of S. Figueroa Street and 11th Street. The Hotel Tower is designed to be a distinctive counterpoint to the two residential towers and would be shorter (430 feet) and would feature a more streamlined facade and a horizontal, terraced roof top. The Hotel Tower would also use clear vision glass with low reflectivity. The three towers would collectively form the visually prominent edges of the Project. The Hotel Tower would be approximately 180 feet south from Residential Tower 2 to allow views through the Project Site and reduce the scale and mass of the Project.

The 75 feet tall Podium would visually join each of the three towers and would border W.Olympic Boulevard, S. Figueroa Street, and 11th Street. Retail, restaurant and other commercial uses would be located at ground level within the first and second above grade levels of the Podium with associated outdoor seating areas

located along S. Figueroa Street and 11th Street. The ground level commercial uses would include floor to ceiling storefront display windows, designed to be visually transparent and would include individual street level entrances. The street-front commercial would serve to encourage pedestrian activity along the Project's perimeter and visually enhance the surrounding streets while providing physical and visual connections to the Project's interior. At the ground level of the towers, hotel and residential lobby uses would also designed to be visually transparent along all pedestrian edges. Parking for the Project would be provided within four subterranean levels under the Podium with primary access from W.Olympic Boulevard, S. Flower Street, and 11th Street. As discussed in more detail below, a Podium Garden Terrace featuring landscaping, open space, and amenities would be developed at the top of the Podium for use by residents and hotel guests.

While the Project is designed to include street improvements and activate all streets surrounding the Project's perimeter, the Project's streetscape enhancements are the greatest on S. Figueroa Street. The massing of the Podium would be set back along S. Figueroa Street to form a 5,000 sf public outdoor plaza that would support visual connectivity between the Project and the eastern terminus of the Microsoft Square plaza area within LA LIVE. The outdoor plaza would incorporate landscape features, seating, and the potential for public art display areas within this space. Behind and adjacent to the outdoor plaza would be the aforementioned commercial uses that would help activate the street edge and promote pedestrian activity. The western façade of the Podium would also include architectural treatments, such as folded sculptural aluminum screens and glass, stone accents. To emphasize its pedestrian orientation, no vehicle driveways into the Project Site would be located along S. Figueroa Street.

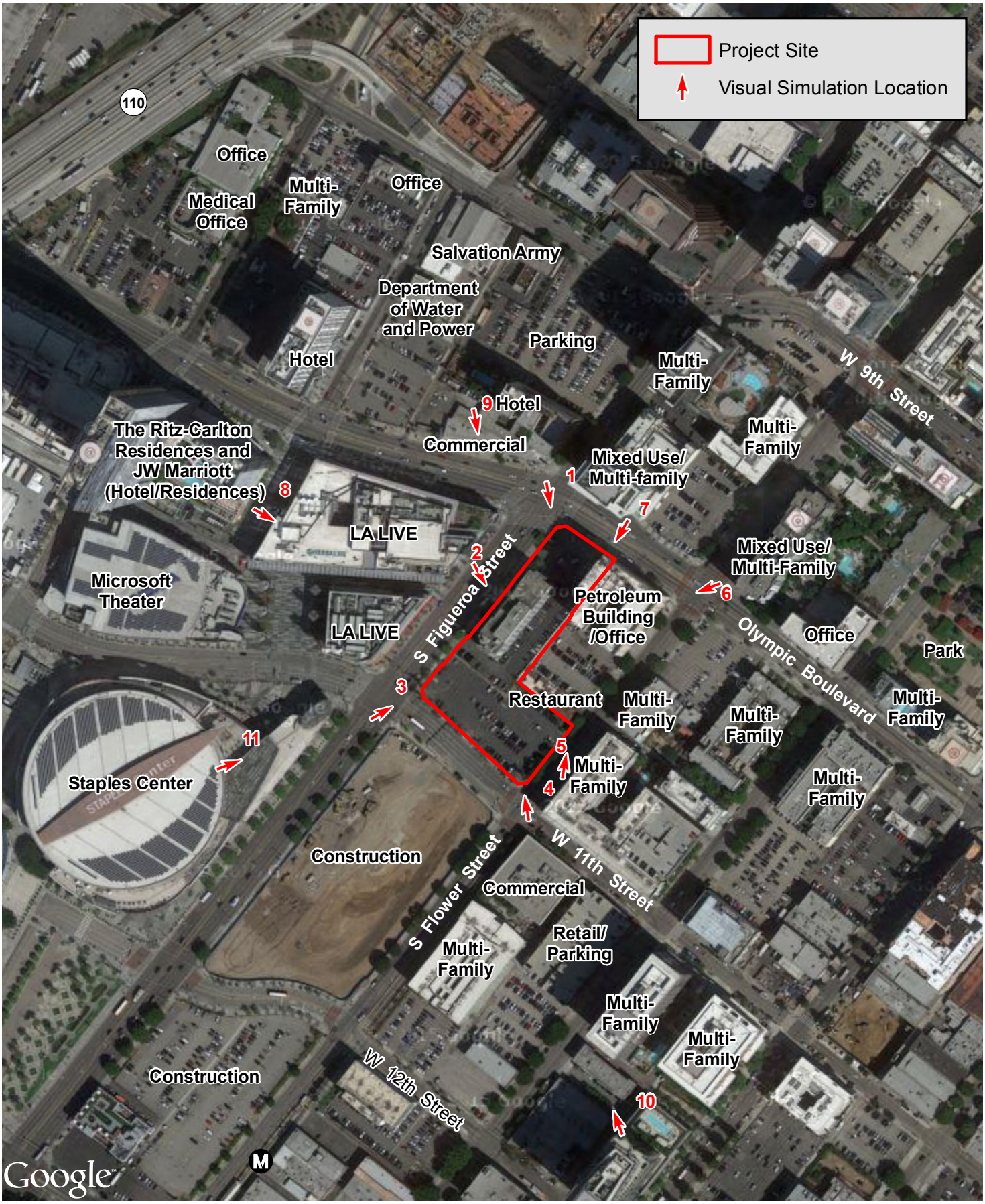
The Project is designed to respect the context and character of the adjacent historic Petroleum Building by stepping back 30 feet along W.Olympic Boulevard to maintain views of the west corner of the Petroleum Building as well as a portion of the west façade, which would further support the visual prominence of the Petroleum Building. The design would also not obstruct views of the Petroleum Building's primary architecturally distinguished facades along W. Olympic Boulevard and S. Flower Street. These facades feature elaborate architectural detailing originally intended for public view.

(2) Open Space, Landscaping, and Public Art

Each of the street fronts bordering the Project Site would include, paving treatments, rows of trees, and landscaped areas with groundcover, shrubs, vines and large planters. Landscaping would comply with City of Los Angeles Urban Forestry requirements, and would incorporate sustainable landscape design with native and drought tolerant vegetation, and use of water efficient irrigation systems. Also, along 11th Street, in the hotel motor-court drop off area, a combination of landscape and hardscape treatments would be used in a covered plaza like arrangement for both arriving guests and other pedestrians.

The provision of a 5,000 sf public outdoor plaza along S. Figueroa Street that would support connectivity between the Project and LA LIVE while also encouraging pedestrian activity and an active street front. The outdoor plaza would incorporate landscape features, seating, and potential for public art display areas within this space.

The Podium Garden Terrace situated above the fourth level of the Podium would serve each of the three towers for Project residents, guests and hotel patrons. The Podium Garden Terrace would feature a bar and dining area near the Hotel Tower, open areas for adult and children recreational activities, pools, strolling/exercise areas for pets, and quiet/passive areas with shaded zones. The Podium Garden Terrace



PCR

N

0 300 600 Feet

Map of Visual Simulation Locations

1020 S. Figueroa Street Project

Source: Google Earth, 2014-04-23 (Aerial); PCR Services Corporation, 2015.

FIGURE

4.A-6

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would be finished with concrete pavers, turf, and landscaping. The top level of the residential towers would include rooftop amenity decks for use by residents and the top/penthouse level of the Hotel Tower would include a rooftop amenity deck with a pool, bar, lounge, and greenspace areas for hotel patrons and visitors.

The Project would incorporate an active art program in conjunction with the overall street front and landscape design. Art installations may occur at the public plaza as sculptures, and/or on building facades in both fixed and interchangeable media to add visual interest and the pedestrian experience along Project street fronts.

(3) Signage and Lighting

(a) Proposed Fig & 11th Sign District

The Project Site is located within a larger block that is within a proposed Supplemental Use District (Fig & 11th Sign District) for site specific signage regulations. The Project includes Project Permit Compliance for consistency with the proposed Fig & 11th Sign District. The Project is adjacent to two existing sign districts. The Project Site is bordered to the west and south by the LASED, and to the north by the S. Figueroa and Olympic Sign District.

The signage regulations set forth in the Fig & 11th Sign District would establish requirements governing allowable sign types, locations, maximum size or coverage, hours of operation, and type of animation or controlled refresh rates. Project signage would include on and off-site signage in various forms, including wall signs, digital displays and streaming signage, supergraphic signs, open panel roof signs, hotel building identification, residential building identification, retail and restaurant building identification, parking entry identification, loading dock entry identification, and wayfinding signage. No billboard signage is proposed. The Sign District boundary is shown on **Figure 2-10,** *Proposed Sign District Boundary*. The Project Signage is shown in **Figure 2-11**, *Project Signage Summary*. The proposed Fig and 11th Sign District has not yet been approved by the City; therefore, the final regulations are subject to change or further refinement through the Sign District approval process.

Signage Levels

For sign regulation purposes, the Fig & 11th Sign District area is divided into four Vertical Sign Zones or Levels. The purpose of the Sign Levels is to address different sign viewing distances, including pedestrian views from street level, pedestrian views from a distance, views from surrounding areas, and views from vehicles. The Sign Levels are applicable to Permitted Signs in the proposed Fig & 11th Sign District and include the following. Each Sign Level may be extended two feet above or below the vertical height allocated to each Level below.

- **Level 1:** Applicable to all signs located at street level, defined as ground level to approximately 25 feet above grade;
- **Level 2:** Applicable to all signs located between street level and the roof line of the podium, defined as approximately 25 feet to approximately 150 feet above grade (but not to exceed beyond the level of the parapet line of the Podium);
- **Level 3:** Applicable to all signs located above the parapet line of the Podium or more than 150 feet above grade, whichever is lower, up to Level 4; and

Table 4.A-2

Proposed Fig & 11th Sign District Summary

Vertical Sign Zone	Permitted Sign (in addition to all signs permitted in LAMC 12.4.4)	Animation	Hours	Size*
Level 1 (0'-25')	Architectural Ledge Signs, Awning Signs, Identification Signs, Information Signs, Monument Signs, Pedestrian Signs, Projecting Signs, Wall Signs, Window Signs, Supergraphic Signs, Temporary Signs.	Static	n/a	20% of façade area of Level 1 for each street frontage
Level 2 (25'-150' podium)	Digital Display Signs, Identification Signs, Integral Digital Display Signs, Projecting Signs, Supergraphic Signs, Temporary Signs, Large Scale Lighting, Wall Signs.	Unrestricted Animation Facing Olympic: Unrestricted Animation Limited Animation Light Animation	Unlimited 7am – 2am 2am-7am Anytime	80% of façade area of Level 2 for each street frontage
Level 3 (150' or Podium to Level 4)	Digital Display Signs, Identification Signs, Integral Digital Display Signs, Projecting Signs, Supergraphic Signs, Temporary Signs, Large Scale Lighting, Wall Signs.	Static	n/a	20% of façade area of Level 3 for each street frontage; up to 80% of façade area of Level 3 permitted
Level 4 (Top 10% plus roof)	Identification signs, open panel roof signs (all may include Digital Display or Integral Digital Display)	Unrestricted Animation Limited Animation Light Animation	7am – 2am 2am-7am Anytime	Top 10% of total façade area ID sign max 3,200 sf

* *Maximum signage area shall not exceed 4 square feet of linear frontage, excluding Digital Display Signs, Integral Digital Display Signs, Supergraphic Signs, Temporary Signs and Open Panel Roof Signs.*

Source: PCR Services Corporation, 2016

- **Level 4**: Applicable to all signs located in the top 10 percent of each building or over 150 feet in height above grade and all roof signs.

(b) Proposed Project Signage

The Project includes a range of types of signage in compliance with the proposed provisions of the Fig and 11th Sign District. The Project includes media and signage that contributes to and complements the energetic, vibrant, pedestrian oriented atmosphere within the LASED at LA LIVE and the Oceanwide Plaza development to the west and south; and at the same time, provides subdued signage facing residential and mixed use buildings to the north and east.

The Project signage is designed as a cohesive whole with integral digital LED signage and other off-site signage wrapping the buildings in a ribbon: from 24 feet to 100 feet above grade on Residential Tower 2

along W. Olympic Boulevard and the norther portion of S. Figueroa Street; from 39 feet to 75 feet above grade within the podium and Plaza area on S. Figueroa Street; between 39 feet and 100 feet above grade on the Hotel Tower on Figueroa Street; between 39 feet and 222 feet above grade on the Hotel Tower facing 11th street; and, between 39 feet and 75 feet above grade on the podium and Residential Tower 1 facing 11th Street. The total signage area within this digital band is approximately 60,000 square feet of signage, including: 9,825 square feet on W. Olympic Boulevard, 29,315 square feet on S. Figueroa Street, and 20,235 square feet on 11th Street.

The Project signage includes illuminated identification signage, digital display signage and open panel roof signs near the top of the towers, and on the roof of the Hotel Building. Residential Towers 1 and 2 provide two digital display signs on each of the two towers, one facing east and one facing west, of 3,036 sf each (12,144 sf total). The Residential Towers also have building owner/primary ID illuminated signage near the top of the towers facing north and south, including two signs per tower of 1,600 square feet each (6,400 sf total). The Hotel Tower also has two hotel identification illuminated signs near the top of the tower facing east and west of 256 square feet each (512 sf total) There is also a 1,000 sf open panel roof sign on the roof of the Hotel Tower.

As shown in detail on Table 4. A-3, *Summary of the Proposed Signage for the Project*, the Project also contains hotel identification signs, residential identification signs, retail/commercial tenant identification signs and parking and loading dock location and entry signs within Level 1, located between 0 and 25 feet above ground level facing W. Olympic Boulevard, S. Figueroa Street, 11th Street, and S. Flower Street. The Project contains approximately 800 to 1,000 square feet of identification and wayfinding signage on Level 1.

There is no signage facing S. Flower Street, other than tenant and wayfinding signage in compliance with LAMC 14.4, except for the single ID sign at the top of the residential tower. The ID sign at the top of the residential tower facing S. Flower Street is necessary to identify the Project from the westerly direction.

The Project's proposed signage is shown in **Table 4.A-3**, *Summary of the Proposed Signage for the Project* . The Project Signage is shown in **Figure 2-11**, *Project Signage Summary.*

The signage would be limited in the hours of operation in compliance with the provisions listed in the Sub-Area tables above. Facing S. Figueroa Street, there is unrestricted animation within Level 2 for Digital Signs and Integral Digital Signs. For that portion facing the residential buildings on W. Olympic Boulevard, the Digital Signs and Integral Digital Signs allow unrestricted animation from 7am to 2am, and provide restricted animation from 2am to 7am. Any Digital Signs in Level 4 are subject to these restrictions as well. Digital Signs in Sub-District B have no animation and limited refresh rates in Level 2 only. All Digital Signs would have a brightness of up to 6,500 cd during daylight hours, which is reduced to 300 cd after dark.

Pursuant to Section 93.0117 of the LAMC, no stationary exterior light source shall be arranged and illuminated in such a manner as to produce a light intensity of greater than two footcandles above ambient lighting, as measured at the property line of the nearest residentially zoned property. Upon completion of the Project, a measurement of the lighting levels emitted by the new signage would be taken upon installation and activation to confirm that the light intensity is no more than two footcandles, as measured from surrounding residential uses.

Table 4.A-3

Summary of the Proposed Signage for the Project

Vertical Sign Zone	Proposed Signage	Animation	Hours	Size *
Level 1 (0'-25')	Allowable Tenant Wall Signs, Window Signs, Supergraphic Signs, Temporary Signs.	Static	n/a	Not to exceed 20%
Level 2 (25'-150' podium)	Allowable Band of Digital Display Signs, Identification Signs, Integral Digital Display Signs, Wall Signs.	Unrestricted Animation Facing Olympic: Unrestricted Animation Limited Animation Light Animation In Sub-Area B: Limited Refresh	Unlimited 7am – 2am 2am-7am Anytime Dawn to Midnight	9,825 sf (Olympic) 29,315 sf (Figueroa) 9,585 sf (11th Sub-Area A) 5,760 sf (11th Sub-Area B) (Not to exceed 80%)
Level 3 (150' or podium to Level 4)	Digital Display Signs, Identification Signs, Integral Digital Display Signs, Projecting Signs, Supergraphic Signs, Temporary Signs, Large Scale Lighting, Wall Signs.	Static	n/a	6,184 sf (facing 11th) (up to 80%) other lighting
Level 4 (Top 10% plus roof)	Identification signs, open panel roof signs (all may include Digital Display or Integral Digital Display)	Sub-Area A: Unrestricted Animation Limited Animation Light Animation Sub-Area B: Static	7am – 2am 2am-7am Anytime	1,152 sf hotel ID signs; 6,070 sf residential ID Signs (Sub-Area A); 6,070 sf residential ID Signs (Sub-Area B); 1,000 sf open panel roof sign; tenant ID signs (Top 10% of total façade area)

Source: PCR Services Corporation, 2016

(4) Project Design Features

In addition to the Project characteristics described above, the Applicant would implement additional Project Design Features that would reduce potential construction-related and operational impacts to aesthetics:

PDF-AES-1: Construction Fencing: The Applicant shall provide and maintain a construction fence for safety and to screen views to the Project Site during construction to the extent feasible. The fence shall be located along the north, south, east and west perimeters of the Project Site with a minimum height of 8 feet. The Applicant shall ensure through appropriate postings and regular visual inspections that no unauthorized materials are posted on temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a reasonable manner throughout the construction period.

PDF-AES-2: Screening of Utilities: The Project would visually screen new transformers and other utilities associated with the Project from public view.

PDF-AES-3: Illuminated Signs: Illuminated signs will be designed to comply with the requirements of CALGreen, including requiring 65 percent dimming at night.

PDF-AES-4: Glare. Glass and other building materials used in exterior façades shall be low reflective and/or treated with a non-reflective coating in order to minimize glare. Prior to issuance of a building permit, the Department of Building and Safety shall review the exterior building materials to confirm that they do not exceed the reflectivity of standard building materials, and would not cause significant glare impacts on motorists or nearby residential uses.

d. Project Impacts

As noted in the Regulatory Framework section above, Section 21099(d)(1) of the CEQA Statute (SB 743) provides that aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. The Project qualifies as an infill project as it lies on a previously developed parcel in an urban area where the entire parcel is surrounded by developed uses or improved public rights-of-way adjacent to parcels with qualified urban uses. The Project Site qualifies as a transit priority area as it is located less than one-half mile from the Pico Metro Station, a Major Transit Stop (as defined by Public Resources Code Section 21064.3). Therefore, pursuant to State Law the Project's aesthetic impacts would not be significant impacts on the environment.

At the same time, analyses have been undertaken to determine whether the Project's impacts would exceed thresholds normally used by the City for analyzing the significance of a Project's impacts on aesthetics. The below analyses indicate that the Project's impacts would fall below the standards normally used by the City for determining impacts, as regards the following aesthetics components: aesthetic character, views, light and glare, shading and consistency with adopted plans. Therefore, it may be further concluded that the Project would have a less than significant impact on aesthetics.

(1) Visual Character

Threshold AES-1: A potentially significant impact would occur if the Project would substantially alter or degrade the existing visual character of the Project area by damaging valued scenic features or resources, or introducing elements that substantially detract from the visual character of the Project area.

Impact Statement AES-1: *Construction activities and associated equipment and materials would be screened and temporary fencing, barriers, and walkways would be inspected to remove unauthorized materials and ensure they are maintained in a reasonable manner throughout the construction period. As a result, effects on visual character due to short term construction activities would be less than significant.*

(a) Construction Impacts

Construction activities typically result in site disturbance, movement of construction equipment, import and export of materials, views of incomplete buildings and other activities that generally contrast with the aesthetic character of an area. Construction activities would be primarily visible from S. Figueroa Street, W. Olympic Boulevard, S. Flower Street, and 11th Street, although taller construction equipment such as cranes would be visible from a greater radius of street networks including the SR-110 Freeway. Construction activities would entail the demolition of the Luxe Hotel, associated amenities and surface parking lots. Other construction activities include grading of the lot to provide for subterranean parking, the staging of construction vehicles, storage of materials, and building construction.

The use of cranes would be required for the construction of the Project's components. Demolition, grading and construction of new buildings, sidewalk improvements, and installation of landscaping would be temporarily disruptive. The Project would be constructed in two phases. Construction of Phase 1 of the Project is expected to commence in the third quarter of 2017 and would be completed in the second quarter of 2020. Construction of Phase 2 of the Project would begin immediately after Phase 1 and would be completed in the first quarter of 2023. Construction activity during Phase I could potential overlap with construction activity occurring south of the Project Site associated with the Oceanwide Plaza and Circa projects.

Because of the short-term, temporary nature of the construction activities, construction activities would not substantially alter, degrade, eliminate or generate long-term contrast with the visual character of the surrounding area or the existing Project site. In addition, construction fencing would be provided for safety, and would also serve to screen views of grading and other site disturbance from adjacent streets and sidewalks. The fence would be located along the north, south and west perimeters of the Project Site with a minimum height of 8 feet (PDF AES-1). Construction fencing and other temporary barriers have the potential to attract graffiti or posting of unauthorized materials if not appropriately monitored. Therefore, PDF AES-1 would also require regular visual inspection of the fence, temporary barriers, and walkways and to remove any observed graffiti or unauthorized materials. Therefore, impacts with respect to visual character during construction would be less than significant.

(b) Operation

Impact Statement AES-2: *The Project would replace the existing Luxe Hotel and parking lots with a modern development that includes three towers, a Podium, public plaza, and streetscape improvements. The Project architecture and design would respond to and be compatible with surrounding development, including the adjacent Petroleum Building. Compared to existing conditions with the LUXE Hotel building, surface parking lots, and limited landscaping, the Project would improve visual conditions, particularly due to significant upgrades to the streetscape and pedestrian environment. Therefore, the Project would have a less than significant impact with respect to aesthetic character.*

(i) Aesthetic Character – S. Figueroa Street

Figure 4.A-7, *View 1: Existing and Future Views from S. Figueroa Street and W. Olympic Boulevard,* **Figure 4.A-8,** *View 2: Existing and Future Views from LA LIVE at S. Figueroa Street,* and **Figure 4.A-9** *View 3: Existing and Future Views from S. Figueroa Street and 11th Street* depicts the Project as viewed from various vantage points along S. Figueroa Street.

As described earlier, the visually prominent feature on the Project Site as viewed from S. Figueroa Street is the rectangular Luxe Hotel's main façade and associated vehicle entry driveway, porte-cochere and pedestrian entryways. Surface parking lots to the north and south of the Luxe Hotel contribute to the auto-oriented nature of the Project Site. Behind the northern surface parking lot, the unadorned secondary west façade of the historic Petroleum Building is visible. The west façade is largely covered with large-scale advertising.

As described in Section C.2, *Historic Resources*, the Luxe Hotel, including the main elevation along S. Figueroa Street, has been substantially altered from its original construction and is not considered a historical resource. As shown in Figure 4.A-4, the frontage of the Luxe Hotel including the contemporary porte-cochere and vehicle driveway is auto oriented and is lacking pedestrian amenities and landscaping. While the second floor restaurant and outdoor bar area and second floor awnings provides some visual interest, the ground level lacks a pedestrian focus or amenities and provides little visual connection to the street or the adjacent LA LIVE development.

As shown in Figures 4.A-7, 4.A-8, and 4.A-9, the Project features a contemporary, modern building, designed to activate a lively streetscape presence along S. Figueroa Street that responds to the commercial, tourist, entertainment, and pedestrian-oriented uses associated with the adjacent LA LIVE and Staples Center Arena. The massing of the Podium would be set back along S. Figueroa Street to incorporate a 5,000 sf public outdoor plaza that would support visual connectivity between the Project and the eastern terminus of the Microsoft Square plaza within LA LIVE. The Project's outdoor plaza would incorporate landscape features, seating, and potential for public art display areas within this space to further activate the public realm. Behind and adjacent to the outdoor plaza would be the one and two story commercial uses that would visually and physically activate the street edge and promote pedestrian activity. Transparent floor to ceiling storefront display windows and street level entrances would visually enhance the surrounding streets while providing physical and visual connections to interior uses.

The signage programed along S. Figueroa Street would be consistent with the active, entertainment uses associated with the adjacent LA LIVE, Staples Center Arena, and the LACC, which include moderately to brightly illuminated façades and a mixture of illuminated changeable LED signage, and static illuminated signage. The signage would also be integrated into the Project architecture.

While the Hotel Tower and Residential Tower 2 would increase the height, density and mass of on-site structures as compared to existing conditions, the four story Podium would be lower in height and scale than the existing nine-story Luxe Hotel. In addition, rather than creating an abrupt visual transition between the Hotel Tower and Residential Tower 2, the incorporation of the Podium would provide a gradual transition between the two towers as well as a lower pedestrian scale along the majority of S. Figueroa Boulevard.

Visual simulations of the Project and adjacent and future projects in the vicinity are shown in **Figure 4.A-10**, *View 8: Existing and Future Elevated Views of the Project and nearby Future Development from the West,* **Figure 4.A-11**, *View 9: Existing and Future Elevated Views of the Project and nearby Future Development from the Northwest,* **Figure 4.A-12**, *View 10: Existing and Future Elevated Views of the Project and nearby Future Development from the Southeast,* and **Figure 4.A-13**, *View 11: Existing and Future Elevated Views of the Project and nearby Future Development from the Southwest.*

As shown in these figures, the Project is located in a highly urbanized area, with numerous surrounding high and mid-rise structures, and iconic building such as LA LIVE and the Staples Center Arena that collectively define the noted skyline of downtown Los Angeles. The new Hotel Tower and the Residential Towers would result in greater density and building mass at the Project site compared to existing conditions. However, the new Hotel Tower (430 feet)and Residential Towers' structures (490 feet and 540 feet) would not be out of character with surrounding and future development within Downtown. Nearby development includes the adjacent 717 Olympic project (296 feet) to the north and the Ritz Carlton Residences and JW Marriot tower (660 feet) to the west. Future cumulative projects include project #114, Marriott Expansion (464 feet tall), #95 Oceanwide Plaza (one tower 677 feet tall and 2 towers each 500 feet tall), and #97, Circa at (400 feet tall), and #116, Olympic Tower, (742). These future projects are similar in height or higher than the Project.

Similar to the Project these cumulative projects include ground floor commercial uses, and street and landscaping improvements. Collectively these projects would substantially activate the pedestrian realm of surrounding streets, providing new visual connections between each other and with LA LIVE, the Staples Center Arena, the LACC and the South Park neighborhood.

Furthermore, the Project would incorporate street-level visual elements such as ground floor commercial uses, outdoor dining areas, a street level pedestrian plaza, seating, landscaping, and sidewalk treatments. These features would substantially enhance the visual environment compared to existing conditions on the Project Site. In addition, compared to existing conditions where the existing frontage of the Luxe Hotel features auto-oriented dominant visual elements such as the vehicle entryway, valet area and associated surface parking lots, the new Project would include active, pedestrian oriented uses and visual elements that would complement adjacent development and uses at LA LIVE. No vehicle entryways would be located along S. Figueroa Street, emphasizing a more pedestrian oriented scale and use.

While a portion of the west façade of the Petroleum Building would be obscured from view by the Project, this façade is an unadorned secondary elevation that notably lacks the stone veneer and Classical ornamentation of the primary elevations along S. Flower and W. Olympic. Furthermore, the west façade currently and over recent years, been covered with large-scale advertising and this facade is not considered an aesthetic resource. In addition, Residential Tower 2 would be set back 20 feet from the west elevation of the Petroleum building to create a buffer between the Petroleum Building and Residential Tower 2 and retain its visual prominence from the corner of S. Figueroa Street and W. Olympic Boulevard. For more detail on this issue, please see Section C.2, *Historic Resources*, of the Draft EIR.

Therefore, the Project would not adversely affect existing scenic resources and would provide positive visual elements, such as new contemporary modern buildings, new landscaping, a public plaza, artwork, street front commercial uses, and other amenities. Although the Project would alter the visual character of the Project Site, it would not substantially degrade the visual character of the Project area, damage valued scenic

Existing View

Future View

PCR

View 1: Existing and Future Views from the Northwest corner of S. Figueroa Street and Olympic Boulevard

1020 S. Figueroa Street Project

Source: Gensler, 2016.

FIGURE

4.A-7

Existing View

Future View

PCR

View 2: Existing and Future Views from LA LIVE at S. Figueroa Street

1020 S. Figueroa Street Project
Source: Gensler, 2016.

FIGURE
4.A-8

Existing View

Future View

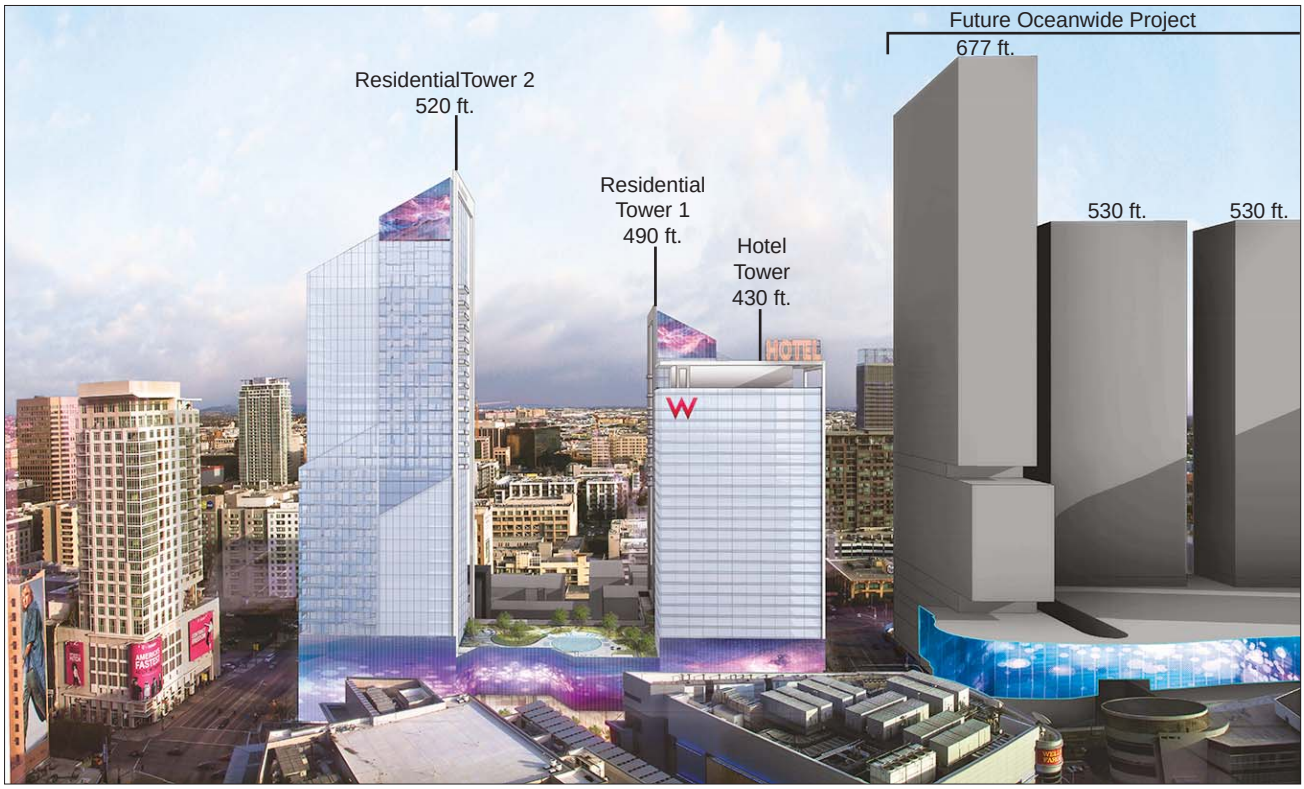
PCR

View 3: Existing and Future Views from S. Figueroa Street and 11th Street

1020 S. Figueroa Street Project
Source: Gensler, 2016.

FIGURE
4.A-9

Existing View



Future View

PCR

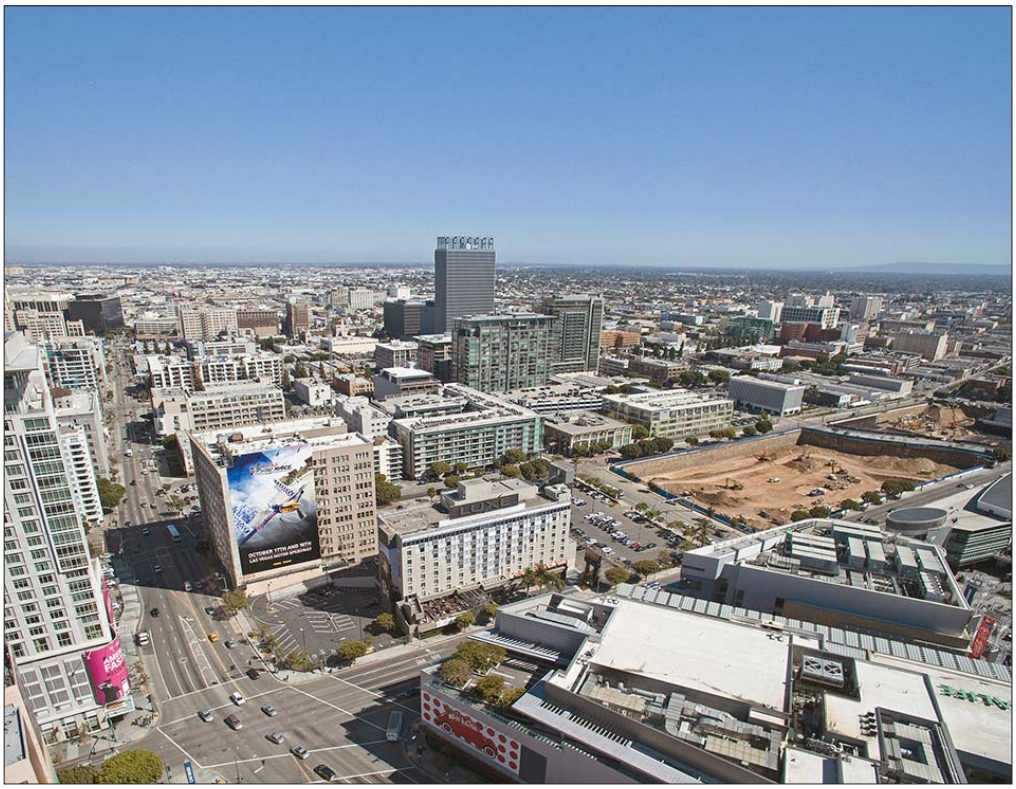
View 8: Existing and Future Elevated Views of the Project and nearby Future Development from the West

1020 S. Figueroa Street Project

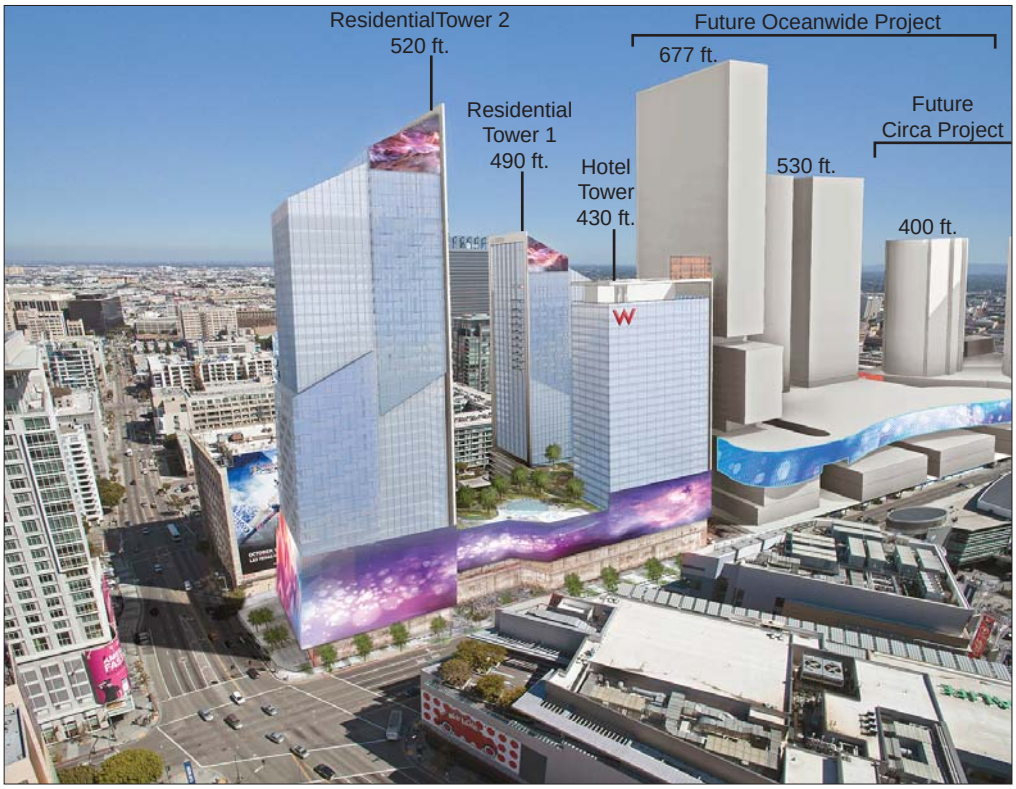
Source: Gensler, 2016.

FIGURE

4.A-10



Existing View



Future View

PCR

View 9: Existing and Future Elevated Views of the Project and nearby Future Development from the Northwest

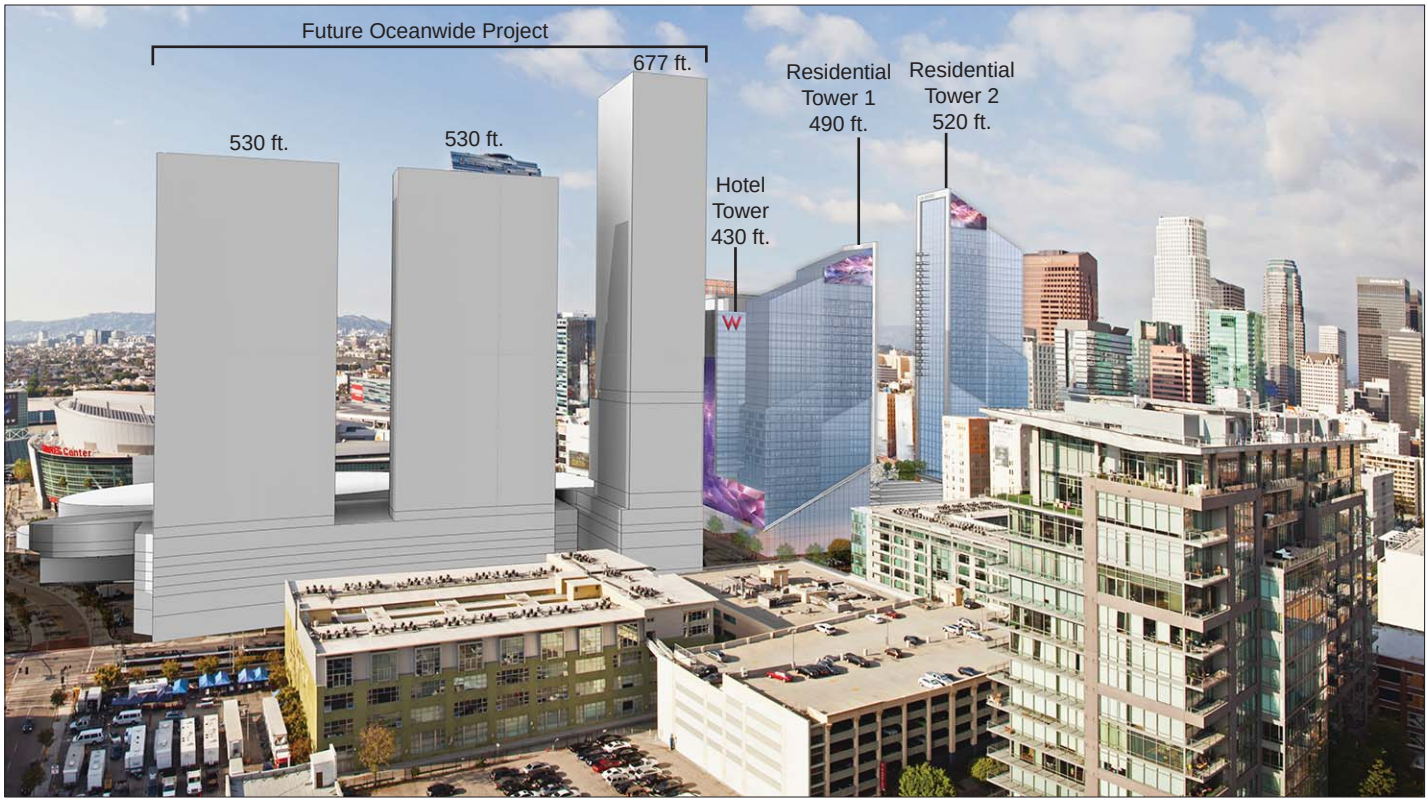
1020 S. Figueroa Street Project

Source: Gensler, 2016.

FIGURE

4.A-11

Existing View



Future View

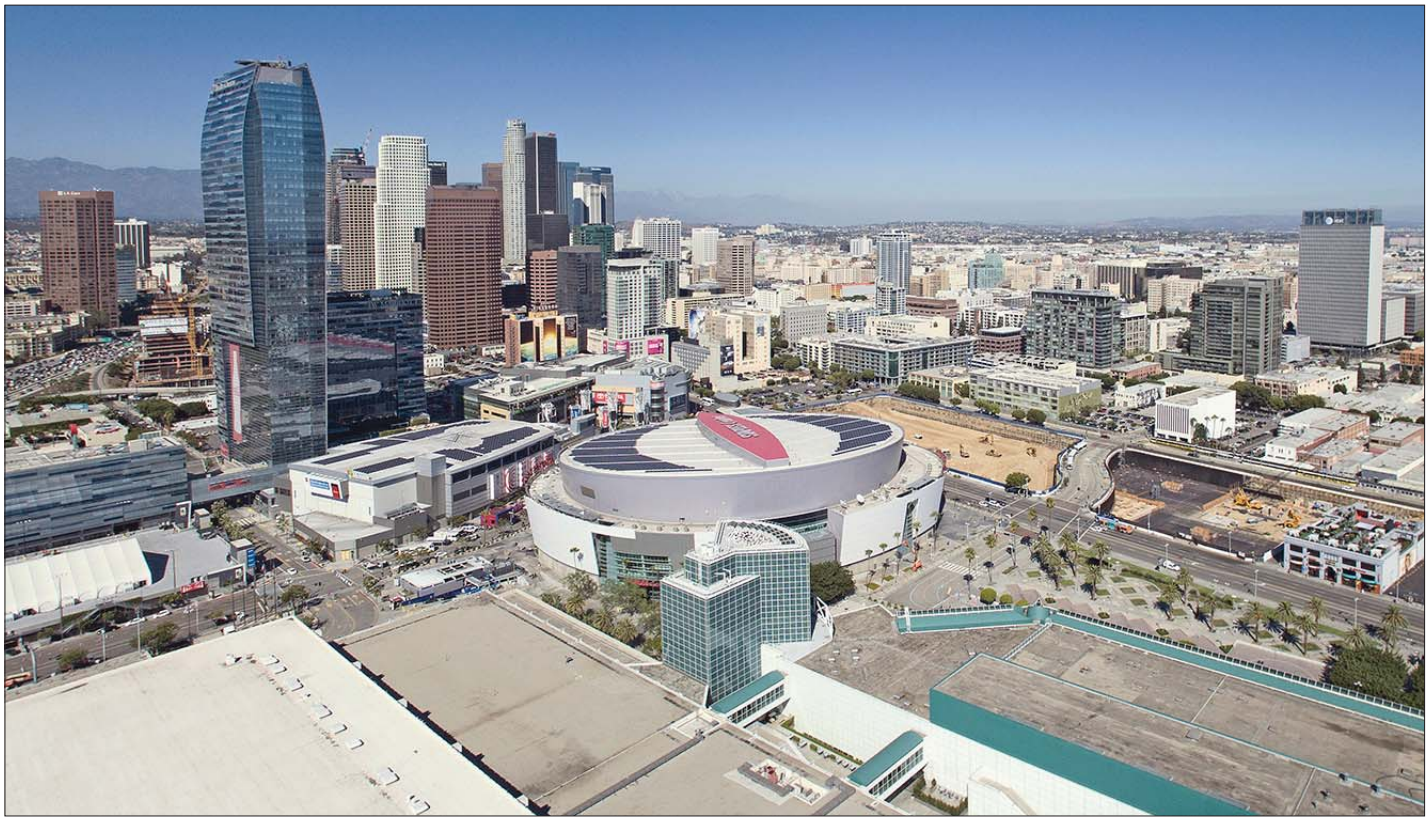
PCR

View 10: Existing and Future Elevated Views of the Project and nearby Future Development from the Southeast

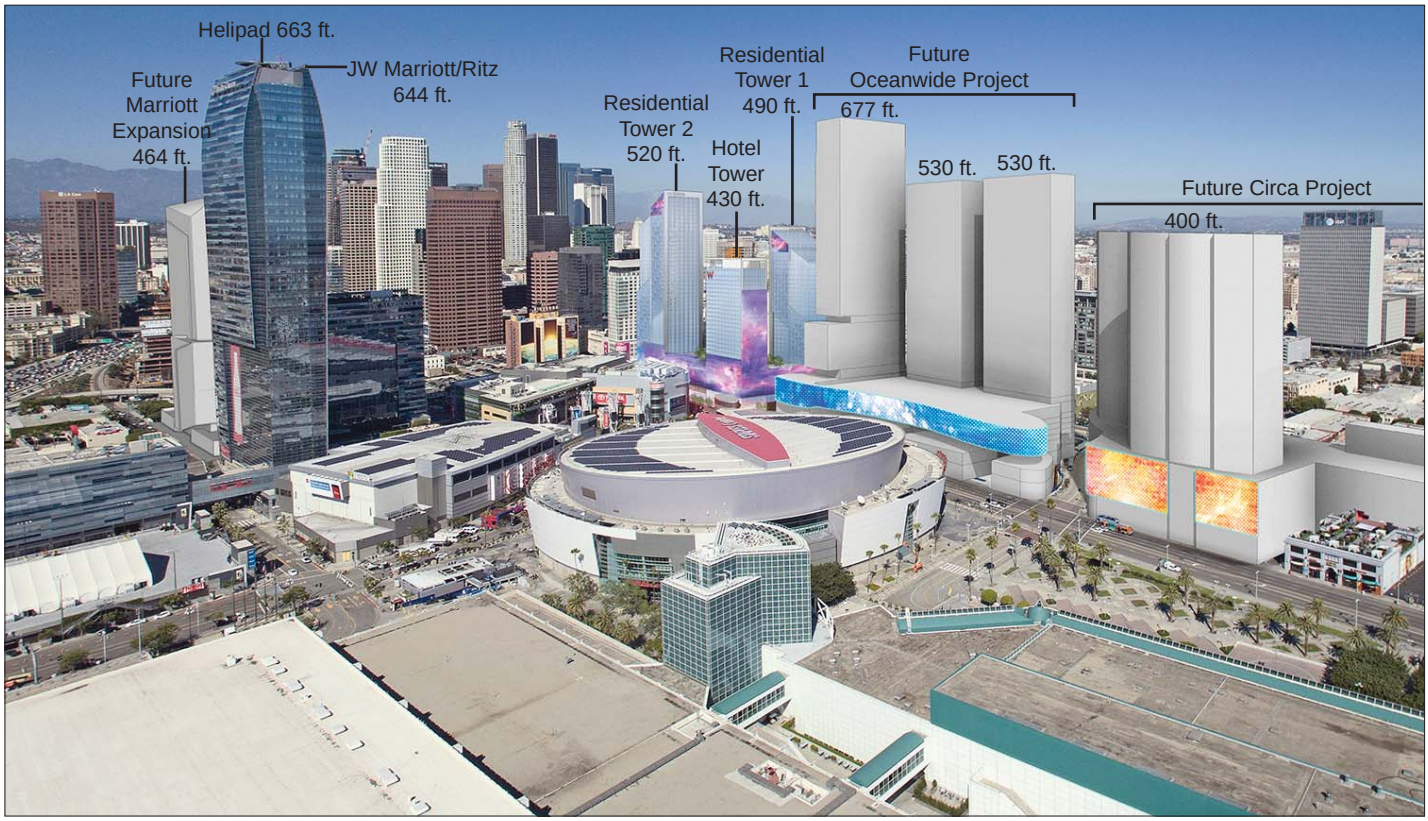
1020 S. Figueroa Street Project

Source: Gensler, 2016.

FIGURE **4.A-12**



Existing View



Future View

PCR

View 11: Existing and Future Elevated Views of the Project and nearby Future Development from the Southwest

1020 S. Figueroa Street Project

Source: Gensler, 2016.

FIGURE

4.A-13

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resources, or introduce elements that would substantially detract from the visual character of the S. Figueroa Street. Therefore, impacts with respect to the visual character of S. Figueroa Street would be less than significant.

(ii) Aesthetic Character – S. Flower Street

Figure 4.A-14, View 4: *Existing and Future Views from S. Flower Street and 11th Street***, Figure 4.A-15,** *View 5: Existing and Future Views from S. Flower Street* and **Figure 4.A-16,** *View 6: Existing and Future Views from the Northwest corner of S. Flower Street and W. Olympic Boulevard* depicts the Project as viewed from various vantage points along S. Flower Street.

As the Luxe Hotel is set behind a surface parking lot and the one-story El Cholo restaurant, it does not have a distinct visual presence along S. Flower Street. As such, the prominent visual element of the Project Site along S. Flower Street is the surface parking lot located on the southern portion of the Project Site. Beyond the surface parking lot, mid-range views of the Luxe Hotel's eastern façade are visible.

Portions of the Podium would be visible from S. Flower Street; however it would be set behind the surface parking lot and El Cholo Building and therefore would not have as strong visual presence on the Project Site as compared to Residential Tower 1 located at the corner of S. Flower Street and 11th Street. The first and second floor of Residential Tower 1 would include Residential Tower 1 lobby and one and two story commercial uses. Commercial and lobby uses would incorporate transparent floor to ceiling storefront display windows to and street level entrances. These uses would visually enhance the streetscape along S. Flower Street while providing physical and visual connections to interior uses. Due to the location of the Project south of the Petroleum Building, it would not hinder views of the Petroleum Building's primary façade along S. Flower Street which is a positive aesthetic feature adjacent to the Project Site.

Although the Project would alter the visual character of the Project Site, it would provide new positive visual elements along S. Flower Street, such as new contemporary modern buildings, new streetscape improvements, street front commercial uses, and other amenities. Therefore, the Project would not substantially degrade the visual character of the Project area, damage valued scenic resources, or introduce elements that would substantially detract from the visual character of the S. Flower Street. Therefore, impacts with respect to the visual character of S. Flower Street would be less than significant.

(iii) Aesthetic Character – W. Olympic Boulevard

Figure 4.A-7, *View 1: Existing and Future Views from S. Figueroa Street and W. Olympic Boulevard,* **Figure 4.A-16,** *View 6: Existing and Future Views from the Northwest corner of S. Figueroa Street and W. Olympic Boulevard,* and **Figure 4.A-17,** *View 7: Existing and Future Elevated Views from W. Olympic Boulevard* depicts the Project as viewed from various vantage points along W. Olympic Boulevard.

The Project Site as viewed from W. Olympic Boulevard includes the northern façade of the Luxe Hotel, which is devoid of any fenestration or architectural ornamentation and includes a large advertising sign. In the forefront, of the northern façade of the Luxe Hotel is a fenced surface parking lot. Immediately east of the Project Site is the historical Petroleum Building, with one of the primary, ornate elevations of the Petroleum Building fronting W. Olympic Boulevard. As shown, the visual quality of the Project Site as viewed from W.

Olympic Boulevard is low. However, the Petroleum Building's northern façade is an aesthetic resource adjacent to the Project Site.

The Project would include the development of Residential Tower 2 at the corner of S. Figueroa Street and W. Olympic Boulevard. New landscaping and street trees would be developed as part of the Project and a new vehicle access driveway into the Project would be developed. Colorful signage would be incorporated into the building façade. Transparent floor to ceiling commercial and residential lobby windows and street level entrances would visually enhance the street while providing physical and visual connections to interior uses. In addition, the landscaped Podium Garden Terrace above the Podium on the fourth level would be visible.

As mentioned earlier, the Project would not impede views of the primary northern façade of the adjacent Petroleum Building. The Residential Tower 2 would be set back 20 feet from the west elevation of the Petroleum building to create a buffer between the Petroleum Building and Residential Tower 2. The Project would also be set back approximately 30 feet from the northeast corner of the property line along W. Olympic Boulevard. These setbacks would serve to support the continued visual prominence of the Petroleum Building along W. Olympic Boulevard.

As shown, the Project would not adversely affect existing scenic resources and would provide positive visual elements, such as new contemporary modern buildings, signage, new landscaping, street front commercial uses, and other amenities. Although the Project would alter the visual character of the Project Site along W. Olympic Boulevard, it would improve existing visual conditions and would retain the visual presence of the valued Petroleum Building. Therefore, it would not substantially alter or degrade the existing visual character of this area by damaging valued scenic features or resources, or introducing elements that substantially detract from existing visual character. Therefore, impacts with respect to the visual character of W. Olympic Boulevard would be less than significant.

(iii) 11th Street

Figure 4.A-9 *View 3: Existing and Future Views from S. Figueroa Street and 11th Street* and **Figure 4.A-14,** *View 4: Existing and Future Views from S. Flower Street and 11th Street* the Project as viewed from various vantage points along 11th Street.

The main view of the Project Site along 11th Street includes the aforementioned fenced surface parking lot and associated low fencing that fronts 11th Street between S. Figueroa Street and S. Flower Street. Behind the surface parking is the southern façade of the Luxe Hotel. The southern façade includes no windows and is unadorned by any architectural ornamentation. A portion of this façade is covered by a large advertising sign. Behind the Project Site to the northeast, is the southern, secondary elevation of the Petroleum Building.

Implementation of the Project would include the development of Residential Tower 1, the Hotel Tower, and the 75 foot tall Podium. Also along 11th Street would be a hotel motor-court drop off area. While the Hotel Tower, Residential Tower 1, and Podium would increase the height and density of the Project Site as compared to existing conditions, the design and pedestrian amenities associated with the Project Site would improve the aesthetic quality of the Project Site which currently consists of a surface parking lot and secondary views of the Luxe Hotel and Petroleum Building in the background.

Existing View

Future View

PCR

View 4: Existing and Future Views from S. Flower Street and 11th Street

1020 S. Figueroa Street Project
Source: Gensler, 2016.

FIGURE
4.A-14

Existing View

Future View

PCR

View 5: Existing and Future Views from S. Figueroa Street

1020 S. Figueroa Street Project

Source: Gensler, 2016.

FIGURE

4.A-15

Existing View

Future View

PCR

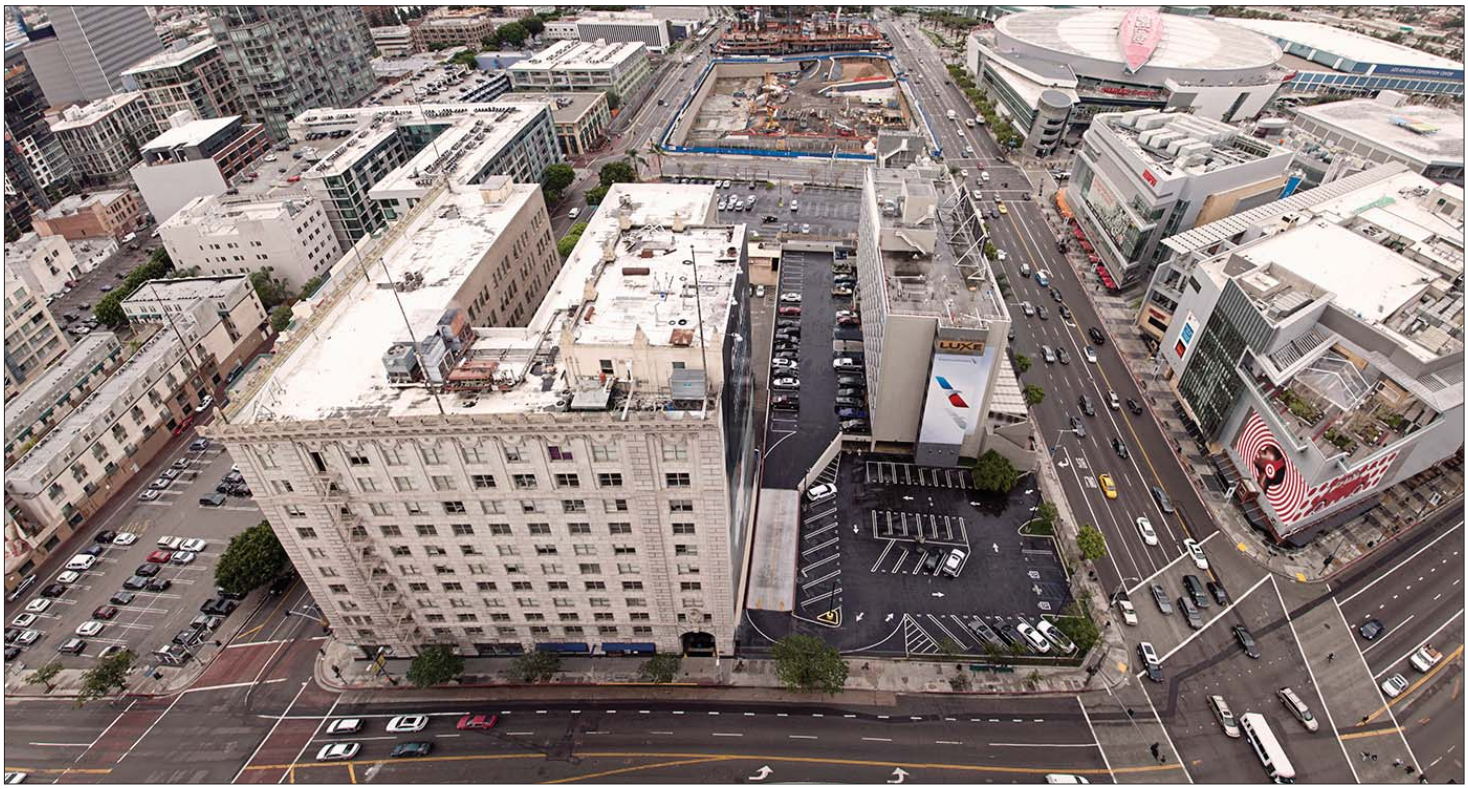
View 6: Existing and Future Views from the Northeast Corner of S. Flower Street and W. Olympic Boulevard

1020 S. Figueroa Street Project

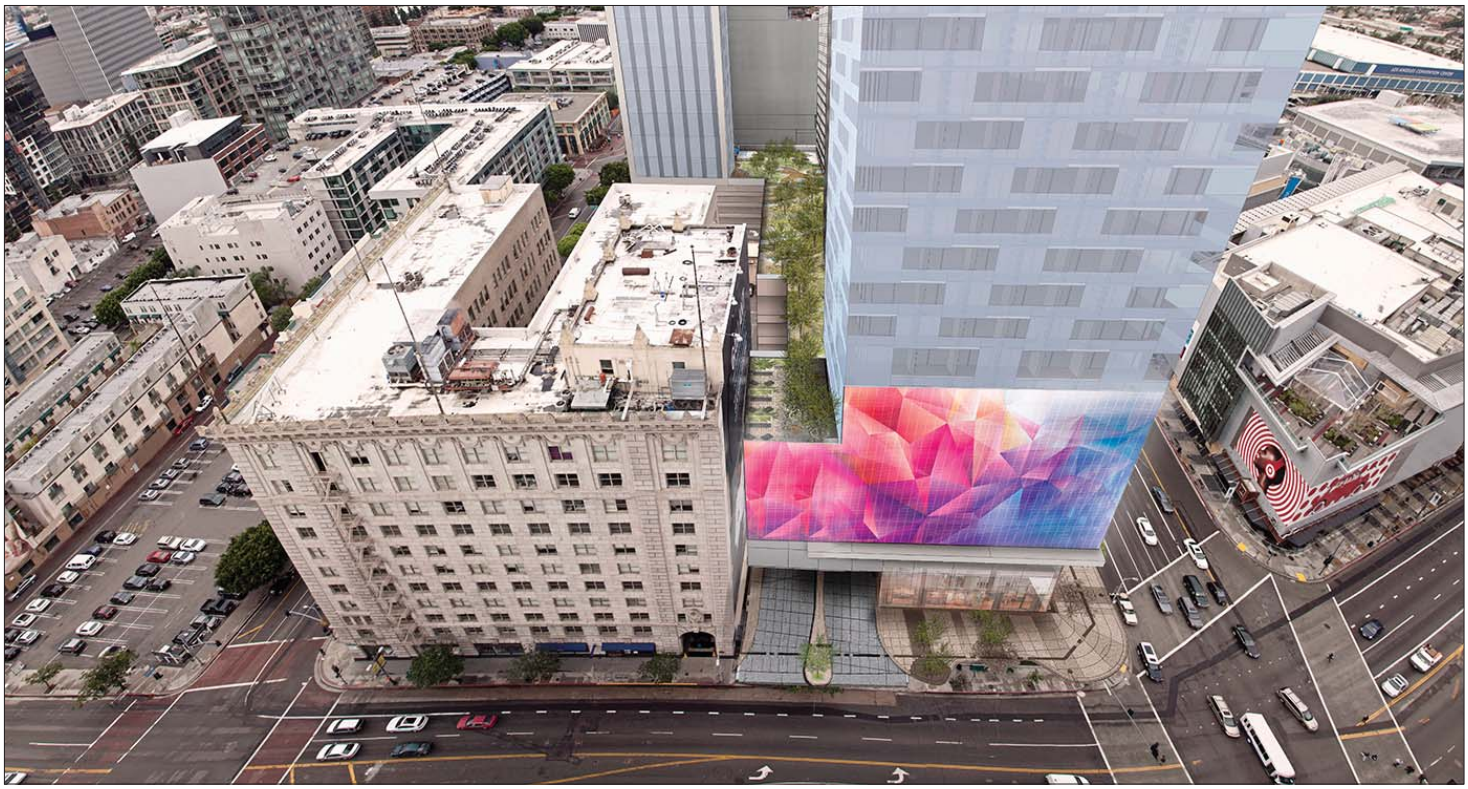
Source: Gensler, 2016.

FIGURE

4.A-16



Existing View



Future View

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View 7: Existing and Future Elevated Views from Olympic Boulevard

1020 S. Figueroa Street Project
Source: Gensler, 2016.

FIGURE
4.A-17

Specifically, the development of one and two level commercial, hotel and residential lobby space along the 11th Street frontage would visually enhance the streetscape along 11th while providing physical and visual connections to interior uses. The motor-court vehicle drop off area would include landscaping and hardscape surfaces in a covered plaza-like arrangement.

Commercial and lobby uses would incorporate transparent floor to ceiling storefront display windows to and street level entrances. These uses would visually enhance the streetscape along S. Flower Street while providing physical and visual connections to interior uses. Due to the location of the Project south of the Petroleum Building, it would not hinder views of the Petroleum Building's primary façade along S. Flower Street which is a positive aesthetic feature adjacent to the Project Site.

(iv) Other Aesthetic Resources in the Project Vicinity

In addition to the Petroleum Building described above, four other aesthetically and historically notable buildings are located near the Project Site that have views of the Project Site. These include: 1) the Original Pantry at 809-817 W. 9th Street; 2) the Standard Oil Company building at 601-605 Olympic Boulevard/953 S. Hope Street; 3) the Water & Power Substation #9 at 922-926 Francisco Street; and 4) Hotel Figueroa at 939 S. Figueroa Street.

However, as discussed in Section C.2, *Historic Resources,* the first three historical resources listed are 0.10 miles or more away from the Project Site and views of these resources would be limited by distance and other buildings in the line of sight. As such, the Project would not affect the existing visual relationship between these resources and the Project. Therefore, impacts with respect to the visual character of these resources are considered less than significant.

Hotel Figueroa is located approximately 260 feet north of the Project Site. Due to its proximity, Hotel Figueroa and the Project would collectively be part of the visual character as viewed from S. Figueroa Street. However, the south elevation of Hotel Figueroa that faces S. Figueroa and the Project is a secondary blank elevation that is almost completed covered with large advertising signage. While the Project would partially obscure Hotel Figueroa's indirect view of the Petroleum Building's west elevation, after Project completion Hotel Figueroa would still have indirect views of the Petroleum Building's primary elevation and upper floors of the west elevation.

As such, impacts with respect to the visual character these resources are considered less than significant.

(2) View Impacts

Threshold AES-2: A potentially significant impact would occur if the Project were to substantially obstruct or degrade an existing recognized and valued public view.

Impact Statement AES-3: *The Project would not obstruct or substantially degrade valued focal or panoramic views on or across the Project Site. Project impacts on views would be less than significant.*

(a) Public Views

The Project would introduce new development, including three new towers and a Podium to the Project Site. Residential Tower 1, located at the corner of S. Flower Street and 11th Street, would be 490 feet; Residential Tower 2 at the intersection of S. Figueroa Street and W. Olympic Boulevard would be 540 feet; and the Hotel Tower located on southwest portion of the Project Site at the corner of Figueroa Street and 11th Street would be 430 feet. The four level Podium would be 75 feet tall.

The construction of these new buildings and structures within the line of sight of a visual resource has the potential to create an adverse impact with respect to view blockage. Due to the generally flat topography in the area, public viewing locations or vantage points within the Project area are generally limited to public streets, sidewalks and elevated freeway locations within the Project area that have existing views of identified view resources. As previously identified, visual resources in the nearby Project area include the adjacent Petroleum Building. Besides the Petroleum Building, there are no notable visual resources that are viewed across the Project Site. In addition, the Central City Community Plan designates SR-110 as a scenic freeway, most likely because it offers northbound views of the Downtown skyline and San Gabriel Mountains in the distance. This freeway, however, is not a state-designated scenic highway nor is it designated on a Citywide level within the City of Los Angeles Mobility Plan it is only mapped as a scenic freeway on the Land Use Map for the Central City Community Plan. Nonetheless, while the Project would add to the downtown skyline in the South Park area, views of the Project from SR-110 would not obstruct public views of recognized and valued scenic resources. Therefore, impacts on valued views from SR-110 would be less than significant.

As described earlier, the Petroleum Building, in particular its northern façade and eastern facades are aesthetic resources adjacent to the Project Site. Views of the Petroleum Building's northern façade are primarily available from W. Olympic Boulevard with the eastern façade visible from S. Flower Street. As shown in **Figure 4.A-7**, *View 1: Existing and Future Views from S. Figueroa Street and W. Olympic Boulevard* and **Figure 4.A-16**, *View 6: Existing and Future Views from the Northwest corner of S. Figueroa Street and W. Olympic Boulevard,* the elements of the Project that would be closest to the Petroleum building would be Residential Tower 2 and portions of the Podium. These components would be constructed to the west of the Petroleum Building and would not impede direct views of the Petroleum Building's primary northern or eastern facades which would remain clearly visible from public vantage points along W. Olympic Boulevard and S. Flower Street.

Furthermore, the Project is designed to respect the context and character of the adjacent historic Petroleum Building by stepping back from the corner of S. Figueroa Street and W. Olympic Boulevard to allow views of the corner of the Petroleum Building. Specifically, the Project would be set back 30 feet from the northeast corner of the property line along W. Olympic Boulevard. In addition, Residential Tower 2 would be set back 20 feet from the west elevation of the Petroleum building to create a buffer between the Petroleum Building and Residential Tower 2. These setbacks would support the Petroleum Building's visual prominence from the corner of S. Figueroa Street and W. Olympic Boulevard.

Although views of the western façade of the Petroleum Building would be obstructed by the Podium and Residential Tower 2, it is a non-descript secondary façade of unadorned brick, simple design and materials which was intended to accommodate adjacent structures in the block and was not originally designed for

public view. Furthermore the west façade is currently and over recent years, has been covered with large-scale advertising.

Therefore, impacts on valued views of the Petroleum Building from public locations would be less than significant.

(b) Private Views

Private viewing locations in the Project vicinity include the nearby residential and commercial properties. Similar to the public vantage locations in the Project area, street-level private views are largely short-range in nature and limited to the immediately surrounding areas. However, private long-range views are available from numerous mid- to high-rise buildings within the Project area and, depending on the viewing location and angle, include views of the Downtown skyline. In general, such views are dependent on elevation, with higher elevation locations offering more expansive views. Generally speaking, individual buildings do not exert a strong influence on long-range views, as they are typically subordinate to broader panoramic views of the urban landscape. The closest residential building with views to the Project Site is the 28-story 717 Olympic project, north of the Project Site near the corner of W. Olympic Boulevard and S. Figueroa Street. As shown in **Figure 4.A-17**, *View 7: Existing and Future Elevated Views from W. Olympic Boulevard*, existing views from private residences and common areas at the 717 Olympic project to the south include surface parking lots on the Project Site, the north façade of the Luxe Hotel, and the roof and the north facade of the Luxe Hotel. Both the rooftops the Luxe Hotel and Petroleum buildings include HVAC unit, exhaust components and other utilitarian components and are absent any landscaping or other aesthetic amenities. Beyond the Project site to the south are rooftops of adjacent mid-and high rise structures and the Oceanwide and Circa construction sites.

Other buildings with close views of the Project include the Petroleum Building, which includes office uses. Views to the north and east would remain unchanged as a result of the Project. A portion of the western façade that is immediately adjacent to W. Olympic Boulevard is blank and is covered with advertising. The remaining portion of the western façade, located more interior to the Project Site, currently has views of the surface parking lot and eastern façade of the Luxe Hotel. Upper levels of the Petroleum Building facing the northwest include views of the upper stories of the Luxe Hotel, and urban views of surrounding and distant mid-and tall buildings.

With implementation of the Project, views of the Luxe Hotel rooftop, northern façade and associated surface parking lots would no longer be visible. However, these are not valued views, and have limited aesthetic appeal. After implementation of the Project, views from office windows at lower floors of the Petroleum Building, below approximately 75 feet, would view the wall of the Podium that would include landscaping. Above 75 feet, views would include the top of the Podium Garden Terrance and the Residential 2 Tower. With implementation of the Project, more elevated views above 75 feet would be blocked by the Project. However, these are urban views of mid and high rise structures and are not valued views.

Views from the Petroleum Building to the south include views of the El Cholo Building, surface parking lots and urban views of mid-and high rise buildings to the south. With implementation of the Project, private views of the Project Site would include Residential Tower 1 set behind a surface parking lot and the El Cholo building, which are not part of the Project Site. Implementation of the Project would block longer range urban views of mid and high rise structures to the south, however these are not valued views.

Mid-rise residential buildings to the east of the Project across from S. Flower Street have views of the surface parking lot and the El Cholo Building. Beyond the surface parking lot, mid-range views of the Luxe Hotel's eastern façade are visible. The height of the residential buildings to the east are seven to eight floors in height, and therefore while some upper floors of the residential buildings may have more distant urban views, these views are more limited. Implementation of the Project would block some longer range urban views of mid and high rise structures to the west, however these are not valued public views.

As discussed above, impacts on private views would not be significant. Furthermore, as discussed earlier, the analysis of potential impacts to private views is provided for disclosure purposes only, as private views are not considered potential impacts.

(3) Light and Glare

Threshold AES-3: A potentially significant impact would occur if the Project were to create a new source of light or glare which would substantially alter the character of off-site areas surrounding the Project Site, or would result in substantial light spill/or glare onto adjacent light-sensitive receptors.

Impact Statement AES-4: *The Project would not create a new source of light or glare that would substantially alter the character of off-site areas, which currently experience high illuminance levels; would result in light spill of greater than 3.0 foot candles at adjacent light-sensitive receptors; or cause excessive glare and contrast compared to existing conditions. Therefore, impacts regarding light and glare would be less than significant.*

(a) Construction

Lighting needed during Project construction could generate light spillover in the vicinity of the Project Site, including residential uses to the west, northwest and southeast and southwest. However, construction activities are anticipated to occur during daylight hours and construction-related illumination would be used for safety and security purposes only. Such lighting would be shielded and directed onto the Project Site, and security fencing would also screen such light sources from view of nearby sensitive receptors located along W. Olympic Boulevard or S. Flower Street. Furthermore, the Project Site is surrounded by a high degree of ambient light. Thus, artificial light associated with construction activities would not significantly impact residential uses, substantially alter the character of off-site areas surrounding the construction area, or interfere with the performance of an off-site activity. Therefore, artificial light impacts associated with construction would be less than significant.

Construction activities are not anticipated to result in flat, shiny surfaces that would reflect sunlight or generate substantial glare. Therefore, impacts with respect to reflected sunlight and glare during construction would be less than significant.

(b) Operation

(i) Artificial Light

The Project would include a variety of artificial light sources, including illuminated signage. The signage program for the Project is intended to create integrated graphic content through both fixed and electronic media, and mix art and signage graphic components particularly along S. Figueroa Street. New lighting

would also include building identification, commercial accent lighting, wayfinding, balcony lighting, and security markings. Pedestrian areas, including pathways and entryways into the Project, would be well-lit for security. Light resulting from illuminated signs are expected to be emitted from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards.

To determine relative lighting effects, two alternative sign design programs, Alternative A and Alternative B, are evaluated in the Lighting Study for the Project.[8] Alternative A utilizes the maximum sign area for illuminated signs, described in Appendix C of the Lighting Technical Study (see Appendix B of this EIR), with a maximum luminance at night of 80 cd/m^2. This Alternative includes a control system to reduce sign illuminance to 80 candelas per square meter from one hour prior to sunset until one hour after sunrise, or when ambient sun light is less than 80 foot-candle at any time during the day. The control system is an automatic dimming feature that can be programmed into the sign.

Alternative B utilizes a reduced sign area, as discussed in Appendix E of the Lighting Technical Study (contained in Appendix B of this EIR). However, the maximum sign luminance would be 350 cd/^{2} at night. The alternative will include a control system to reduce sign illuminance to 350 candelas per square meter from one hour prior to sunset until one hour after sunrise, or when ambient sun light is less than 80 foot candles at any time during the day. The illuminated signs will be designed to comply with the requirements of CALGreen, including requiring 65 percent dimming at night.

New artificial light generators are in proximity to seven existing or proposed sensitive receptor (residential) sites shown above in Figure 4.A-5. The analysis of the Project's artificial light includes calculations for illuminance[9] and luminance[10] with respect to existing and proposed residential properties surrounding the Project. Conservatively the analysis assumed the simultaneous use of all illuminated Project signs at the maximum surface luminance in each design alternative.

Alternative A

Vertical plane Illuminance calculations for Alternative A, summarized in Table 7 of the Lighting Technical Study (see Appendix B of this EIR), show that no residential properties would experience vertical plane illuminance values above 3.0 foot candles and as such, would not exceed LAMC requirements. The values that exceed 3.0 foot candles in Table 7 are adjacent commercial uses. These include a vertical illuminance plane at 650 West 11th Street, reaching from street level to the top of the parking podium; a vertical plane at 717 West Olympic, reaching from street level to the top of the parking podium; and a vertical plane at the Staples Center and LA Live reaching along the Figueroa Street frontage. The horizontal plane Illuminance calculations for Alternative A, summarized in Table 9 of the Lighting Technical Study, show that no residential properties would experience levels above 3.0 fc. The value that exceeds 3.0 fc in Table 9 is

[8] *Francis Krahe & Associates, Inc., Environmental Impact Lighting Technical Study for 1020 South Figueroa Street, July 2016, page 2.*

[9] *Illuminance measures the amount of illumination (i.e., luminous flux) that falls on a given area from a light source. Luminous flux is defined as the mean value of total candelas produced by a light source, and describes the total amount of light emitted by a light source. The unit for measuring luminous flux is a lumen. Illuminance is measured in foot-candles (lumen per square foot, or the light energy within one square foot surface). Illuminance decreases with the square of the distance from the light source.*

[10] *Luminance describes the brightness of an illuminated surface. Luminance is a measure of reflected light from a specific surface in a specific direction over a standard area. It is measured in footLamberts (candelas per square foot). A candela is defined as a measure of light energy from a source at a specific standard angle and distance. Metric equivalent for Luminance is candelas per square meter (cd/m^2)*

located at grade within a horizontal plane and within the elevation of the parking podium at 650 West 11th Street, which is a mixed use commercial property.

Table 4.A-4, *Comparison of Existing and Project Illuminance Data – Alternative A*, compares existing light conditions with future changes at the sensitive receptor sites under Alternative A. As shown in Table 4.A-5, Alternative A would increase the vertical and horizontal illuminance at all Receptor sites, but at values that are below the 3.0 foot candles (the LAMC standard for residential properties). At Receptors R1-a, R1-b, R2-a, R2-b and R2-c (vertical), a moderate increase in the illuminance occurs, with values above 1.0 foot candle, but less than 3.0 foot candles. These five locations are near the Project and have the greatest exposure to the Project's illuminated signage. These sites also currently experience high to moderate levels of contrast and glare as summarized in Table 4.A-1, above. City street lights and parking lot lights along with illuminated signs at the Staples Center are the highest existing sources of light and glare in the area. Receptor sites R1-a and R2-a are adjacent to Staples Center, which is well illuminated with high intensity building and sign lighting. Both R1-b and R2-b are located adjacent to commercial structures and busy streets with horizontal light levels above 1.5 foot candles. Because of the existing urban conditions and high illuminance from the existing City streetlights, Alternative A sign illuminance would be similar to the existing conditions at Staples Center and LA Live. At Receptor sites R2-c (horizontal), R4-a, and R4-b, the illuminance from the Project's signs would add less than 1.0 foot candle.

The light added under Alternative A would be similar to the existing illuminance values recorded at the receptor sites as noted in Table 4.A-1, above, except for the locations south of the project site that are currently under construction site for a new mixed use project at West 11th and Figueroa Street. Rendered simulations of illuminance under Alternative A are presented in **Figure 4.A-18,** *Calculated Night Lighting Effects – Alternative A.*

Alternative B

Vertical plane Vertical plane Illuminance calculations For Alternative B are presented in Table 8 in the Lighting Technical Study (contained in Appendix B of this EIR). The summary shows that no residential property locations would experience vertical plane illuminance levels above 3.0 fc. The values that exceed 3.0 foot candles in Table 8 are adjacent commercial properties. The vertical plane at 650 West 11th Street level would reach from the street level to the top of the parking podium; the vertical plane at 717 West Olympic would reach from the street level to top of the parking podium, the vertical plane at the Olympic Tower South Elevation would reach from the street level to the top of parking podium, and the vertical plane at the Staples Center and LA Live would affect the frontage along Figueroa Street. The horizontal Illuminance calculations for Alternative B are summarized in Table 10 of the Lighting Technical Study. Table 10 indicates that no residential uses would experience horizontal plane illuminance levels above 3.0 fc. The value that exceeds 3.0 foot candles in Table 10 is within the horizontal plane at the street level of 650 West 11th Street, which is a commercial use.

Table 4.A-5, *Comparison of Existing and Project Illuminance Data – Alternative B,* compares existing light conditions with future changes at the sensitive receptor sites under Alternative B. As shown in Table 4.A-6, Alternative B would also increase the vertical and horizontal illuminance at all Receptor sites, in which Illuminance levels at several Receptor sites increases above the LAMC criteria of 3.0 foot candles. At Receptor sites R1-a and R1-b (vertical), the illuminance increase is greater than 3.0 foot candles. All of these affected Receptor sites are located at street level in locations adjacent to existing or future commercial uses.

Table 4.A-4

Projected Increase from Existing Illuminance Data under Alternative A (80 cd/m^2)

Receptor	Orientation	Illuminance (fc)		Level of Increase
		Measured Existing	Project Incremental Increase	
R1-a	Horizontal	3.7	1.1	Moderate increase from Project lighting, below threshold at commercial zone.
	Vertical	2.3	2.7	Moderate increase from Project lighting, below threshold at commercial zone.
R1-b	Horizontal	1.5	2.0	Moderate increase from Project lighting, below threshold.
	Vertical	1.5	1.74	Moderate increase from Project lighting, below threshold.
R2-a	Horizontal	11.0	1.21	Moderate increase from Project Lighting, below threshold.
	Vertical	3.7	2.9	Moderate increase from Project lighting, below threshold.
R2-b	Horizontal	5.3	1.1	Moderate increase from Project lighting, below threshold.
	Vertical	2.3	1.8	Moderate increase from Project lighting, below threshold.
R2-c	Horizontal	1.8	0.9	Low increase from Project lighting, below threshold.
	Vertical	2.1	2.0	Moderate increase from Project lighting, below threshold.
R4-a	Horizontal	1.2	0.3	Low increase from Project lighting, below threshold.
	Vertical	1.2	0.2	Low increase from Project lighting, below threshold.
R4-b	Horizontal	1.3	0.4	Low increase from Project lighting, below threshold.
	Vertical	1.4	0.7	Low increase from Project lighting, below threshold.

Source: Francis Krahe & Associates, Inc., July 2016.

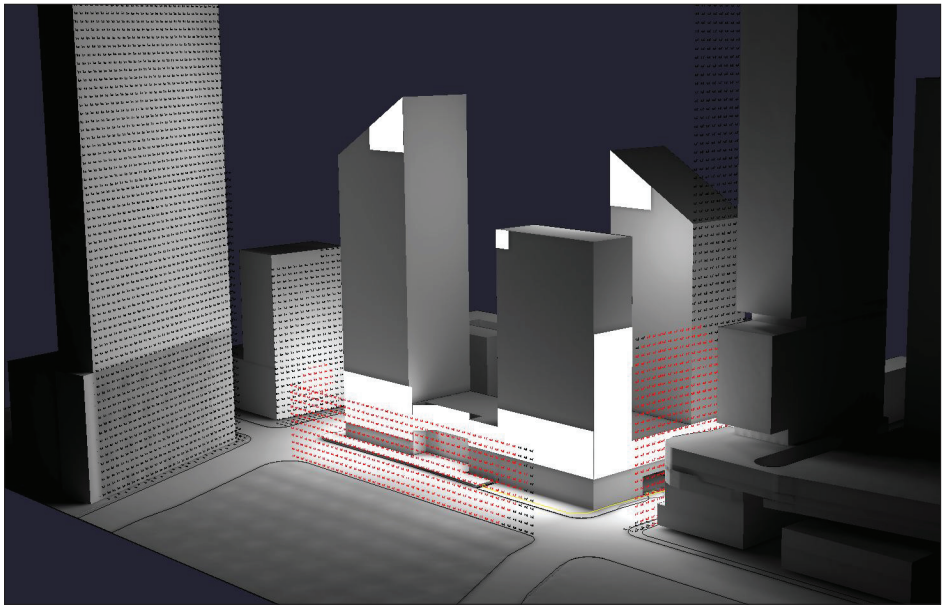
Table 4.A-5

Projected Increase from Existing Illuminance Data under Alternative B (350 cd/m^2)

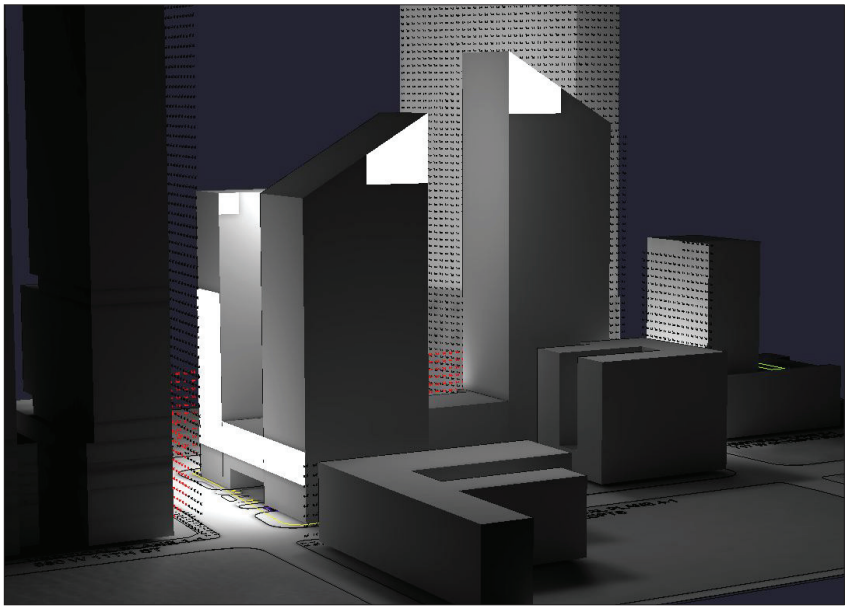
Receptor	Orientation	Illuminance (fc)		Level of Increase
		Measured Existing	Measured Existing	
R1-a	Horizontal	3.7	5.3	High increase from Project lighting, above threshold at commercial zone.
	Vertical	2.3	8.4	High increase from Project lighting, above threshold at commercial zone.
R1-b	Horizontal	1.5	2.6	Moderate increase from Project lighting, below threshold.
	Vertical	1.5	4.0	High increase from Project lighting at commercial zone.
R2-a	Horizontal	11.0	1.2	Moderate increase from Project Lighting, below threshold.
	Vertical	3.7	2.7	Moderate increase from Project lighting, below threshold.
R2-b	Horizontal	5.3	1.0	Moderate increase from Project lighting, below threshold.
	Vertical	2.3	2.1	Moderate increase from Project lighting, below threshold.
R2-c	Horizontal	1.8	1.4	Moderate increase from Project lighting, below threshold.
	Vertical	2.1	2.3	Moderate increase from Project lighting, below threshold.
R4-a	Horizontal	1.2	0.4	Low increase from Project lighting, below threshold.
	Vertical	1.2	0.3	Low increase from Project lighting, below threshold.
R4-b	Horizontal	1.3	0.8	Low increase from Project lighting, below threshold.
	Vertical	1.4	2.1	Moderate increase from Project lighting, below threshold.

Source: Francis Krahe & Associates, Inc., July 2016.

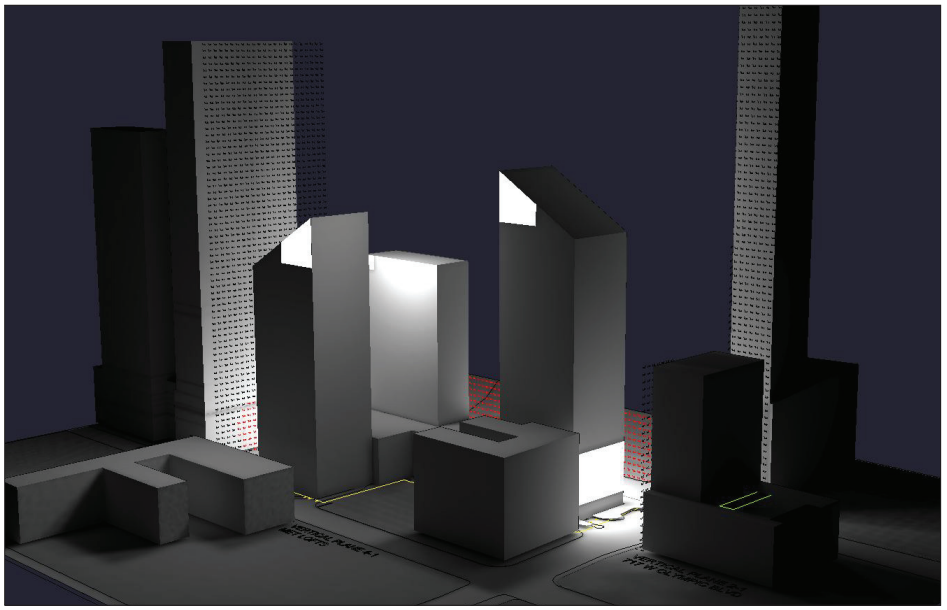
Receptor sites R1-b (horizontal), R2-a, R2-b, R2-c, and R4-b (vertical) would experience a moderate increase in illuminance, with values increasing more than 1.0 foot candle, but less than 3.0 foot candles. As shown above in Table 4.A-1, all of the Receptor sites have a moderate to high level of existing illuminance, and high to moderate levels of contrast and glare. City street lights and parking lot lights along with illuminated signs at the Staples Center are the highest contributors. Receptor sites R1-a and R2-a are adjacent to Staples Center, which is well illuminated with high intensity building and sign lighting. Both R1-b and R2-b are located adjacent to commercial structures and busy streets with horizontal light levels above 1.5 foot



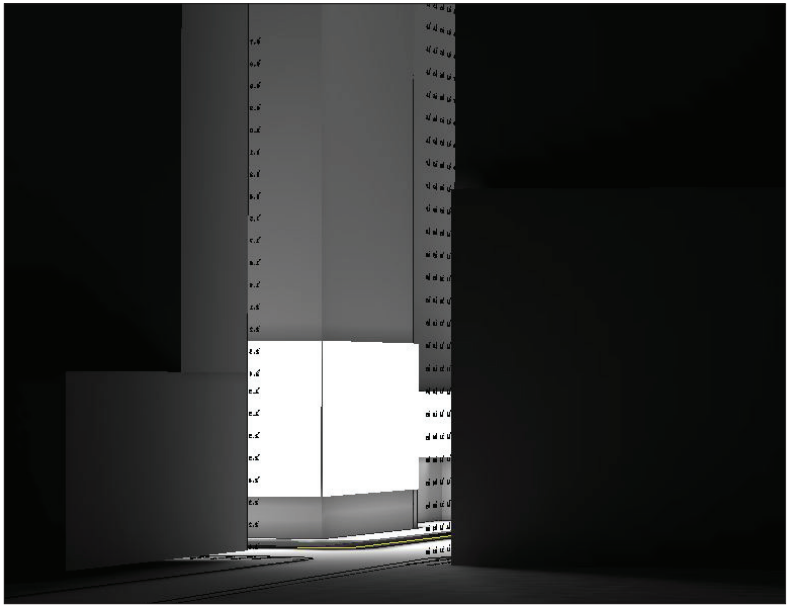
(a) Illuminance calculation rendered view – south and west elevation



(b) Illuminance calculation rendered view – south elevation



(c) Illuminance calculation rendered view – north and east elevation



(d) Illuminance calculation rendered view – north and west elevation

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Calculated Night Lighting Effects - Alternative A

1020 S. Figueroa Street Project

Source: Francis Krahe & Associates, Inc., 2016.

FIGURE

4.A-18

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candles. At Receptor sites R4-a and R4-b (horizontal), the illuminance from the Project signs would add less than 1.0 foot candle. Because of existing urban conditions and high illuminance from the existing City street lights, Alternative B sign illuminance will be similar to the existing conditions at Staples Center and LA LIVE. Illuminance calculations for Alternative B are modeled in **Figure 4.A-19,** *Calculated Night Lighting Effects – Alternative B.*

Conclusion

Illuminance increases at nearby residential uses would be below the standard level of 3.0 foot candles established under LAMC Section 14.4.4E under both Alternatives A and B. Because the Alternatives A and B would not exceed the LAMC standard related to light trespass and illuminance at residential uses, the Project would not substantially alter or result in substantial light or excessive illuminance at adjacent light-sensitive receptors. Impacts regarding artificial light during Project operation would be less than significant.

(ii) Glare

Daytime Glare

Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic or glass curtain walls and trim.

As described in PDF-AES-4, the Project would incorporate glass and other building materials that would be low reflective and/or treated with a non-reflective coating in order to minimize glare. Prior to issuance of a building permit, the Department of Building and Safety would review the exterior building materials to confirm that they do not exceed the reflectivity of standard building materials, and would not cause significant glare impacts on motorists or nearby residential uses Therefore, the building façade would not substantially alter the character of off-site areas surrounding the Project Site. Impacts associated with Project-induced daytime glare would be less than significant.

Nighttime Glare

As discussed above, nighttime glare can result from excessive contrast between the light source and darker ambient conditions. Receptor Sites R1-a, R1-b, R2-a, R2-b, R2-c, R4-a, and R4-b currently experience high to moderate levels of contrast and glare (see Table 3 in the Lighting Technical Study in Appendix B of this EIR). City street lights and parking lot lights along with illuminated signage in the Staples Center entry are the highest sources of glare in the area.

Existing conditions surrounding the site include LED digital signs at LA Live and Staples Center, static channel signs, flood lit billboards, façade lighting, and street lights. Given the existing urban conditions and high illuminance from the existing City street lights and signage, in which maximum existing luminance values measured from the receptor sites ranged from 3,568 to 28,650 candelas/m^2 for city streetlights and 2,267 candelas/m^2 for existing illuminated digital signs (see Table 4.A-1, above). Receptor sites R1-a and R2-a are adjacent to a parking lot and the Staples Center, which are well illuminated with high intensity street and building lighting. Receptor sites R1-b, R2-b and R2-c are located adjacent to a commercial structure and busy streets. The Project's signs would not exceed 80 candelas/m^2 at night under Alternative A, or 350 candelas/m^2 at night under Alternative B. In addition, PDF AES-3 requires illuminated signs to be dimmed

by 65 percent at night to reduce contrast between signage and darker ambient conditions. Therefore, the Project's maximum sign luminance of 80 candelas/m^2 under Alternative A or 350 candela/m^2 under Alternative B would not create a high contrast ratio or glare source. Because the Project would not cause high contrast compared to existing conditions, it would not result in substantial glare at adjacent light-sensitive uses or alter the character of off-site areas. As such, impacts with respect to nighttime glare would be less than significant.

(4) Shading

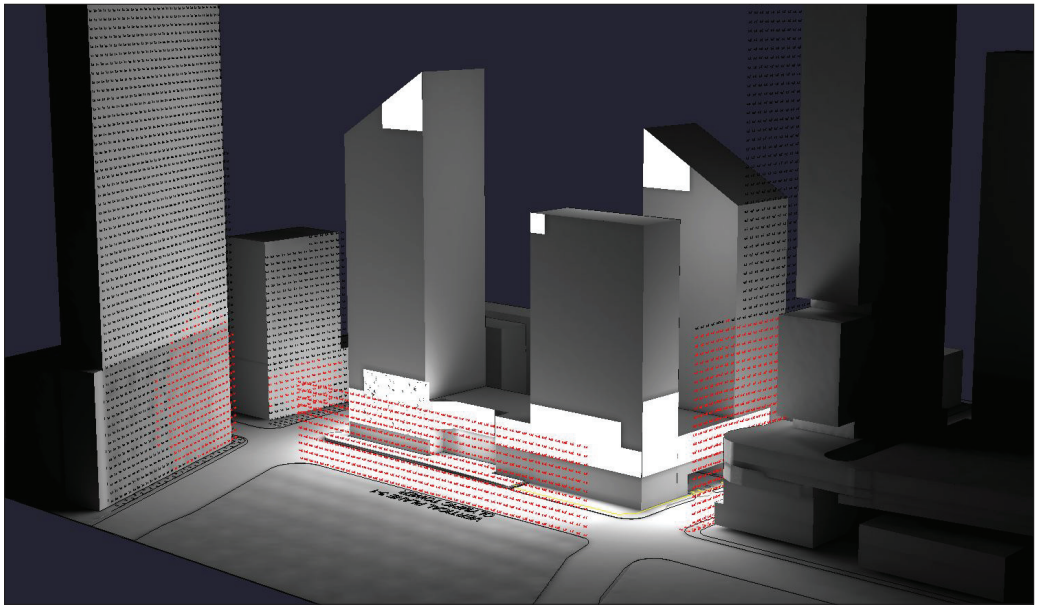
Threshold AES-4: The Project would have a significant shade/shadow impact if shadow-sensitive uses would be shaded more than three hours between the hours of 9:00 A.M. and 3:00 P.M. PST (between early November and mid-March), or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. PDT (between mid-March and early November).

Impact Statement AES-5: *The Project would not shade shadow-sensitive uses for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. PST, or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. PDT. Shade/shadow impacts would be less than significant.*

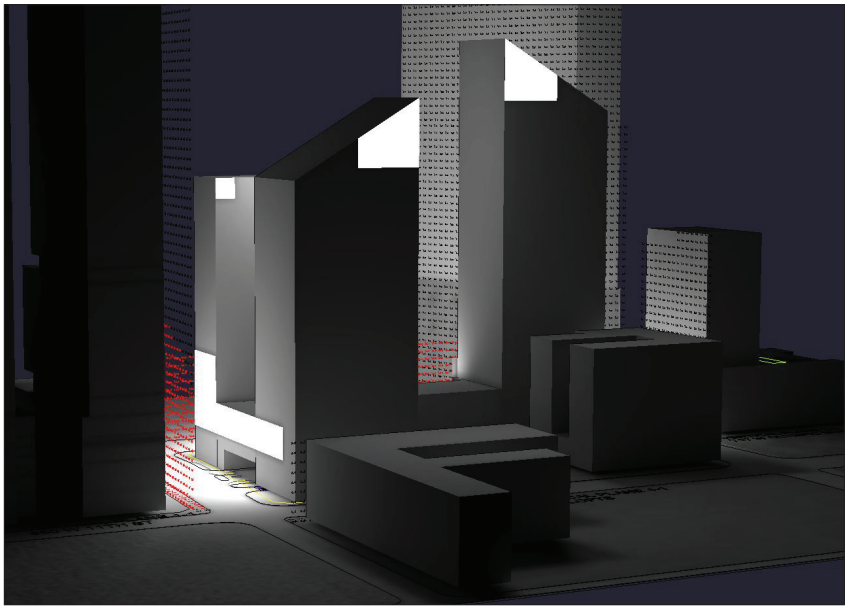
The Project would add three new towers and a Podium to the Project Site. Residential Tower 1 located at the corner of S. Flower Street and 11th Street would be 32 stories (490 feet); Residential Tower 2 at the intersection of S. Figueroa Street and W. Olympic Boulevard would be 38 stories (540 feet); and the Hotel Tower located on southwest portion of the Project Site at the corner of Figueroa Street and 11th Street would be 34 stories (430 feet). The four level Podium would be 75 feet tall. In order to determine the extent of the shading from the new building, shading diagrams were prepared to indicate the shading patterns that would occur during the times specified in the *City of L.A. CEQA Thresholds Guide*. Uses that would be sensitive to shading impacts include outdoor areas associated with single and multi-family residences, schools, parks, pedestrian plazas, outdoor dining areas, golf courses, swimming pools and recreation areas, and solar collectors. These uses are considered sensitive because sunlight is important to function, physical comfort, or commerce.

Shading diagrams are presented for winter and summer solstices as well as the spring and fall equinoxes in **Figures 4.A-19** through **4.A-22** below. Shadows for all other times of the year can be interpolated between these four seasons and would not exceed the shadows identified as occurring at these four points in time. Shadow lengths, based on the Project's building height, are identified for specific times of the day and vary according to the season of the year.

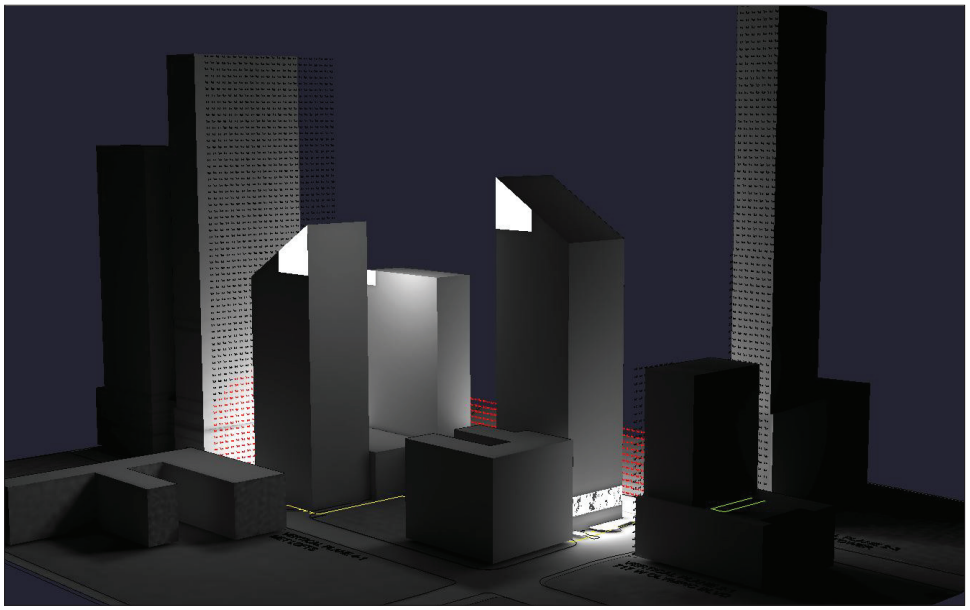
In the Project area, sensitive receptor sites include multi-family residences to the north and northwest. Residential uses are also located east of the Project Site fronting on S. Flower Street. Existing high-rise residential buildings are located south of the Project Site across from 11th Street. Residential and hotel uses associated with the Ritz-Carlton Residences are located across S. Figueroa Street west of the Project Site. Hotel uses associated with JW Marriott; the Ritz-Carlton Hotel, the Marriott Courtyard and Residence Inn, and Hotel Figueroa are located to northwest. In addition, existing solar collectors are located on the roof of the Staples Center Arena and Microsoft Theater to the west. Within LA LIVE, outdoor plaza uses associated with Microsoft Square are also located to the west. Small outdoor seating with umbrellas and awnings associated with restaurant uses related to LA LIVE are also located at the ground floor along S. Figueroa



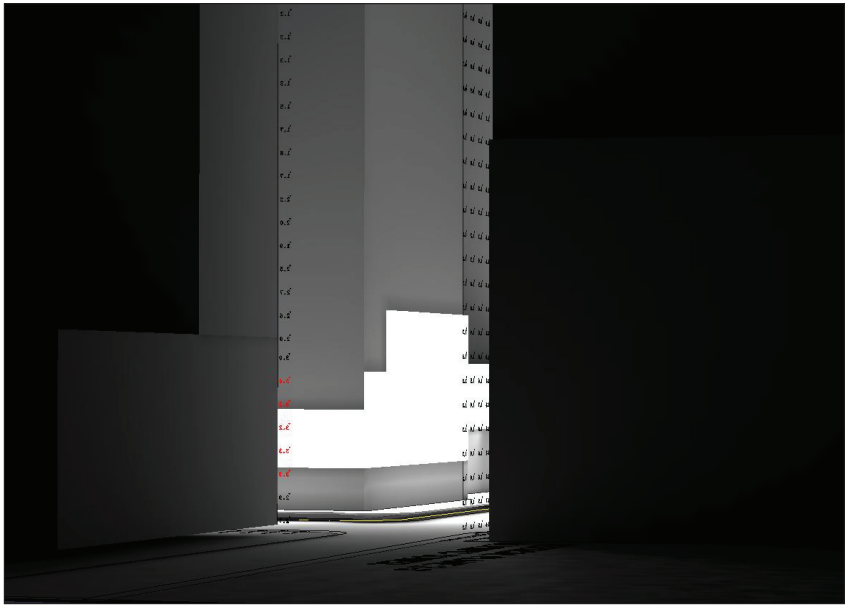
(a) Illuminance calculation rendered view – south and west elevation



(b) Illuminance calculation rendered view – south elevation



(c) Illuminance calculation rendered view – north and east elevation



(d) Illuminance calculation rendered view – north and west elevation

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Calculated Night Lighting Effects - Alternative B

1020 S. Figueroa Street Project

Source: Francis Krahe & Associates, Inc., 2016.

FIGURE

4.A-19

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Street. However, each of these outdoor seating areas are small in scale, do not contain significant landscaping, and include canopies, umbrellas, and other shading apparatus. As such, these areas are unlikely to be sensitive to shading or shadows. For disclosure purposes, the analysis of potential shade/shadow impacts also includes consideration of a proposed potential future project that is not part of existing baseline conditions, cumulative project #116 (Olympic Tower) located to the northwest at the corner of W. Olympic Boulevard and S. Figueroa Street.

(a) Winter Solstice

Figure 4.A-20 *Winter Solstice Shadows – December 21*, below, illustrates the winter solstice shading pattern that would be created by the future shadow conditions during the winter solstice. The diagram, which is based on the Project's height and mass, depicts the shading pattern that would be created by the Project's Residential Tower 1, Residential Tower 2, and the Hotel Tower. As shown in Figure 4.A-19, the Project's combined Residential Tower 1 and Hotel Tower 9:00 A.M. shadow would shade hotel and residential uses associated with the Ritz-Carlton Residences, JW Marriott, the Ritz-Carlton Hotel, but these uses would be shaded for less than 30 minutes. This shadow would extend to the open plaza area within LA LIVE during this time but the shading duration would be less than three hours. No shading would occur on existing solar collectors located to the west. Residential Tower 2's 9:00 A.M. shadow would shade the Marriott Courtyard and Residence Inn, but this would occur for less than two hrs. At 12:00 P.M., the Project's combined towers would shade Hotel Figueroa to the northwest, but this shading duration would be less than three hours. At 3:00 P.M., shading from the Project's towers would extend north to residential use located around from W. Olympic Boulevard; however the shading would occur for less than three hours. No shading would occur on any residential uses to the east or south. During the winter solstice, it appears that the Project would not shade the potential future residential uses that are currently proposed to be located on floors 32 to 51 of cumulative Project #116 for more than three hours.

Therefore, shading from the Project would not exceed the City's shade threshold and would have a less than significant impact during the winter solstice.

(b) Spring Equinox

Figure 4.A-21, *Spring Equinox Shadows – March 21,* illustrates future shade conditions during the spring equinox. As shown in Figure 4.A-21, at 9:00 A.M., the Project's combined Residential Tower 1 and Hotel Tower shadow would fall to the west and would shade the solar collectors located on the roof of the Microsoft Theater and portions of the LA LIVE outdoor plaza. However, the shading duration would be less than two hours. Residential Tower 2's shadow would extend westward and would shade the Ritz-Carlton Residences, JW Marriott, and the Ritz-Carlton Hotel. This shading duration would be less than one hour. At 11:00 A.M., portions of the Project's Residential Tower 1 and Hotel Tower shadow would extend to the LA LIVE outdoor plaza area for less than three hours. At 3:00 P.M., the Project's Residential Tower 2 shadow would shade a small portion of the 717 Olympic project fronting W. Olympic Boulevard, however this duration is less than three hours. The Project would not shade the potential future residential uses located on floors 32 to 51 of cumulative Project #116 for more than three hours.

At 5:00 P.M., the Project's shadows from the towers fall only on the residential uses to the north and northeast. This shading duration would be less than three hours. Therefore, shading from the Project would not exceed the City's shade threshold and would have a less than significant impact during the spring equinox.

(c) Summer Solstice

Figure 4.A-22, *Summer Solstice Shadows – June 21,* illustrates future shadow conditions during the summer solstice. As shown in Figure 4.A.-19, at 9:00 A.M., the Project's combined Residential Tower 1 and Hotel Tower shadow would fall to the west and would shade a portion of the solar collectors located on the roof of the Microsoft Theater. Residential Tower 2's shadow would extend westward to the LA LIVE outdoor plaza. Both of these shadow durations starting at 9:00 A.M. would be less than two hours. Between 3:00 P.M. and 5:00 P.M., shading would occur east of the Project Site and onto a portion of the residential uses to the northeast fronting W. Olympic Boulevard. This duration would be less than two hours. Shadows would also shade residential uses fronting S. Flower Street to the east. However, the shading duration would be less than three hours. The Project would not shade the potential future residential uses located on floors 32 to 51 of cumulative Project #116 for more than three hours.

Therefore, shading from the Project would not exceed the City's shade threshold and would have a less than significant impact during the summer solstice.

(d) Fall Equinox

Figure 4.A-23, *Fall Equinox Shadows – September 21*, illustrates future shade conditions during the fall equinox. As shown in Figure 4.A-23, at 9:00 A.M., the Project's combined Residential Tower 1 and Hotel Tower shadow would shade to solar collectors located on the roof of the Microsoft Theater for less than one hour. Residential Tower 2 would shade a portion of the Ritz-Carlton Residences, JW Marriott, and the Ritz-Carlton Hotel for less than one hour. Starting at 9:00 A.M., portions of the Project's Residential Tower 1 and Hotel Tower shadow would shade the LA LIVE outdoor plaza area. However, this duration would be for less than three hours. At 3:00 P.M., the Project's Residential Tower 2 shadow would shade a small portion of the 717 Olympic project fronting W. Olympic Boulevard, however this duration is less than three hours. At 5:00 P.M., the Project's shadows from the towers would shade residential uses to the north and northeast. This shading duration would be less than three hours. The Project would not shade the potential future residential uses located on floors 32 to 51 of cumulative Project #116 for more than three hours.

Therefore, shading from the Project would not exceed the City's shade threshold and would have a less than significant impact during the fall equinox.

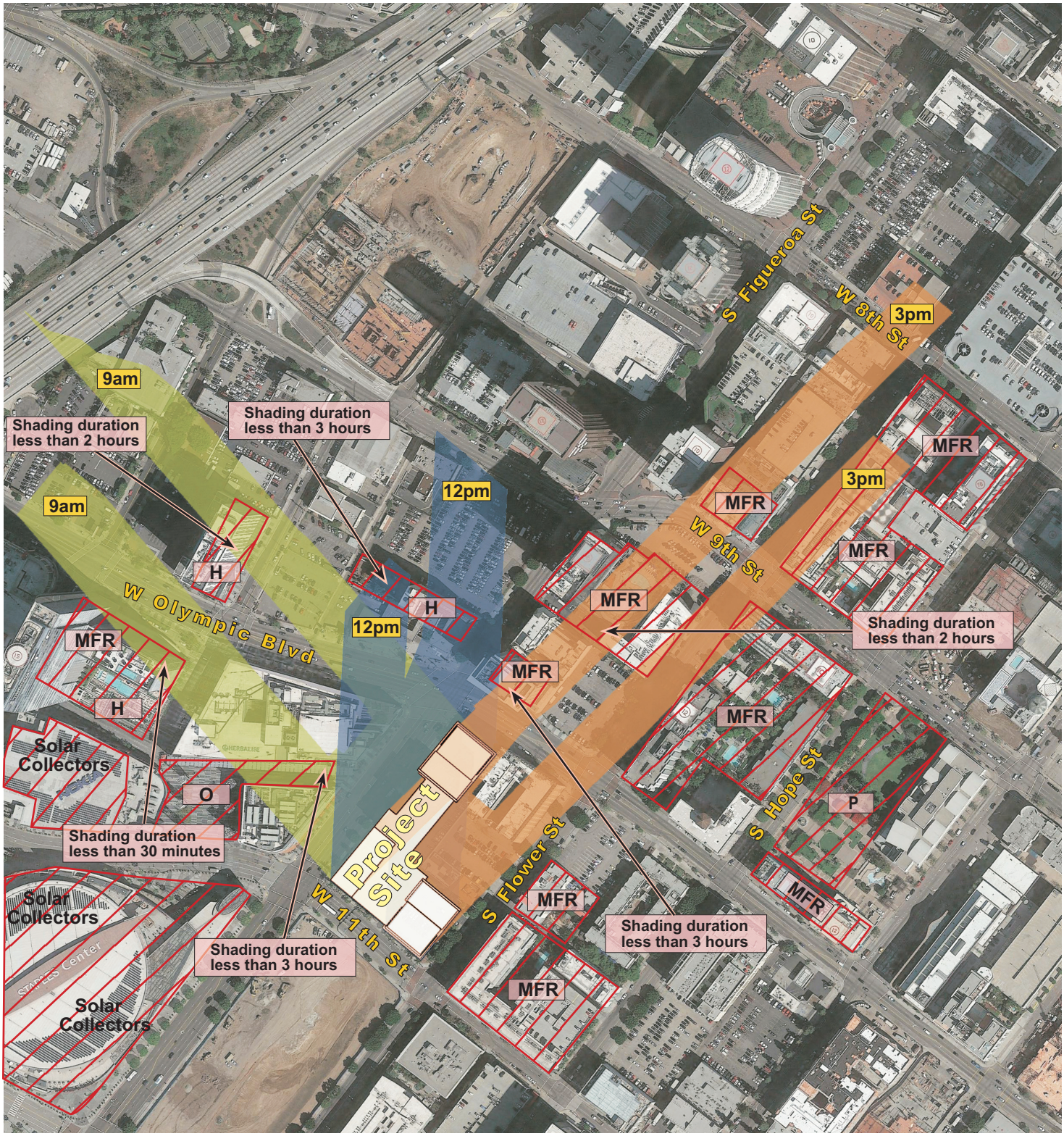
(5) Consistency With Regulatory Framework

Threshold AES-5: The Project would have a potentially significant impact if it would substantially conflict with applicable guidelines and regulations related to aesthetics and visual quality where significant impacts on the environment are involved.

Impact Statement AES-6: *The Project would be substantially consistent with applicable guidelines or regulations related to aesthetics or visual quality. Impacts would be less than significant.*

(a) City of Los Angeles General Plan Framework

An evaluation comparing the Project to applicable policies of the General Plan Framework is provided in **Table 4.A-6**, *Comparison of the Project to Applicable Policies of the General Plan Framework*, below. As shown in Table 4.A-6, the Project would be consistent with the aesthetic policies set forth in the City's General Plan Framework. Primary aesthetic goals of the General Plan Framework are intended to promote pedestrian activity and to provide a quality experience for the City's residents. The Project would locate commercial,



Sensitive Receptors:

- MFR — Multi-Family Residential
- P — Park/Open Space
- H — Hotel
- O — Outdoor Spaces/Restaurant Areas

NOTE:
CEQA Thresholds Guide Standard:

A significant impact would occur if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between early November and mid-March).

PCR

N

Winter Solstice Shadows - December 21

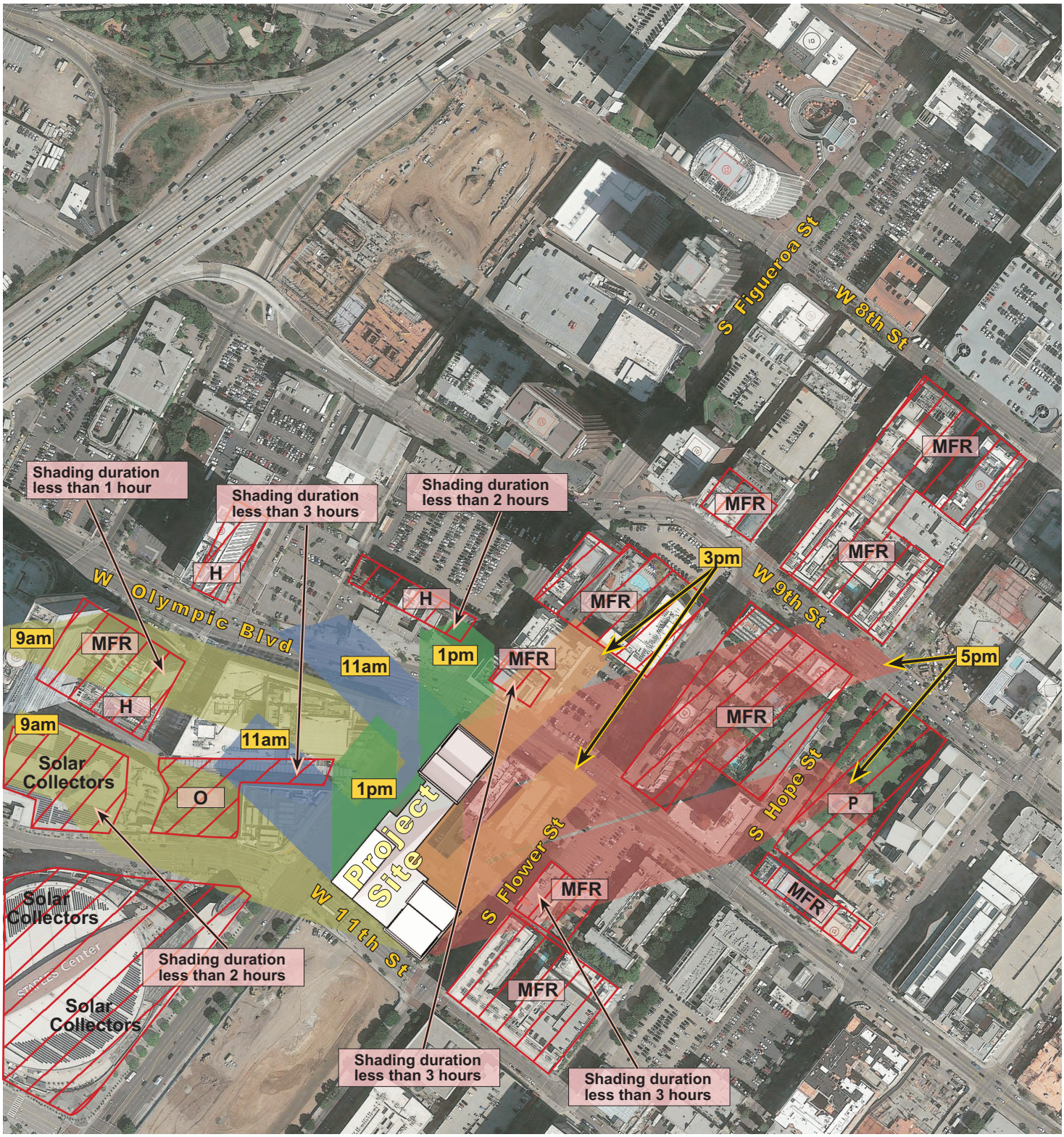
(Pacific Standard Time)

1020 S. Figueroa Street Project

Source: PCR Services Corporation, 2016; and Gensler, 2016.

FIGURE

4.A-20



Sensitive Receptors:

- MFR — Multi-Family Residential
- P — Park/Open Space
- H — Hotel
- O — Outdoor Spaces/Restaurant Areas

NOTE:
CEQA Thresholds Guide Standard:

A significant impact would occur if shadow-sensitive uses would be shaded by project-related structures for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Saving Time (between early March and early November).

PCR

N

Spring Equinox Shadows - March 21

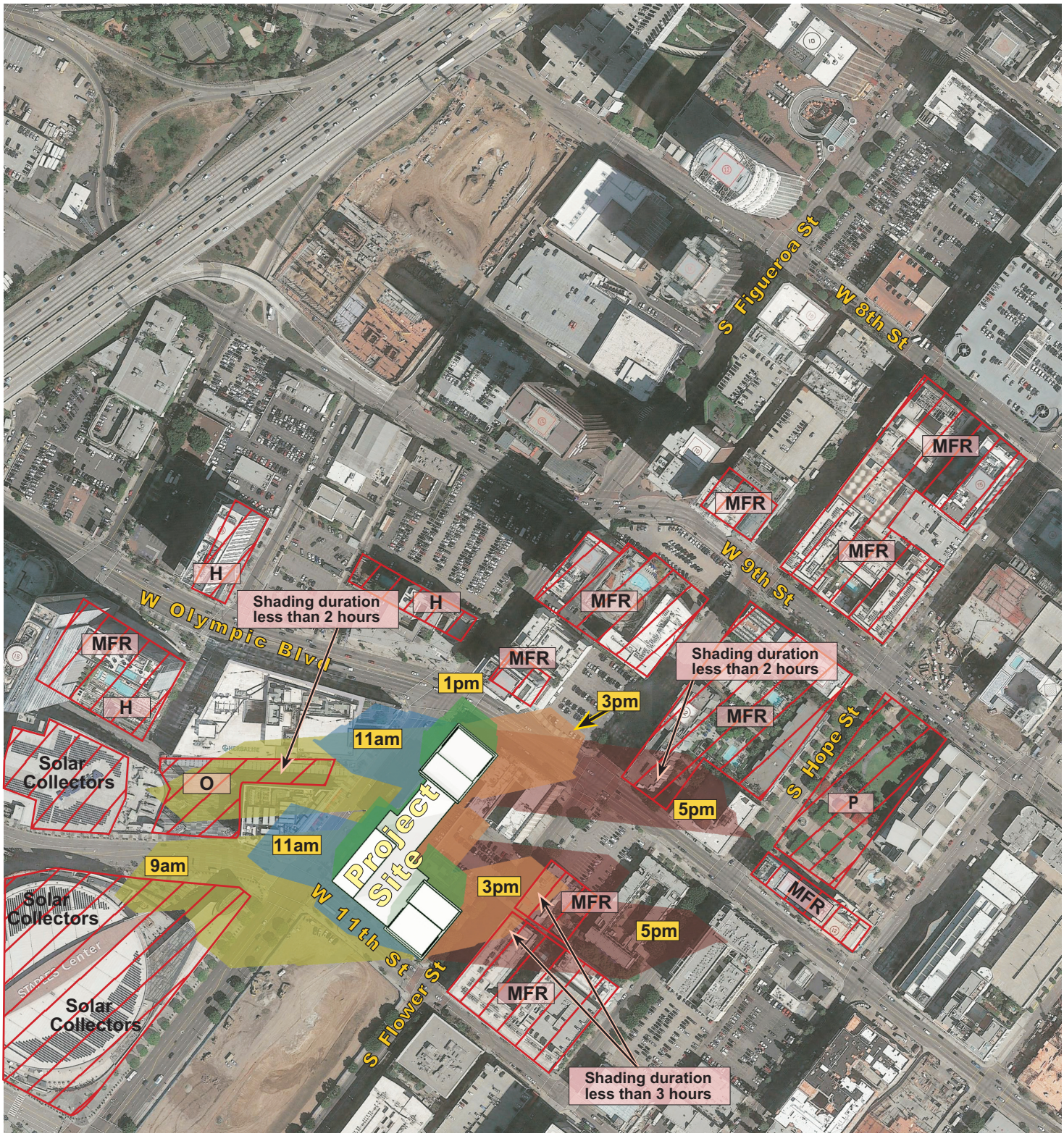
(Pacific Daylight Saving Time)

1020 S. Figueroa Street Project

Source: PCR Services Corporation, 2016; and Gensler, 2016.

FIGURE

4.A-21



Sensitive Receptors:

- MFR — Multi-Family Residential
- P — Park/Open Space
- H — Hotel
- O — Outdoor Spaces/Restaurant Areas

NOTE:
CEQA Thresholds Guide Standard:

A significant impact would occur if shadow-sensitive uses would be shaded by project-related structures for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Saving Time (between early March and early November).

PCR

N

Summer Solstice Shadows - June 21

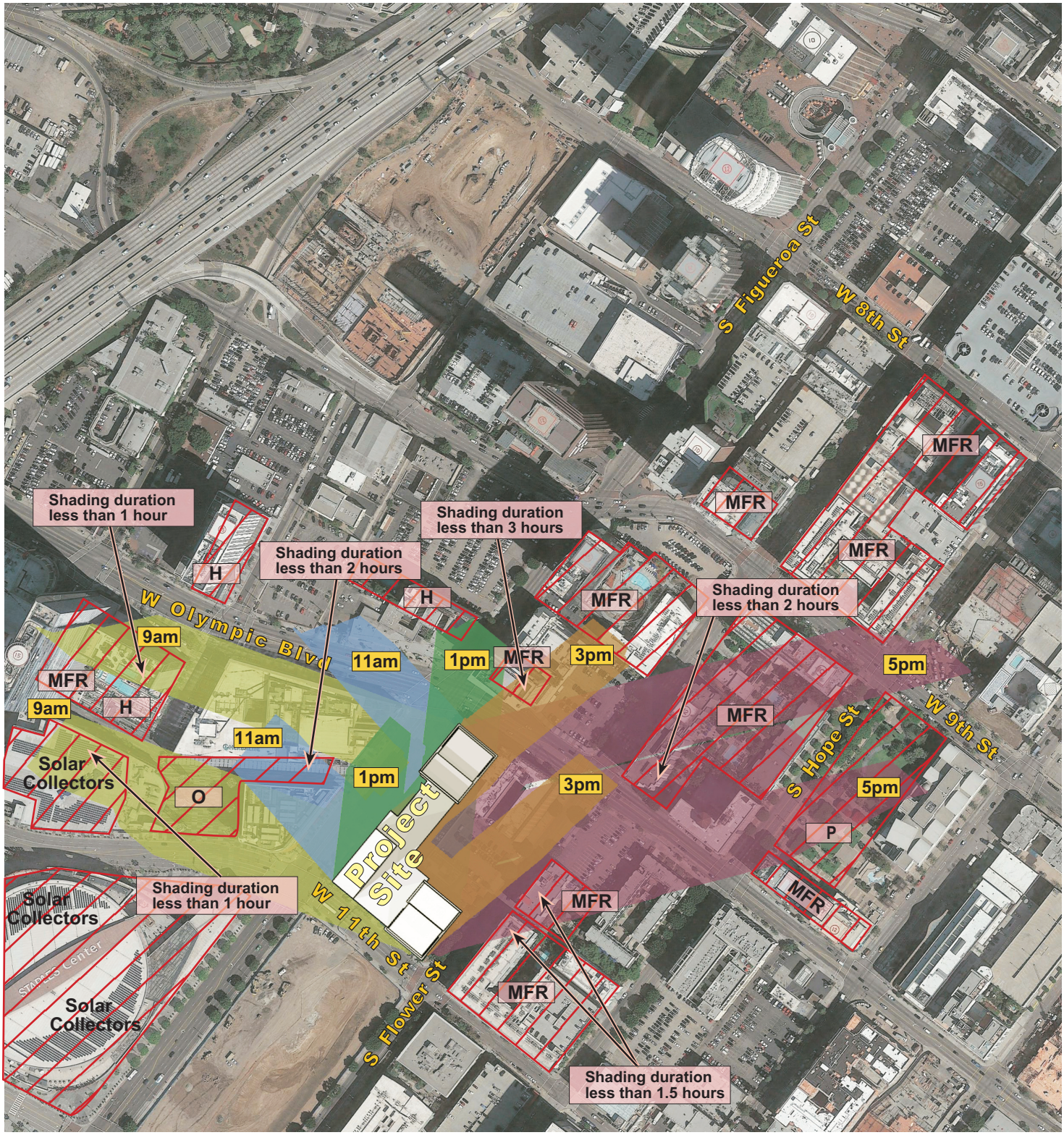
(Pacific Daylight Saving Time)

1020 S. Figueroa Street Project

Source: PCR Services Corporation, 2016; and Gensler, 2016.

FIGURE

4.A-22



Sensitive Receptors:

- MFR — Multi-Family Residential
- P — Park/Open Space
- H — Hotel
- O — Outdoor Spaces/Restaurant Areas

NOTE:
CEQA Thresholds Guide Standard:

A significant impact would occur if shadow-sensitive uses would be shaded by project-related structures for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Saving Time (between early March and early November).

PCR

N

Fall Equinox Shadows - September 21

(Pacific Daylight Saving Time)

1020 S. Figueroa Street Project

Source: PCR Services Corporation, 2016; and Gensler, 2016.

FIGURE

4.A-23

Table 4.A-6

Comparison of the Project to Applicable Policies of the General Plan Framework

Policy	Analysis of Project Consistency
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	**Consistent.** The Project would upgrade the livability of the area by providing a high-quality new development featuring positive visual elements, such a public plaza, artwork, street level commercial uses, and other amenities.
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.	**Consistent.** The Project would encourage pedestrian activity through its public plaza, streetscape improvements, sidewalk-oriented windows, and street level commercial uses.
Policy 5.8.1: Buildings in pedestrian-oriented districts and centers should have the following general characteristics: a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk; b. A building wall more-or-less continuous along the street frontage; c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals; e. Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate; f. Ground floor building walls devoted to display windows or display cases; g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible; h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and i. 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.	a. **Consistent.** The exterior wall of the Project would be located along the sidewalk along S. Figueroa Street, W. Olympic Boulevard, S. Flower Street, and 11th Street, thus defining the street edge along these roadways. The Project also recognized the pedestrian scale with the incorporation of the 75 feet Podium which creates a gradual transition between the towers and provides a lower pedestrian scale along each of the street frontages. The building's ground level would be visually distinctive, as the first and second floor would include commercial uses that would include floor to ceiling storefront display windows, designed to be visually transparent and would include individual street level entrances. b. **Consistent.** The Project would provide a substantially continuous building wall along S. Figueroa Street. Along W. Olympic Boulevard, S. Flower Street, and 11th Street, the Project would provide a substantially continuous building with the exception of the necessary driveways, necessary for vehicle access. c. **Consistent.** The Project would include commercial uses and pedestrian entrances from the sidewalks. The Project Site would also include a public pedestrian-oriented plaza along S. Figueroa Street. The outdoor plaza would incorporate landscape features, seating, and potential for public art display areas within this space. d. **Consistent.** The commercial entrance(s) would be directly accessible from the surrounding sidewalks. e. **Consistent.** The Project would provide well-lit exteriors fronting on the sidewalk that provide pedestrian safety and comfort, commensurate with the intended use. f. **Consistent.** Ground floor commercial uses would include display windows. g. **Consistent.** Parking would be located within the subterranean parking structure that would not be

Table 4.A-6(Continued)

Comparison of the Project to Applicable Policies of the General Plan Framework

Policy	Analysis of Project Consistency
	visible from public areas. h. **Consistent.** The Project contains bicycle parking areas. i. **Consistent.** The street level pedestrian public plaza would be open to the sidewalk along S. Figueroa Street. The public plaza would include landscaping, wide sidewalks, and special paving would also be provided along all street frontages. Outdoor dining would be primarily located along Figueroa Street and 11th Street.
Policy 5.8.4: Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character	**Consistent.** Signage would be attractively designed and integrated into the architecture of the buildings. The Project includes media and signage that contributes to and complements the pedestrian oriented atmosphere near at LA LIVE.
Policy 6.4.1: Encourage and seek to provide for usable open space and recreational facilities that are distributed throughout the City.	**Consistent.** The public plaza would be accessible to the public and would include landscaping and seating areas that may be used for gathering and special events.
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.	**Consistent.** The Project would provide open space for Project residents and hotel guests within the Podium Garden Terrace, hotel and residential tower rooftops, and residential balconies. The Project would also include a public plaza along S. Figueroa Street and streetscape improvements along S. Figueroa Street, W. Olympic Boulevard, S. Flower Street and 11th Street.

Source: PCR Services Corporation, 2016

residential use, hotel, and open space uses in a highly urbanized area and within walking distance of retail, restaurant, entertainment, residential, and other commercial uses, and would be consistent with policies to promote pedestrian activity and enhance community livability and improve the quality of the public realm.

The Project would be consistent with Objective 5.8 of the General Plan Framework, which aims to 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. The Project would improve the pedestrian character of the street front in an area that can serve as a focus of activity for the surrounding community (Policy 5.8.1). The Project would also be consistent with the General Plan Frameworks signage policy to integrate signage into architectural character (Policy 5.8.4). In addition, in accordance with the Framework's open space policies, the Project would be consistent with applicable policies related to maximizing open space (Policy 6.4.1) and provision of usable public open space by private development (Policy 6.4.8).

Because the Project would comply with the applicable urban design policies of the General Plan Framework, the impact of the Project with respect to General Plan Framework policy and regulatory compliance would be less than significant.

(b) Central City Community Plan

The Project Site is located within the boundaries of the Central City Community Plan, adopted by the City Council on January 1, 2003. The Central City Community Plan area includes nine districts and the Project Site is within the South Park district. The Community Plan highlights the urban design goals of the South Park area as they relate to the Downtown Design Guidelines. Primary aesthetic goals of the General Plan Framework are intended to promote pedestrian activity and to provide a quality experience for the City's residents. An evaluation comparing the Project to applicable policies of the Central City Community Plan is provided in **Table 4.A-7**, *Comparison of the Project to Applicable Policies of the Central City Community Plan* below. The Project would conform to the urban design goals and objectives of the Central City Community Plan. Specifically the Project would provide a modern, mixed-use high-rise development on an underutilized site in the Central City, providing new streetscape improvements, land uses that activate the pedestrian environment, and the provision of new open space and pedestrian amenities. As shown in Table 4.A-8, the Project would be consistent with the design policies set forth in the Central City Community Plan.

Because the Project would comply with the applicable urban design policies of the Central City Community Plan, the impact of the Project with respect to Central City Community Plan policy and regulatory compliance would be less than significant.

Table 4.A-7

Comparison of the Project with the Applicable Central City Community Plan

Goals and Objectives	Analysis of Consistency
South Park: Provide a major open space focus of the residential neighborhood and established network of well-landscaped streets, mini-parks, and mid-block paseos in order to create a garden city environment.	**Consistent.** The Project would provide public and private open space to enhance the Project Site and surrounding area. Open space features include a 5,000 sf public plaza along S. Figueroa Street that would incorporate special landscape features, seating, public art, and an area for community activities. The public plaza would be located adjacent to, and would visually connect with the open space plaza area within LA LIVE. Landscaping, and special paving would also be provided along all street frontages. The Project would also provide open space for Project residents and hotel guests within the Podium Garden Terrace, hotel and residential tower rooftops, and residential balconies.
Convention Center/Arena: Fully develop all streets and parks to accommodate outdoor activities and provide pedestrian linkages between this district and other Downtown neighborhoods and districts.	**Consistent:** The Project is designed to include street improvements and activate all streets surrounding the Project's perimeter. The Project's streetscape façade along S. Figueroa Street adjacent to LA LIVE, the Staples Center Arena and LACC is designed to activate the pedestrian environment to the greatest degree and support visual and physical connections to these facilities. The Project would provide a public outdoor plaza that

Table 4.A-7 (Continued)

Comparison of the Project with the Applicable Central City Community Plan

Goals and Objectives	Analysis of Consistency
	would support visual connectivity between the Project and the eastern terminus of the adjacent Microsoft Square plaza area within LA LIVE. The outdoor plaza is designed to accommodate outdoor activities and would incorporate landscape features, seating, and the potential for public art display areas within this space. The public plaza, streetscape improvements along all street frontages, and commercial and restaurant storefronts would enhance the pedestrian experience and support connectivity to LA LIVE and the South Park neighborhood.
Pedestrian Linkages: To provide an extensive, well-formed and well-maintained pedestrian network	**Consistent:** The Project Site is located within an established pedestrian grid. The Project would enhance pedestrian conditions in the Project area by providing a public plaza along S. Figueroa Street, street level commercial and restaurant uses, landscaping, and special paving along S. Figueroa Street, 11th Street, W. Olympic Boulevard and S. Flower Street. The public plaza would include pedestrian amenities, such as landscaping, seating, and public art.

Source: PCR Services Corporation, 2016.

(c) Citywide Design Guidelines

The project would be consistent with the applicable provisions of the *Commercial Citywide Design Guidelines for Pedestrian-Oriented/Commercial & Mixed-Use Projects* (Design Guidelines). As summarized in **Table 4.A-8,** *Comparison of the Project to Applicable Policies of the Citywide Design Guidelines*, the project would be consistent with policies elated to site planning by provide deep, landscaped setbacks

Table 4.A-8

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
Objective 1. Consider Neighborhood Context and Linkages in Building and Site Design	
Site Planning:	
1. Create a strong street wall by locating building frontages at the required setback or, where no setback requirement exists, at the front property line. Where additional setback is necessary or a prevailing setback exists, activate the area with a courtyard or "outdoor room" adjacent to the street by incorporating pedestrian amenities such as plazas with seating or water features, for example.	**Consistent.** The streetfront commercial uses and hotel motor-court and lobby would allow views into the Project Site to add visual interest. The Podium would be set back along S. Figueroa Street to form a 5,000 sf public outdoor plaza that would support visual connectivity between the Project and the eastern terminus of the Microsoft Square plaza area within LA LIVE. The outdoor plaza would incorporate landscape features, seating, and the potential for public art display areas within this space.

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
2. Provide direct paths of travel for pedestrian destinations within large developments. Especially near transit lines, create primary entrances for pedestrians that are safe, easily accessible, and a short distance from transit stops	**Consistent:** The Project would provide multiple pedestrian entrances into the Project Site. Retail uses and restaurants would be aligned with the adjacent sidewalks and would allow for direct access to restaurant, retail, hotel and residential lobby uses directly from the street level. The Project Site is located a short distance from the Metro Blue, Expo, Red, and Purple Lines; and multiple bus and shuttle lines.
3 Maintain existing alleys for access. Avoid vacating alleys or streets to address project-specific design challenges.	**Not Applicable:** The Project does not remove or include alleys.
4. In dense neighborhoods, incorporate passageways or paseos into mid-block developments, particularly on through blocks, that facilitate pedestrian and bicycle access to commercial amenities from adjacent residential areas. Maintain easy access to commercial areas from adjacent residential neighborhoods to avoid unnecessary or circuitous travel.	**Consistent.** The Project would include commercial uses along all streetfronts that would be easily be accessible from adjacent neighborhoods. The property is L-shaped, and the Applicant does not own the property that is mid-block on Flower Street. However, the Project would include the option in the design of the Project of the future possibility to provide a paseo/passageway through the Project on the ground floor from S. Figueroa Street to S. Flower Street. The development would be dependent on cooperation with the adjacent property owner to the east of the Project Site.
5. Activate mid-block passageways, pedestrian walkways, or paseos using water features, pedestrian-level lighting, murals or artwork, benches, landscaping, or special paving so that they are safe and visually interesting spaces	
6. Place buildings around a central common open space to promote safety and the use of shared outdoor areas. In mid- and high-rise buildings, podiums between buildings and rooftop areas can be used as common areas.	**Consistent.** The Project includes a Podium that provides common open space and recreational areas on the top level to be used for residents and hotel guests.
7. Place public use areas such as restaurant seating, reception and waiting areas, lobbies, and retail, along street-facing walls where they are visible to passersby.	**Consistent.** The design composition of the Project emphasizes pedestrian scale features such as landscaping, a public plaza, and commercial/retail and restaurant storefronts along all street frontages that would be highly visible to passersby. Outdoor seating areas would be primarily located along Figueroa Street and 11th Street.
8. Place drive-thru elements away from primary site corners and adjacent primary streets.	**Not Applicable:** As the Project does not include a drive-thru, car wash or gas station, these policies are not applicable.
9. At gas stations, car washes, and drive-thru establishments, ensure that separate structures on the site have consistent architectural detail and design elements to provide a cohesive project site.	
10. Install bicycle racks and lockers, especially in multi-tenant commercial or mixed-use buildings located on Major or Secondary highways where bike routes are existing or planned. Ensure bicycle racks are placed in a safe, convenient, and well-lit location to encourage alternative modes of transport for employees and consumers with small purchases.	**Consistent.** The Project would include bicycle amenities to serve Project residents as well as visitors to the Project Site. These amenities would be provided pursuant to the City of Los Angeles Bicycle Ordinance.
11. Orient the long side of large-format retail	**Consistent.** Retail uses and restaurants would be aligned

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
establishments parallel to the public street to physically define the street edge. Large format retail with multiple tenants should provide distinct entrances and storefronts to improve site design flexibility for future retail uses at the same location.	with the adjacent sidewalks. The design of the commercial component would allow for direct access to restaurant or retail uses directly from the street level.
Entrances:	
1. Provide a logical sequence of entry and arrival as part of the site's design. Special entry treatments such as stamped or colored concrete and special planting and signage can be used to enhance entries and guide pedestrians.	**Consistent.** For hotel visitors and guests, a motor-court vehicle drop off area would front 11th Street and would include landscaping and hardscape surfaces in a covered plaza-like arrangement to enhance and provide a distinctive vehicle entryway into the hotel. Pedestrian entryways into street level commercial, hotel and residential uses would be clearly marked and include identification signs. The landscape elements along the side walk, special paving and shop signs define the open, welcoming, easy to recognize commercial entrances.
2. Entries should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Ensure that pedestrian entries provide shelter year-round.	**Consistent.** Pedestrian entrances to commercial, hotel and residential uses would be at the street level and would be clearly and simply defined. Entrances would be proportional to the size and scale of the Project.
3. Ensure that the main entrance and entry approach can accommodate persons of all mobility levels.	**Consistent.** All entrances would be designed to accommodate persons of all mobility levels in accordance with ADA standards.
4. Promote pedestrian activity by placing entrances at grade level and unobstructed from view from the public right-of-way. Avoid sunken entryways below street level. Where stairs are located near the main entrance, highly visible and attractive stairs should be placed in a common area such as an atrium or lobby and integrated with the predominant architectural design elements of the main building.	**Consistent.** The main entrances to commercial, hotel and residential uses would be at grade level and unobstructed from view from the public right-of-way.
5. Ground floor retail establishments in mixed-use projects should maintain at least one street-facing entrance with doors unlocked during regular business hours to maintain an active street presence.	**Consistent.** The ground floor commercial uses would be directly accessible from adjacent streets during business hours. Building setbacks would also accommodate the public plaza along S. Figueroa Street which would maintain an active street presence.
6. Ensure that commercial ground floor uses provide clear and unobstructed windows, free of reflective coatings and exterior mounted gates and security grills. Ensure that landscaping does not create a barrier between pedestrians and the building frontage, nor views into buildings at the ground floor.	**Consistent.** The retail and restaurant component of the Project would provide clear and unobstructed windows, free of reflective coatings and exterior mounted gates and security grills. Landscaping would not create a barrier between pedestrians and the building frontage, or obstruct views into buildings at the ground level.
7. Install electronic security to avoid the need for unsightly security grills and bars. If such security measures are necessary, ensure that security grills and bars recess completely into pockets at the side or top of storefronts so as to conceal the grills when they are retracted.	**Consistent.** The retail and restaurant component of the Project would provide clear and unobstructed windows, free of reflective coatings and exterior mounted gates and security grills.

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
Relationship to Adjacent Buildings:	
1. Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood. In older neighborhoods, new developments should likewise respect the character of existing buildings with regard to height, scale, style, and architectural materials.	**Consistent.** The Project would allow new residential, hotel and commercial development that would be concentrated in the Downtown Center, an area targeted for high rise towers and is not located near any low density residential neighborhoods. The scale and character of the Project is consistent with the surrounding uses which include LA LIVE, Staples Center Arena, the LACC, and other high tower hotel and mixed use buildings. The residential towers would have similar massing and sloping roof profiles and would be positioned at opposite corners of the Project Site to allow for maximum daylight and view corridors within and through the Project Site. The design of the hotel would be a distinct massing arrangement, with a horizontal, terraced rooftop. The three towers would form the visual edges extending above the Podium. Furthermore, the Project would enhance the character of the vicinity by providing a 5,000 sf public plaza along S. Figueroa Street, streetscape improvements along the surrounding street frontages, two stories of commercial and restaurant uses along the surrounding street frontages, and hotel uses to support the surrounding entertainment and business uses. Furthermore, the Project is designed to respect the context and character of the adjacent historic Petroleum Building by stepping back from the corner of S. Figueroa Street and W. Olympic Boulevard to allow views of the corner of the Petroleum Building. In addition, Residential Tower 2 would be set back 20 feet from the west elevation of the Petroleum building to create a buffer between the Petroleum Building and Residential Tower 2. These setbacks would support the Petroleum Building's visual prominence from the corner of S. Figueroa Street and W. Olympic Boulevard.
2. Soften transitions between commercial districts and immediately surrounding residential neighborhoods with respect to building height, massing, and negative impacts of light and noise. Plant trees, shrubs, or vines to grow between property lines.	**Consistent.** The Project is located in an area targeted for high rise towers and is not located near any low density residential neighborhoods. Building heights would be consistent with nearby high rise development. Landscaping would be include along all street fronts and would be incorporated in the Podium Garden Terrance.
3. Where commercial or multi-family projects are adjacent to single-family zones, provide a sensitive transition by maintaining a height compatible with adjacent residential buildings. Mitigate negative shade/shadow and privacy impacts by stepping back upper floors and avoiding direct views into neighboring single-family yards.	**Not Applicable:** The Project is not located adjacent to any single-family zones.
4. In pedestrian-oriented commercial areas with predominantly smaller storefronts (especially when a project is built over two or more lots), apply vertical	**Not Applicable:** The Project Site is not located in an area concentrated with smaller storefronts. The Project is a larger scaled Project that includes street- oriented

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
breaks and pedestrian-scaled storefront bays to prevent monolithic "box-like" buildings and maintain a storefront rhythm consistent with surrounding buildings.	commercial uses along the Project's perimeter. The height and scale of the Project is similar to other nearby development in Downtown.
5. Break up the floor space in large retail developments to add variety, interest, and built-in flexibility to accommodate future uses of differing scales.	**Not Applicable:** The Project is not a large scale retail development but is a mixed use development that incorporates hotel and residential uses in towers and outdoor dining and two story commercial/restaurant store fronts along the Podium. The Project would also include various pedestrian amenities such as streetscape landscaping, wide sidewalks, paving treatments, a public plaza,
Objective 2. Employ High Quality Architecture to Define the Character of Commercial Districts	
Pedestrian Scale	
1. Maintain a human scale rather than a monolithic or monumental scale. High-rise buildings in particular should take care to address pedestrian scale at the ground floor.	**Consistent.** The building is designed to create a pedestrian scale the development of a ground level public plaza, four-level Podium, ground level entrances to hotel, commercial, and residential uses, street- oriented commercial uses, street trees, and decorative pavement treatments.
2. At entrances and windows, include overhead architectural features such as awnings, canopies, trellises, or cornice treatments that provide shade and reduce daytime heat gain, especially on south-facing façades.	**Consistent.** The two residential towers include a series of balconies and façade treatments that provide visual surface texture, while actively shading the facades. In addition, the project would feature landscaped areas on the Podium Garden Terrance at the top of the Podium and landscaped areas on the rooftop of the hotel and residential towers. These features would provide a cooling effect to the Project.
3. Differentiate the ground floor from upper floors. Changes in massing and architectural relief add visual interest and help to diminish the perceived height of buildings.	**Consistent.** The Project design incorporates varying building heights and scale to provide visual interest and reduce the perceived height of the buildings from the ground level. The Project is designed to be a distinctive component of the greater Los Angeles urban skyline with the inclusion of three high rise towers ranging in height from 430 feet to 540 feet. The Project also recognizes the pedestrian scale with the incorporation of the 75 feet Podium which creates a gradual transition between the towers and provides for lower scaled pedestrian scale along each of the street frontages. The building's ground level would be visually distinctive, as the first and second floor commercial uses would include floor to ceiling storefront display windows, designed to be visually transparent. Commercial uses would include individual street level entrances. Also at the street level would be new landscaping and streetscape improvements and the incorporation of a public plaza at S. Figueroa Street.
Building Façade and Form	
1. Vary and articulate the building façade to add scale and avoid large monotonous walls.	**Consistent.** The Project includes two residential towers that include a series of balconies and façade treatments

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
	that provide visual surface texture, while actively shading the facades. The two residential towers would each feature a sculptured sloping roof profile. The massing of the two Residential Towers are intended to create a distinctive skyline presence, but are designed in a manner that is visually interesting from the pedestrian level. The Hotel Tower is designed to be a distinctive counterpoint to the two residential towers and would feature a more streamlined facade and a horizontal, terraced roof top. The 75 feet tall Podium would visually join each of the three towers and would be substantially lower in height than the towers. Retail, restaurant and other commercial uses would be located at ground level within the first and second above grade levels of the Podium that would include floor to ceiling storefront display windows, designed to be visually transparent and would include individual street level entrances. The street-front commercial would serve to encourage pedestrian activity along the Project's perimeter and visually enhance the surrounding streets while providing physical and visual connections to the Project's interior. The massing of the Podium would be set back along S. Figueroa Street to form a public outdoor plaza. The western façade of the Podium would also include architectural treatments, such as folded sculptural aluminum screens and glass, stone accents. These elements would create a dramatic and visually interesting building façade and, thus avoid large monotonous walls.
2. Architectural elements such as entries, porticoes, cornices, and awnings should be compatible in scale with the building massing and should not be exaggerated or made to appear as a caricature of an historic architectural style.	**Consistent.** Street level pedestrian entrances would be integrated into the overall, unique design of the building. The architectural style of the building is unique and does not emulate any other architectural style.
3. Layer building architectural features to emphasize certain features of the building such as entries, corners, and the organization of retail or office spaces.	**Consistent.** The building design features a variety of materials and design features that emphasize the function of the building as a hotel, residential use, and retail/restaurant space.
4. Incorporate and alternate different textures, colors, materials, and distinctive architectural treatments that add visual interest while avoiding dull and repetitive façades.	**Consistent.** The Project design incorporates different textures, colors, materials, and distinctive architectural treatments that would add visual interest.
5. Incorporate windows and doors with well-designed trims and details as character-defining features to reflect an architectural style or theme consistent with other façade elements.	**Consistent.** The incorporation of one and two story commercial uses around the Project's periphery would visually and physically activate the street edge and promote pedestrian activity. Commercial and ground level residential and hotel lobbies would incorporate transparent floor to ceiling storefront display windows and street level entrances. Pedestrian entrances would be well defined and visually distinctive.
6. Treat all façades of the building with an equal level of	**Consistent.** The building's unique design would be visible

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
detail, articulation, and architectural rigor.	and consistent on all building faces.
7. Integrate varied roof lines through the use of sloping roofs, modulated building heights, stepbacks, or innovative architectural solutions.	**Consistent.** The Project would include sloping and flat roofs, step backs, and varying building heights. Residential Tower 1 would be 490 feet; Residential Tower 2 would be 540 feet; and the Hotel Tower would be 430 feet. The Podium would be 75 feet. The two residential towers would have a similar architectural composition and would each feature a sculptured sloping roof profile. The Hotel Tower is designed to be a distinctive counterpoint to the two residential towers and would be shorter and would feature a more streamlined facade and a horizontal, terraced roof top. The Project would be setback to accommodate a public plaza along S. Figueroa Street.
8. Reinforce existing façade rhythm along the street where it exists by using architectural elements such as trim, material changes, paved walkways, and other design treatments consistent with surrounding buildings.	**Consistent.** The Project would be a contemporary design that would include balconies, façade treatments, streetfront commercial uses with floor to ceiling display windows, signage, and a public plaza that would be compatible with the surrounding high density Downtown urban environment. Furthermore, the use of ground floor commercial uses would complement the active commercial uses associated with the future Oceanwide project and the Circa project to the south.
9. In mixed-use projects, orient windows in street-facing units toward public streets, rather than inward, to contribute to neighborhood safety and provide design interest.	**Consistent.** All exterior walls would incorporate broad windows and many units would feature balconies. These would contribute to design interest and neighborhood safety. Along the surrounding street frontages, windows would face the public streets.
10. In mixed-use buildings, ensure that balconies are sized and located to maximize their intended use for open space. Avoid "tacked on" balconies with limited purpose or function.	**Consistent.** The balconies are integrated into the building design, thus creating horizontal features along Residential Tower 1 and Residential Tower 2 building elevations and maximizing usable outdoor space.
Building Materials	
1. Approach character-defining details in a manner that is true to a style of architecture or common theme.	**Consistent.** Primary exterior building materials have been selected to define a modern architectural theme.
2. Apply trim, metal- and woodwork, lighting, and other details in a harmonious manner, consistent with the proportions and scale of the building(s).	**Consistent.** Detailing would be applied consistent with the architectural proportions, scale, and contemporary architectural theme of the Project. As discussed in Chapter 2.0, *Project Description*, of this Draft EIR, the two residential towers include a series of balconies and façade treatments that provide visual surface texture, while actively shading the facades. The Hotel Tower is designed to be a distinctive counterpoint to the two residential towers and would feature a more streamlined facade and a horizontal, terraced roof top. The towers would be

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
	designed with colors and materials that are compatible with the surrounding urban development. The western façade of the Podium facing S. Figueroa Street and LA LIVE would include architectural treatments, such as folded sculptural aluminum screens, glass, stone accents, and an active architectural lighting and graphic-art program.
3. Select building materials such as architectural details and finishes that convey a sense of permanence. Quality materials should be used to withstand the test of time regardless of architectural style	**Consistent.** Building materials would be high-quality and consistent with the theme and architectural style of the building, which is intended to convey prominence and a sense of permanence.
4. Apply changes in material purposefully and in a manner corresponding to variations in building mass.	
5. Use white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.	**Consistent.** As discussed in the Draft EIR Section 4.D, *Greenhouse Gas Emissions*, the Project would implement cool roof strategies that meet the standards of the LEED Silver Certification level or its equivalent. At least 75 percent of the Project building's roof will be covered by materials having a Solar Reflectance Index of at least 78. As a result, the Project would be consistent with the City's action to install cool roofs on new buildings.
6. Use exterior surface materials that will reduce the incidence and appearance of graffiti.	**Consistent.** Exterior surface materials would reduce the incidence and appearance of graffiti. The street level retail uses and towers would be clad with clear vision glass with low reflectivity. The Hotel Tower would also use clear vision glass with low reflectivity. (See PDF AES-4).
7. Fences should incorporate changes in materials, texture, and/or landscaping to avoid solid, uninterrupted walls. Avoid materials such as chain link, wrought iron spears, and cyclone.	**Not Applicable.** The Project would not include fencing.
8. Utilize landscaping to add texture and visual interest at the street level. Where limited space is available between the building and the public right-of-way, incorporate climbing vegetation as a screening method.	**Consistent.** The Project would provide new landscaping, including street trees and a landscaped public plaza to add visual interest at the street level.
Objective 3. Augment the Streetscape Environment with Streetscape Amenities	**Consistent.** The Project would include a public plaza along S. Figueroa Street, two stories of commercial and restaurant uses along all street frontages, landscaping, and special paving that would improve the streetscape environment.
Storefront Character	
1. In multi-tenant buildings, ensure that storefronts convey an individual expression of each tenant's identity while adhering to a common architectural theme and rhythm.	**Consistent.** The Project is not a large scale retail development but is a mixed use development that incorporates hotel and residential uses in towers and outdoor dining and two story commercial/restaurant store fronts along the Podium. Storefronts would include large ceiling to floor windows that would visually connect pedestrians to the interior and allow tenants to create
2. Design storefronts with a focus on window design to create a visual connection between the interior and exterior.	

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
	individual display windows. Entrances would adhere to the Project's overall architectural theme.
3. Incorporate traditional storefront elements in new and contemporary commercial buildings by including a solid base for storefront windows. Use high quality durable materials such as smooth stucco or concrete, ceramic tile, or stone for the window base.	**Not Applicable.** The project is a mixed-use development, and not a standard retail or purely commercial building. The project proposes large ceiling to floor windows in lieu of the traditional storefronts common to commercial/retail projects.
4. Provide shelter from the sun and rain for pedestrians along the public right-of-way where the buildings meet the street. Extend overhead cover across driveways or provide architecturally integrated awnings, arcades, and canopies.	**Consistent.** The two residential towers include a series of balconies and façade treatments that provide visual surface texture, while actively shading the facades. In addition, the project would feature landscaped areas on the Podium Garden Terrance at the top of the Podium and landscaped areas on the rooftop of the hotel and residential towers. These features would provide a cooling effect to the Project.
5. Align awnings with others on the block, particularly the bottom edge of the awning. Coordinate the awning color with the color scheme of the entire building front. 6 Ensure that store entrances are recessed, not flush, with the edge of the building façade to articulate the storefront and provide shelter for persons entering and exiting	**Not Applicable.** The Project does not include awnings.
6. Ensure that store entrances are recessed, not flush, with the edge of the building façade to articulate the storefront and provide shelter for persons entering and exiting.	**Partially Consistent.** The individual store entrances would not be recessed but individual entrances would be clearly marked and would be visually distinctive for pedestrians.
Sidewalks	
1. Where a sidewalk does not currently exist, establish a new predominantly straight sidewalk along the length of the public street frontage. Create continuous and predominantly straight sidewalks and linear open space. Reconstruct abandoned driveways as sidewalks.1.	**Not Applicable.** Sidewalks currently exist around the perimeter of the Project.
2. On Major and Secondary Highways, provide a comfortable sidewalk and parkway; at least 10 feet in width to accommodate pedestrian flow and activity, but wider if possible. Sidewalks and parkway widths on Local and Collector streets may be narrower, but generally not less than nine feet wide.	**Consistent.** The required sidewalk widths are 15 feet along S. Flower Street, 11th Street and W. Olympic Boulevard. Along S. Figueroa Street the required sidewalk width is 15 and an 8 feet private setback width. The Project would provide these minimum sidewalk widths. Specifically, the sidewalk would be 15 feet along W. Olympic Boulevard, S. Flower Street, and 11th Street, and 23 feet along S. Figueroa Street and would be compliant with code requirements.
3. Plant parkways separating the curb from the sidewalk with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and car doors. Brick work, pavers, gravel, and wood chips are examples of suitable permeable materials.	**Consistent.** Street fronts would include wide sidewalks with parkways new street trees, special paving, and landscaped areas with groundcover, shrubs, vines and large planters. Landscaping would comply with City of Los Angeles Urban Forestry requirements, and would incorporate sustainable landscape design with native and drought tolerant vegetation, and use of water efficient irrigation systems.

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
4. Create a buffer zone between pedestrians, moving vehicles, and other transit modes by the use of landscaping and street furniture. Examples include street trees, benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting.	**Consistent.** The design composition of the Project emphasizes pedestrian scale features such as landscaping, a public plaza, and commercial/retail and restaurant storefronts along all street frontages. Outdoor seating areas would be primarily located along Figueroa Street and 11th Street. The 5,000 sf public plaza along S. Figueroa Street would support connectivity between the Project and LA LIVE and provide an active streetfront.
5. Plant street trees at the minimum spacing permitted by the Division of Urban Forestry, typically one tree for every 20 feet of street frontage, to create a consistent rhythm. Broadleaf evergreen and deciduous trees should be used to maintain a continuous tree canopy. Shade producing street trees may be interspersed with an occasional non-shade tree.	**Consistent.** Street fronts would include, special paving, rows of trees, and landscaped areas with groundcover, shrubs, vines and large planters. Landscaping would comply with City of Los Angeles Urban Forestry requirements, and would incorporate sustainable landscape design with native and drought tolerant vegetation, and use of water efficient irrigation systems. The type of trees and locations would be compliant with the Los Angeles Municipal Code.
6. In high pedestrian use areas, install tree guards to protect tree trunks from damage.	**Consistent**. Any new street trees would comply with City of Los Angeles Urban Forestry requirements. If required, the Project would install tree guards.
7. Ensure that new developments adjacent to transit stops invest in pedestrian amenities such as trash receptacles and sheltered benches or seating areas for pedestrians that do not intrude into the accessible route.	**Consistent.** Any amenities provided along adjacent sidewalks would be located to not intrude into the accessible route.
8. Provide path lighting on sidewalks to encourage and extend safe pedestrian activities into the evening.	**Consistent.** Landscaping and wayfinding lighting would be provided along the sidewalks and within outdoor areas to ensure safe pedestrian activities into the evening.
Objective 4: Minimize the Appearance of Driveways and Parking Areas	
Off-Street Parking and Driveways	
1. Place on-site parking to the side or rear of buildings so that parking does not dominate the streetscape.	**Consistent.** Parking for the Project would be located underground in a subterranean parking structure. As such, parking would not dominate the streetscape.
2. Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways and utilizing alleys for access and egress. Where alleys do not exist, concentrate curb cuts at side streets or mid-block.	**Consistent.** S. Figueroa Street, the most active of the street fronts due to its adjacency to LA LIVE would not contain a vehicle driveway. The existing curb cuts on S. Figueroa Street would be removed. No alleys are included as part of the Project. The Project would have vehicle driveways on W. Olympic Boulevard, S. Flower Street, and 11th Street that would be located approximately at the mid-block.
3. Where alternatives to surface parking are not feasible, locate parking lots at the interior of the block, rather than at corner locations. Reserve corner locations for buildings.	**Not Applicable.** Parking for the Project would be located underground in a subterranean parking structure.
4. Where the parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the	

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
sidewalk and the parking lot.	
5. When driveway placement on a front façade cannot be avoided, locate the driveway at the edge of the parcel rather than in the center. Ensure that the street-facing driveway width is minimized to 20 feet or less.	**Consistent.** S. Figueroa Street, main façade of the Project, would not contain a vehicle driveway.
6. Wrap parking structures with active uses such as retail spaces or housing units on the ground floor.	**Not Applicable.** Parking for the Project would be located underground in a subterranean parking structure.
7. Blend parking structure façades with nearby buildings by incorporating architectural treatments such as arches or other architectural openings and varied building materials, decorative screening, climbing vines, or green walls to provide visual interest.	**Consistent.** Parking would be provided within four subterranean levels and would not be visible.
8. Mitigate the impact of parking visible to the street with the use of planting and landscaped walls tall enough to screen headlights.	**Not Applicable.** Parking for the Project would be located underground in a subterranean parking structure.
9. Illuminate all parking areas and pedestrian walkways to improve safety. Avoid unintended spillover impacts onto adjacent properties.	**Consistent:** Pedestrian walkways would be well lit for pedestrian safety. Pursuant to Section 93.0117 of the LAMC, no stationary exterior light source shall be arranged and illuminated in such a manner as to produce a light intensity of greater than two footcandles above ambient lighting, as measured at the property line of the nearest residentially zoned property. Parking for the Project would be located underground in a subterranean parking structure and would be well lit.
10. Use architectural features, such as decorative gates and fences, in combination with landscaping to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall.	**Consistent.** No driveways would be located along S. Figueroa Street. Vehicle driveways and sidewalks on W. Olympic Boulevard, 11th Street and S. Flower Street would include landscaping and decorative paving treatments. In addition, along 11th Street, a hotel motor-court drop off area would include a combination of landscape and hardscape treatments in a covered plaza like arrangement for both arriving guests and other pedestrians.
Objective 5. Include Open Space to Provide Opportunities for Public Gathering	
On-Site Landscaping	
1. Retain mature and healthy vegetation and trees when developing a site, especially native species.	**Consistent.** In total, the Project would include 163 new and existing trees that would include native and drought tolerant species. The type of trees and locations would be compliant with the LASED streetscape plan and the Los Angeles Municipal Code.
2. Design landscaping to be architecturally integrated with the building and suitable to the functions of the space while selecting plant materials that complement the architectural style, uses, and form of the building.	**Consistent.** The Project would integrate landscaping into the building design through the public plaza, the Podium Garden Terrace, and trees along all street edges.
3. Design open areas to maintain a balance of landscaping and paved area.	**Consistent.** Open space areas, including 5,000 sf public plaza along S. Figueroa Street setback at the west edge of the Project would be integrated into the overall design of

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
	the Project, which includes decorative paving and street trees. For hotel visitors and guests, the motor-court vehicle drop off area fronting 11th Street and would include landscape and hardscape surfaces in a covered plaza-like arrangement. The provision of the public plaza, street trees, paving treatments a motor court plaza area would allow for a balance between pavement and greenery.
4. Select drought tolerant, native landscaping to limit irrigation needs and conserve water. Mediterranean and local, climate-friendly plants may be used alongside native species.	**Consistent.** Plant species will be specifically selected for drought tolerance.
5. Facilitate sustainable water use by using automated watering systems and drip irrigation to irrigate landscaped areas.	**Consistent.** The Project would use a low-demand drip watering system to irrigate landscaped areas.
6. Facilitate stormwater capture, retention, and infiltration, and prevent runoff by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.	**Consistent:** The Project would comply with City stormwater management requirements. Based on irrigation demands, storage tanks would be provided to collect drainage from the roof and the Podium for use as irrigation. The Project would also include numerous design features to reduce water use and runoff including; drip/ subsurface irrigation; artificial turf; landscaping contouring to minimize precipitation runoff; water conserving turf Cynodon Dactylon (Tifgreen) and rainwater harvesting.
7. Provide canopy trees in planting areas in addition to street trees for shade and energy efficiency, especially on south and southwest facing façades.	**Consistent.** In total, the Project would include 163 new and existing trees compared to the 22 trees under existing conditions. These trees would include shade an canopy trees.
8. Use landscape features to screen any portion of a parking level or podium that is above grade. Trees, shrubbery, planter boxes, climbing plants, vines, green walls, or berms can be used to soften views from the public right-of-way	**Not Applicable.** Parking would be located below grade.
Open Space and Plazas	
1. Incorporate shaded open space such as plazas, courtyards, pocket parks, and terraces in large scale commercial buildings. Design open areas to be easily accessible and comfortable for a substantial part of the year.	**Consistent.** The Project is not a large-scale commercial building but does include commercial use at the street level. However, it would provide setbacks for public use, such as the provision of a 5,000 sf public outdoor plaza along S. Figueroa Street that would encourage pedestrian activity and an active streetfront. The outdoor plaza would incorporate landscape features, seating, and potential for public art display areas within this space. Street trees, which would provide comfort, would be installed along street frontages.
2. Orient open spaces to the sun and views. Create a sense of enclosure while maintaining safety, so that open spaces and plazas feel like outdoor rooms.	**Consistent.** The ground level public plaza, the Podium Garden Terrace and the Hotel Rooftop Amenity Deck would be open to the sky and would provide views to the surrounding area. The Hotel Rooftop Amenity Deck would also provide panoramic views of the Los Angeles Basin.

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
3. Connect open spaces to other activity areas where people gather to sit, eat, or watch other people.	**Consistent.** The Podium Garden Terrace and landscaped rooftop amenities at the roofs of the hotel and residential towers would provide outdoor open space for use by residents and hotel guests. Also, the outdoor plaza along S. Figueroa Street would be publicly accessible and connected to other street front commercial uses and restaurants, and plaza areas associated with the adjacent LA LIVE project.
4. Locate sidewalk restaurants or outdoor dining areas on or adjacent to open spaces and pedestrian routes. Connect shops or office entrances directly to places where people gather or walk.	**Consistent.** Outdoor dining areas would be located along the adjacent streetfronts along S. Figueroa Street and 11th Street. Retail uses on the ground level would have individual entrances accessible from the street.
5. Landscape all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities. Landscaping may include any practicable combination of shrubs, trees, ground cover, minimal lawns, planter boxes, flowers, or fountains that reduce dust and other pollutants and promote outdoor activities, especially for children and seniors.	**Consistent.** All open areas not used for buildings, driveways, parking, recreational facilities, decorative paving, or pedestrian amenities would be landscaped to enhance the enjoyment of the space.
Objective 6. Improve the Streetscape by Reducing Visual Clutter	
Building Signage Placement	
1. In general, a maximum of one business identification wall sign should be installed per business frontage on a public street. Rarely should more than one business identification wall sign be utilized per storefront.	**Consistent.** Signs would be consistent with and incorporated into the Project's architecture and business signs would be installed per the SUD and applicable regulations.
2. Locate signs where architectural features or details suggest a location, size, or shape for the sign. Place signs so they do not dominate or obscure the architectural elements of the building or window areas.	**Consistent.** Project signage would include on and off-site signage in various forms, including wall signs, digital displays and streaming signage, supergraphic signs, open panel roof signs, hotel building identification, residential building identification, retail and restaurant building identification, parking entry identification, loading dock entry identification, and wayfinding signage. No billboard signs are proposed. The graphics and signage program would support an active street front experience on all sides, but particularly along the Figueroa corridor that would mix art and signage graphic components. Signs would be consistent with and incorporated into the Project's architecture and would not obscure or dominate the buildings architectural elements.
3. Include signage at a height and of a size that is visible to pedestrians and facilitates access to the building entrance.	**Consistent.** All identification and wayfinding signs would be designed to be visible to pedestrians and facilitate access to the building entrance.
4. In commercial and mixed-use buildings with multiple tenants, develop a coordinated sign program establishing uniform sign requirements that identify appropriate sign size, placement, and materials.	**Consistent.** Pursuant to the provisions of Chapter I, Article 3, Section 13.11 of the Municipal Code, the Project would establish the Fig and 11th Sign District that would encompass the Project Site and the entire block bordered by W. Olympic Boulevard, S. Flower Street, 11th Street and S. Figueroa Street. This would provide uniform sign

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
	requirements for different restaurant and retail tenants in the Project's commercial areas.
Building Signage Materials	
1. At large retail developments, provide maps and signs in public spaces showing connections, destinations, and locations of public facilities such as nearby transit stops.	**Not Applicable.** The Project is not a larger retail development, such as a shopping center. All retail areas would front public streets and public areas.
2. Limit the total number of colors used in any one sign. Small accents of several colors make a sign unique and attractive, but competition of many different colors reduces readability	**Consistent.** Project related signage would be regulated by the signage regulations set forth in the proposed Fig & 11th Sign District that would establish requirements governing allowable sign types, locations, maximum size or coverage, hours of operation, and type of animation or controlled refresh rates. Project Permit Compliance would ensure that the Project would comply with the provisions related to the permitted and prohibited signage in the proposed Fig & 11th Sign District.
3. Limit text on signs to convey the business name or logo. Eliminate words that do not contribute to the basic message of the sign.	
4. Select sign materials that are durable and compatible with the design of the façade on which they are placed.	**Consistent.** Sign materials would be durable and compatible with the design of the façade on which they are placed.
5. Illuminate signs only to the minimum level required for nighttime readability.	**Consistent.** Project signage would include on and off-site signage in various forms, including wall signs, digital displays and animated signage, supergraphic signs, open panel roof signs, hotel building identification, residential building identification, retail and restaurant building identification, parking entry identification, loading dock entry identification, and wayfinding signage Pursuant to Section 93.0117 of the LAMC, no stationary exterior light source shall be arranged and illuminated in such a manner as to produce a light intensity of greater than two footcandles above ambient lighting, as measured at the property line of the nearest residentially zoned property.
Lighting and Security	
1. Use ornamental lighting to highlight pedestrian paths and entrances to contribute to providing for a comfortable nighttime strolling experience while providing security by including after-hours lighting for storefronts.	**Consistent.** The project would feature a variety of types of lighting that would enhance the pedestrian experience, including visible interior light within the ground-level commercial, hotel lobby and residential lobby uses. Lighting would also include decorative lighting to enhance building design, and building security and wayfinding lighting.
2. Install lighting fixtures to accent and complement architectural details. Shielded wall sconces and angled uplighting can be used at night to establish a façade pattern and animate a building's architectural features.	
3. Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage onto adjacent properties.	**Consistent.** The project would utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage onto adjacent properties.

Table 4.A-8 (Continued)

Comparison of the Project to Applicable Policies of the Citywide Design Guidelines

Policy	Analysis of Project Consistency
Utilities	
1. Place utilities in landscaped areas and out of the line-of-sight from crosswalks or sidewalks. Utilities such as power lines, transformers, and wireless facilities should be placed underground or on rooftops when appropriately screened by a parapet; otherwise, any mechanical or electrical equipment should be buffered by planting materials in a manner that contributes to the quality of the existing landscaping on the property and the public streetscape.	**Consistent.** All utility lines would be installed below ground and would not be visible from adjacent streets and sidewalks. Rooftop equipment rooms would be appropriately screened.
2. Screen views of rooftop equipment such as air conditioning units, mechanical equipment, and vents from view from the public right-of-way.	**Consistent.** Any rooftop equipment would not be visible from the public right-of-way with the use of screening and parapets.
3. Hide trash enclosures within parking garages so that they are not visible to passersby. Screen outdoor stand alone trash enclosures using walls consistent with the architectural character of the main building, and locate them so that they are out of the line-of-sight from crosswalks or sidewalks.	**Consistent:** Refuse collection areas related to hotel, residential and commercial uses would be on the ground level within the Podium. Refuse areas and loading areas would be fully enclosed and shielded from view from public streets.

Source: PCR Services Corporation, 2016

The Project would incorporate a mix of residential, hotel and restaurant/retail uses, and locate restaurants and retail uses along the Project's perimeter that would be directly accessible from the street front and further foster pedestrian activity. The Project would provide bicycle parking and storage facilities. The Project would install landscaping, paving treatments and uniform, high quality streetscape. The Project would incorporate street oriented windows at ground level that would enhance the environment for pedestrians from existing, surrounding neighborhoods. The Project would screen mechanical equipment, and bury utility lines. The Project also features a distinctive architectural design and the use of high-quality materials that evoke a landmark aspect to the proposed structures. Because the project would be substantially consistent with the applicable urban design policies of the Citywide Design Guidelines, the Project would have a less than significant aesthetic impact with respect to regulatory policies set forth in these guidelines.

(d) LASED Streetscape Plan

The Project is within the boundaries of the LASED Streetscape Plan which include parcels along Figueroa Street from Venice Boulevard to 7th Street, W. Olympic Boulevard and 11th Street from S. Flower Street to Cherry Street, and S. Flower Street from Pico Boulevard to just north of Olympic Boulevard. The principal objective of this LASED Streetscape Plan is to develop attractive, functional, safe and enjoyable streets and pedestrian friendly sidewalks that connect to and complement the Downtown context and support the creation of a unique regional sports and entertainment destination within Downtown Los Angeles.

Streetscape elements addressed by LASED Streetscape Plan include, but are not limited to the following: sidewalk widths and paving patterns; crosswalks; medians; street trees; street lights; street furniture such as information kiosks, benches, trash receptacles, news vending machines and bicycle racks; and public art and signage in the public right-of-way. Street trees, street furniture, and pedestrian-oriented lighting aim to make the District's streets comfortable for pedestrians and will support pedestrian-oriented activity along those streets. Although the Project is within the LASED Streetscape Plan area, the Downtown Street Standards supersede and apply per City policy. Therefore the analysis below is provided for informational purposes only.

As summarized in **Table 4.A-9,** *Comparison of the Project to Applicable Policies of the LASED Streetscape Plan,* the Project would support the LASED Streetscape Plan of enhancing the pedestrian environment and creating new open space, landscaping, and pedestrian connections within the Project site and the surrounding streetscape. The Project also would support good design, as the Project's architecture, landscaping, and design would complement surrounding development. As such, the impact of the Project relative to consistency with applicable objectives in the LASED Streetscape Plan would be less than significant.

Table 4.A-9

Comparison of the Project to Applicable Policies of the LASED Streetscape Plan

Goals and Objectives	Analysis of Project Consistency
1. Reinforce the hierarchy of streets. Streets within the Streetscape Plan Area will be distinguished according to their design and function. A particular objective will be to further the development of the Figueroa corridor as a grand ceremonial street. The design of streets shall be in accordance with the Section 5 on Street segments described later in the document.	**Consistent.** The Project would be consistent with the development of the Figueroa corridor as a grand ceremonial street. The Project would support streetscape improvements planned under the My Figueroa Project, by providing direct access to transit, bike lanes, and the proposed Downtown LA Streetcar. While the Project is designed to include street improvements and activate all streets surrounding the Project's perimeter, the Project's streetscape façade along S. Figueroa Street is designed to activate the pedestrian environment to the greatest degree. The massing of the Podium would be set back along S. Figueroa Street to form a 5,000 sf public outdoor plaza that would support visual connectivity between the Project and the eastern terminus of the Microsoft Square plaza area within LA LIVE. The outdoor plaza would incorporate landscape features, seating, and the potential for public art display areas within this space. Behind and adjacent to the outdoor plaza would be the aforementioned commercial uses that would help activate the street edge and promote pedestrian activity. The western façade of the Podium would also include architectural treatments, such as folded sculptural aluminum screens and glass, stone accents. To emphasize its pedestrian orientation, no vehicle driveways into the Project Site would be located along S. Figueroa Street.

Table 4.A-9 (Continued)

Comparison of the Project to the LASED Streetscape Plan

Goals and Objectives	Analysis of Project Consistency
2. Promote pedestrian safety and comfort. Streetscape design contributes to safe and comfortable movement on foot within the Streetscape Plan Area. This is most readily accomplished through designation of a clear, adequately sized and protected pedestrian zone along the Streetscape Plan Area's sidewalks, augmented by a high degree of streetscape amenity. In particular, pedestrians rely on protection from the dangers of the automobile; therefore, street furniture and street trees are typically sited adjacent to the curb to establish a clearly identified barrier between the vehicular roadway and the zone of pedestrian movement. Streetscape amenities that promote pedestrian safety and comfort include canopy trees, pedestrian scaled lighting, street furniture (benches, trash receptacles, planters, etc), and wayfinding signage.	**Consistent.** The Project incorporates numerous street level amenities to improve pedestrian safety and comfort. The Project would provide a 5,000 sf public plaza along S. Figueroa Street. All street fronts along the perimeter of the Project which includes S. Figueroa Street, 11th Street, Olympic Boulevard, and S. Flower Street, would include special paving treatments, street trees, and landscaped areas. Landscaping paving treatments would be compliant with the LASED streetscape plan and the Los Angeles Municipal Code. As discussed below, the width of sidewalk. Project sidewalks surrounding the Project would be consistent with the LASED Streetscape Plan requirements. The Project would include pedestrian lights and other exterior lighting would enhance nighttime visibility and activity that would enhance pedestrian safety and comfort.
3. Build a strong interface between building and sidewalk. A strong interface between building and sidewalk is critical to achieving a high level of street activity within the Streetscape Plan Area. Building details and features such as storefront entries create visual interest and introduce a human scale along the street. Building entries and storefront window displays that face the street are strongly encouraged, as are building features that provide sidewalk shade and increase pedestrian comfort, such as architecturally integrated canopies, awnings and arcades. Outdoor seating and dining along sidewalks is also encouraged, but must maintain a clear zone for pedestrian movement.	**Consistent.** The Project would be a contemporary design that would include balconies, façade treatments, street front commercial uses with floor to ceiling display windows, signage, and a public plaza that would be compatible with the surrounding high density Downtown urban environment. Furthermore, the use of ground floor commercial uses would complement the active commercial uses associated with the future Oceanwide project and the Circa project to the south. Streetscape improvements would be provided along S. Figueroa Street, S. Flower Street, 11th Street, and W. Olympic Boulevard. Pedestrian access and use would also be encouraged by the provision of a 5,000 sf public plaza along S. Figueroa Street. The public plaza would be setback within the Podium area to allow for pedestrian movements along S. Figueroa Street.
4. Contribute to the District's identity. The Streetscape Plan promotes a special district identity, emphasizing a coordinated system of design and location of street trees, street lighting, street furniture, street signage, as well as other amenities. The environmental graphics program is especially important to this idea, which includes a system of themed directional and wayfinding Los Angeles Sports and Entertainment District Streetscape Plan signage that identifies the District, its tenants, and various events and activities.	**Consistent.** The installation of street lights, street signage, and wayfinding signage would be provided by various public agencies and are not under the purview of the Project. However, as mentioned above, the Project would be supportive of this goal by provided new landscaping and street treatments along the all streets surrounding the Project's perimeter and a public outdoor plaza along S. Figueroa Street. The Project's graphics and signage program would support an active street front experience on all sides, but particularly along the Figueroa corridor that would mix art and signage graphic components.

Table 4.A-9 (Continued)

Comparison of the Project to the LASED Streetscape Plan

Goals and Objectives	Analysis of Project Consistency
Principles	
1. Activity. Focus activity on the street. The Streetscape Plan should encourage a vibrant pedestrian-oriented environment, with activity centered along property edges at the interface between building and street. Guidelines and standards based on this principle include generous sidewalks, street furniture, lighting, environmental graphics, and other amenities that contribute to attractive and enjoyable streets	**Consistent.** Streetscape improvements would be provided along S. Figueroa Street, S. Flower Street, 11th Street, and W. Olympic Boulevard. Pedestrian access and use would also be encouraged by the provision of a 5,000 sf public plaza along S. Figueroa Street. The public plaza would be setback within the Podium area to allow for pedestrian movements along S. Figueroa Street.
2. Pedestrian Orientation. Encourage a non-internalized open-air configuration, including plazas and paseos that extend the surrounding urban grid resulting in a pedestrian orientation. The inclusion of the Central Plaza and 11th Street Pedestrian Area add to this principle, providing the public with a gathering place for community events.	**Consistent** The design composition of the Project emphasizes pedestrian scale features such as landscaping, a public plaza, and commercial/retail and restaurant storefronts along all street frontages. Outdoor seating areas would be primarily located along Figueroa Street and 11th Street. The 5,000 sf public plaza along S. Figueroa Street would support connectivity between the Project and LA LIVE and provide an active streetfront.
3. Safety. Design streets and sidewalks so that pedestrian and automobile traffic can coexist safely. Components of the Streetscape Plan such as the periodic closure of 11th Street between Georgia Street and Figueroa Street to protect pedestrians from oncoming vehicular traffic during events is largely based on this principle	**Consistent:** The width and design of sidewalks would be consistent with the required setback in the LASED Streetscape Plan. No vehicle driveways are proposed along S. Figueroa Street, which has a high pedestrian orientation. The entrances of vehicle driveways and pedestrian entryways would be clearly marked for safety. The periodic closure of the 11th Street identified in the Principle 3. Safety, would not be the responsibility of the Project and is not applicable.
4. Individuality. Promote the District's identity as a unique entertainment, sports and retail destination through streetscape improvements, which include the planting pattern of street trees, the location of street furniture, the implementation of an environmental graphics program of themed directional, wayfinding, and similar signage, and the incorporation of public art.	**Consistent:** Many of the streetscape improvements identified in the LASED Streetscape Plan such as the planting pattern of street trees, the location of street furniture, the implementation of an environmental graphics program would be provided by various public agencies and are not under the purview of the Project. However, the Project would be supportive of these principles by provided new landscaping and street treatments along the all streets surrounding the Project's perimeter. The Project would provide a public outdoor plaza along S. Figueroa Street would incorporate landscape features, seating, and the potential for public art display areas within this space.
5. Compatibility. Complement surrounding development and build linkages to the neighboring South Park District and Downtown through a coordinated system of street trees, street furniture, street lighting, environmental graphics and special paving. Much of this Plan was devised to be consistent with the original streetscape improvements for Staples Center completed in 1999 and to create effective transitions from the Sports and Entertainment District to residential South Park and the Downtown Core.	

Table 4.A-9 (Continued)

Comparison of the Project to the LASED Streetscape Plan

Goals and Objectives	Analysis of Project Consistency
Chapter 5 Streetscape Elements	
New A. Infrastructure Sidewalks: The width and treatment of sidewalks is an important element of the pedestrian streetscape. In particular, adequately sized sidewalks are essential for such desired activities and uses as strolling, window shopping and sidewalk dining, as well as for street trees and furniture. New sidewalks that will be wide enough to accommodate projected pedestrian volumes and sidewalk activity with a consistent paving pattern that unifies the entire District will be installed incrementally with each new development project. Required sidewalk widths for all streets in the District are shown in Figure 4.	**Consistent:** Per Figure 4, *Minimum Widths of Sidewalks and Private Setbacks*, contained in the LASED Streetscape Plan, the minimum sidewalk widths are as follows: ▪ Figueroa Street south of Olympic Boulevard : 15 feet sidewalk plus a 8 feet setback ▪ 11th Street: 15 ft Sidewalk ▪ Olympic Boulevard: 15 ft Sidewalk ▪ Flower Street: 15 ft Sidewalk The Project sidewalks surrounding the Project would be consistent with these standards. Specifically, sidewalks would be widened from 10 feet under existing conditions to a minimum of 23 feet wide along S. Figueroa Street and 15 feet wide along 11th Street, S. Flower Street, and W. Olympic Boulevard; consistent with the LASED streetscape plan. All street fronts along the perimeter of the Project which includes S. Figueroa Street, 11th Street, W. Olympic Boulevard, and S. Flower Street, would include special paving treatments, street trees, and landscaped areas with groundcover, shrubs, and vines. Landscaping would comply with City of Los Angeles Urban Forestry requirements. The type of trees and locations and paving treatments would be compliant with the LASED streetscape plan and the Los Angeles Municipal Code. The Project includes a subterranean parking lot that extends underneath a portion of the sidewalk on S. Figueroa Street, below the 8 foot setback and 2 foot sidewalk; however, the Project will maintain the required tree plantings within the sidewalk area in compliance with the LASED streetscape plan.
11th Street Pedestrian Area: The design and treatment of the 11th Street Pedestrian Area will differentiate this space from the standard street.	
Street Trees: Street trees are an especially important streetscape improvement, making the sidewalk more comfortable for pedestrians, making the street more attractive, and giving scale to wide streets.	**Consistent:** Street fronts would include special paving, rows of trees, and landscaped areas with groundcover, shrubs, vines and large planters. Landscaping would comply with City of Los Angeles Urban Forestry requirements, and would incorporate sustainable landscape design with native and drought tolerant vegetation, and use of water efficient irrigation systems. The type of trees and locations would be compliant with the LASED streetscape plan and the Los Angeles Municipal Code.
C. Street furniture will be incorporated to enhance the pedestrian experience. Street furniture will be provided as appropriate in conjunction with each development project. A family of furniture elements, including, but not limited to, benches, trash receptacles, kiosks and bicycle racks, will be used throughout the Streetscape Plan Area. Specific furniture has not been selected but will be selected	**Consistent:** The public plaza would include pedestrian amenities such as landscaping, seating, and public art. Any public street furniture provided with the Project would be compliant with the LASED streetscape plan and the Los Angeles Municipal Code.

Table 4.A-9 (Continued)

Comparison of the Project to the LASED Streetscape Plan

Goals and Objectives	Analysis of Project Consistency
prior to approval of the first development project. If the Streetscape Plan Area is subject to the Citywide Contract with Viacom Decaux LLC, then street furniture selections will be changed to correspond accordingly	
Section 6 Street Segments.	
Consistent: Section 6 of the LASED Streetscape Plan designates varied specifications for sidewalk widths, setbacks, pedestrian zones, cross walks, medians, public signage and landscaping for portions of S. Figueroa Street, W. Olympic Boulevard, S. Flower Street and 11th Street. As described above, the Project would be consistent with various requirements within the LASED regarding sidewalk widths, paving treatments, street trees and landscaped areas along those streets. Many other design elements such as cross walks, medians and public signage would be under the jurisdiction of the City and would not be required as part of development of the Project.	

Source: PCR Services Corporation, 2016

(e) Downtown Design Guide

The Downtown Design Guide encourages Downtown Los Angeles to develop as a more sustainable and livable community. The focus of the Design Guide is on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, and connections to transit. To achieve this harmony between buildings and public right-of- ways, the Downtown Design Guide provides design goals and specific requirements for the design of sidewalks and setbacks, ground floor treatment, parking and access, building massing and street wall, on-site open space, architectural detail, streetscape improvements, signage, and public art, and promote civic and cultural life.

In the vicinity of the Project Site, Olympic Boulevard, Figueroa Street and 11th Street are identified as retail streets in the Downtown Design Guide. As part of the entitlement application process, the Applicant will be required to submit the Downtown Design Guide Checklist for Project Submittal, which demonstrates that the Project is substantially in compliance with the Downtown Design Guide. As noted in **Table 4.A-10,** *Consistency with the Downtown Design Guide Checklist* below, the Proposed Project will be designed and constructed in substantial accordance with the Downtown Design Guide. Portions of the Downtown Design Guide that are not applicable to the Project or warrant additional discussion is provided below.

- Sustainable Design, Building Design. 2.D.1 (a): **Not Applicable**. The Project would be LEED Silver Equivalent. As the Project does not have an Owner Participation Agreement with the CRA, there is no requirement to be Silver LEED Certified.
- Sustainable Design 2.D.3 and D.4: **Not Applicable**. The Project would include the demolition of an existing Luxe Hotel and associated surface parking lots. The Project would include construction of a new hotel, residential uses, commercial uses and open space. The Luxe Hotel and surface parking lots

Table 4.A-10

Consistency with the Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
The DDG include the following relevant and applicable design considerations (listed below). A majority of the listed design considerations would be incorporated into the Proposed Project design. Compliance with the design considerations identified below is signified with a "Y" for yes the Project would comply with the stated design guideline, "N" for no the Project will not comply with the stated design guideline or "N/A" in cases where the design guideline is not applicable to the Proposed Project.			
Section 2: SUSTAINABLE DESIGN			
A. NEIGHBORHOOD DESIGN	**Y**	**N**	**NA**
A1: Support walkability through sensitive design of the site, building and streetscape.	☒	☐	☐
A2: Since all of Downtown is within walking distance of transit, design all projects as transit-oriented developments (TODs) that encourage residents, tenants and visitors to use transit.	☒	☐	☐
A3: Orient projects to provide convenient access to the nearest transit options (Metro rail or bus, DASH) wherever possible.	☒	☐	☐
B. STREET AND ALLEY DESIGN			
B1: Design sidewalks, including street trees, parkways, tree wells and paving, to collect stormwater runoff, thereby contributing to sustainable Green Streets and enhancing the value of the project.	☒	☐	☐
B2: Design alleys and paseos to collect stormwater where feasible.	☐	☐	☒
C. SITE AND LANDSCAPE DESIGN			
C1: Incorporate on-site landscape elements that reduces energy use and enhance livability.	☒	☐	☐
C2: Consider providing a green roof to reduce solar gain (which contributes to the urban heat island effect) and to reduce the quantity of water entering the storm drain system.	☒	☐	☐
D: BUILDING DESIGN			
D1: All projects are required to comply with the City's Green Building Ordinance. In addition, projects that have an Owner Participation Agreement with CRA/LA are required to achieve LEEDTM Silver certification.	☐	☐	☒
D2: Projects that include a hotel should participate in the California Green Lodging Program.	☒	☐	☐
D3: Wherever possible, existing structures should be re-used and integrated into new projects to retain the architectural fabric of Downtown.	☐	☐	☒
D4: Projects that preserve and rehabilitate historic structures must comply with the Secretary of the Interior's Standards for Rehabilitation.	☐	☐	☒
Section 3: SIDEWALKS AND SETBACKS			
A: SIDEWALKS			
A1: A building may project over the required sidewalk easement above a height of 40' and below a depth of 5' to accommodate street trees. Projections, which are permitted in the public ROW by the Municipal Code, such as signs, canopies and awnings, are permitted over the required easement, subject to the same approvals.	☒	☐	☐
A2: Provide a minimum 6' continuous path of travel.	☒	☐	☐
A3: Provide an 18-24" wide access zone next to the curb, which includes the 6" curb and 12" wide granite or brick edge band adjacent to the back of curb.	☒	☐	☐

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	N	NA
A4: Outdoor dining may occur on any portion of the paved sidewalk provided a minimum 6' wide continuous path of travel is maintained.	☒	☐	☐
A5: Provide continuous landscaped parkways, except in the Historic Downtown, adjacent to bus stops, and in other locations determined by staff to be inappropriate for parkways. The continuous landscaped parkways should be designed to collect and retain or treat runoff from, at a minimum, the sidewalk and, if approved by the Bureau of Engineering, adjacent on-site, ground level open space during a storm event producing ¾-inch of rainfall in a 24-hour period.	☒	☐	☐
A6: Where there is curbside parking, one walkway for every one or two parking spaces or other means of access shall be provided through the parkway to curbside parking.	☒	☐	☐
A7: If a parkway is designed to collect stormwater from the sidewalk only, the parkway shall be directly behind the access zone and a minimum of 7' wide where the required sidewalk width is 15' or more; 6' wide where the required sidewalk width is more than 10' but less than 15'; and 4' wide where the required sidewalk width is 10'.	☒	☐	☐
A8: The elevation of the parkways within 2' of the sidewalk pavement shall be within a few inches of the sidewalk elevation. The center 2' or 3' of the parkway should be depressed 3-4" to form a shallow swale to collect sidewalk stormwater or alternative means of storing runoff, such as gravel sumps within the parkway, may be provided.	☒	☐	☐
A9: The roots of trees planted in the parkway shall not be restricted by concrete curbs, root barriers or other means, so that roots may extend throughout the parkway and support a large, healthy tree canopy.	☒	☐	☐
A10: If parkways are designed to collect stormwater from the street as well as from the sidewalk, they shall be designed according to the Bureau of Engineering Green Streets guidelines or standards. However, if trees are required to be planted in separate tree wells, rather than in the parkways, as in the bottom right image, they shall be planted as described in the provisions for tree wells on the next page.	☒	☐	☐
A11: If trees are not planted in continuous landscaped parkways with the opportunity for unrestricted root growth, they shall be planted in large trees wells that are at least 10' long and a minimum of 7' wide where the required sidewalk width is 15' or more; 6' wide where the required sidewalk width is more than 10' but less than 15'; and 4' wide where the required sidewalk width is 10'.	☒	☐	☐
A12: If tree wells have less than 100 square feet of surface area, gap-graded soil shall be provided under the entire sidewalk as specified in Section 9.	☒	☐	☐
A13: Where average 24' wide sidewalks are required by the Downtown Street Standards (through a combination of dedication and easement), at least 50% of a project's frontage shall have sidewalks at least 22' wide and a second row of street trees aligned with those in the parkway zone shall be provided. The interior row of trees should generally be in large tree wells.	☒	☐	☐

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
A14: Where tree wells and parkways would conflict with existing basements, underground vaults, historic paving materials, or other existing features that cannot be easily relocated, the tree well and parkway design shall be modified to eliminate such conflicts. Parking meters and signs are examples of existing features that can be easily relocated. Digital copies of maps showing existing basements in the public ROW are available from BOE, CRA or City Planning Urban Design Studio.	☒	☐	☐
A15: Where existing sidewalks are narrow, as on east-west streets in the Historic Downtown, the reviewing agency may determine that street trees not be provided.	☒	☐	☐
A16: Install streetscape improvements as specified in Section 9.	☒	☐	☐
A17: All sidewalk improvements shall be installed and maintained by the adjacent property owners. For example, parkways and tree wells shall be planted, irrigated and maintained by the adjacent property owners as described in Section 9.	☒	☐	☐
B: SETBACKS			
B1: On Retail Streets and adjacent to ground floor space designed for retail use in other locations, the building street wall shall be located at or within a few feet of the back of the required average sidewalk width.	☒	☐	☐
B2: Adjacent to ground floor space designed for other uses, buildings shall be set back from the back of the required sidewalk to provide a buffer between the sidewalk and building.	☒	☐	☐
B3: Variations in the setback are encouraged to respond to building function and to create visual interest.	☒	☐	☐
B4: Treatment of the setback will vary with the use for which the ground-floor is designed:	☒	☐	☐
B5: Adjacent to retail, the setback, if any, shall be primarily hardscape and may be used for outdoor dining and other commercial activities.	☒	☐	☐
B6: Adjacent to live-work space, the average two-foot setback, shall include a little landscaping, which may be in pots or raised planters. • Adjacent to ground-floor residential units with individual entries on the street, the minimum average 5-foot or 6-foot setback shall be primarily landscaped and may include walkways, porches, raised planters, other solid walls up to 3 feet above sidewalk elevation, and transparent fences (e.g., wrought iron, tubular steel, glass) up to a height of 5 feet above sidewalk elevation. • If the Reviewing Agency determines that the active ground floor treatment required in Section 4 is not feasible, a minimum average 5-foot setback which is densely landscaped shall be provided.	☒	☐	☐
Section 4: GROUND FLOOR TREATMENT			
A: GROUND FLOOR TREATMENT ALONG RETAIL STREETS			
A1: All streets in the Historic Downtown are Retail Streets. Refer to the Historic Downtown Los Angeles Design Guidelines for guidance regarding ground floor treatment in the Historic Downtown.	☐	☐	☒

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	N	NA
A2: On Retail Streets, ground floor space with a linear frontage equal to at least 50% or 75% of street frontage shall be designed to accommodate retail, professional office, and live-work uses.	☒	☐	☐
A3: The ground floor space within 150' of an intersection shall be designed specifically for retail uses. Mid-block ground floor space may be designed for retail, professional office, and live-work uses.	☐	☐	☒
A4: Where Retail Streets intersect other streets, the ground floor retail space should wrap the corner onto the intersecting streets.	☐	☐	☒
A5: Ground floor retail space may be provided on streets that are not designated as Retail Streets. If it is, the ground floor retail space should comply with these standards and guidelines.	☐	☐	☒
A6: Required ground floor retail space may be located along the required street wall (see Section 6) or along a courtyard or plaza, provided the retail frontage is not more than 60 feet from the back of sidewalk and is visible from the sidewalk.	☒	☐	☐
A7: Required ground floor retail space shall be provided to a depth of at least 25 feet from the front façade and shall include an average 14'-0" floor-to-ceiling height. Note that the ground floor retail space may be occupied by other uses initially, but will be available for retail uses in the future when there is demand for such uses.	☒	☐	☐
A8: The primary entrance to each street-level tenant space that has its frontage along a public street shall be provided from that street.	☒	☐	☐
A9: The primary entrance to each street-level tenant that does not have its frontage along a public street shall be provided from a pedestrian paseo, courtyard or plaza, which is connected to the public street.	☒	☐	☐
A10: Wall openings, such as storefront windows and doors, shall comprise at least 75% of a building's street level façade.	☒	☐	☐
A11: Clear glass for wall openings, i.e., doors and windows, shall be used along all street-level façades for maximum transparency, especially in conjunction with retail uses. Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along street level façades.	☒	☐	☐
A12: During hours of operation, open-wall storefronts are encouraged.	☒	☐	☐
B: GROUND FLOOR TREATMENT ALONG OTHER STREETS			
B1: Along other streets, at least 75% of the ground floor street frontage shall be designed to accommodate the following uses: retail, cultural, professional office, live/work units, residential units with individual entries along the street, and/or other active space such as recreation rooms or common rooms.	☐	☐	☒
B2: The ground floor treatment of those uses, except residential units with individual entries, should be similar to that of retail space, except that wall openings shall comprise at least 50% of the street level façade.	☐	☐	☒
B3: Residential units with individual entries should include windows on the ground floor that look out onto the street.	☐	☐	☒
B4: If a residential unit's individual entry along the street is the unit's primary entry, it must be accessible, that is, at the same elevation as the sidewalk.	☐	☐	☒

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	N	NA
B5: If a residential unit's individual entry along the street is a secondary entry, the entry and any private outdoor space for the unit may be several(but not more than 4 or 5) steps above the sidewalk elevation. Private outdoor open space for the unit must be directly accessible from the unit, that is, at the same elevation.	☐	☐	☒
C: GROUND FLOOR TREATMENT ALONG ALL STREETS			
C1: A building's primary entrance, defined as the entrance which provides the most direct access to a building's main lobby and is kept unlocked during business hours, shall be located on a public street or on a courtyard, plaza or paseo that is connected to and visible from a public street.	☒	☐	☐
C2: At least one building entrance, which provides access to a building's main lobby and which is kept unlocked during business hours, shall be located on a public street.	☒	☐	☐
C3: At least one building entrance, which may be either a building or tenant/ resident entrance, shall be provided along each street frontage.	☒	☐	☐
C4: More public entrances than the minimum specified, including building and/ or tenant/resident entrances, are encouraged.	☒	☐	☐
C5: Street wall massing, articulation and detail, street level building entrances and storefront windows and doors, as well as the use of quality materials and decorative details, shall be used to promote pedestrian-scaled architecture along the street.	☒	☐	☐
C6: Architectural features that reinforce the retail character of the ground street wall and/or help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, are encouraged and should be integral to the architecture of the building.	☒	☐	☐
C7: Awnings and canopies shall be fabricated of woven fabric, glass, metal or other permanent material compatible with the building architecture. Internally illuminated, vinyl awnings are not permitted.	☒	☐	☐
C8: Electrical transformers, mechanical equipment and other equipment should not be located along the ground floor street wall.	☒	☐	☐
C9: Electrical transformers, mechanical equipment, other equipment, enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented shall not be located with 100 feet of the corner on north-south streets and within 50 feet of the corner on east-west streets.	☒	☐	☐
Section 5: PARKING AND ACCESS			
A: ALL PARKING AND ACCESS			
A1: Parking required for a project shall be integrated into the project it serves. Public parking may be either a freestanding structure or integrated into a project, provided it is clearly signed as public parking.	☒	☐	☐
A2: Except for the minimum ground-level frontage required for access to parking and loading, no parking or loading shall be visible on the ground floor of any building façade that faces a street.	☒	☐	☐
A3: Parking, loading or circulation located above the ground floor shall be 1) lined by habitable floor area along all street frontages or, 2) if the project sponsor demonstrates that it is not feasible to line the parking with habitable space above the ground floor, integrated into the design of the building façade.	☐	☐	☒

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	N	NA
A4: Where parking above the ground floor that is not lined with habitable space is permitted, a maximum of three parking levels fronting on a public street shall be allowed above the ground floor, provided they are integrated into the design of the building façade and at least one habitable floor is provided directly above the visible parking levels.	☐	☐	☒
A5: Drive-through aisles for fast food or similar use are not permitted.	☒	☐	☐
A6: Drop-off, including residential, hotel and restaurant drop-off, shall be provided either 1) within the off-street parking facilities using the parking access or 2) along the required curb line where there is a full-time curbside parking lane, with no sidewalk narrowing. Exception: where there is no curbside parking lane and off-street drop-off is not feasible, a hotel may have a drop-off lane up to 80 feet long provided the required sidewalk width is maintained.	☒	☐	☐
A7: No more than the minimum required parking may be provided unless provided for adjacent buildings that lack adequate parking.	☒	☐	☐
A8: Parking shall be sold or rented separately from residential units and commercial spaces ("unbundled") in perpetuity. Parking that is required for residential use but is unused and all commercial parking should be made available as public parking during daytime and evenings.	☒	☐	☐
A9: Provide at least one secure bicycle parking space for every two residential units. Provide secure bicycle parking within 200 yards of a building entrance for at least 10% of commercial and institutional building occupants.	☒	☐	☐
A10: Vehicular access shall be from an alley or mid-block on an east-west street where feasible.	☒	☐	☐
A11: Curb cuts and parking/loading entries into buildings shall be limited to the minimum number required and the minimum width permitted.	☒	☐	☐
A12: Parking and loading access shall be shared where feasible.	☒	☐	☐
A13: Parking and loading access shall be located a minimum of 25 feet from a primary building entrance, pedestrian paseo, or public outdoor gathering area. This guideline shall not apply to a hotel porte cocheres.	☒	☐	☐
A14: Where a vehicular exit from a parking structure is located within 5feet of the back of sidewalk, a visual/audible alarm shall be installed to warn pedestrians and cyclists of exiting vehicles.	☒	☐	☐
B: STAND-ALONE PARKING STRUCTURES			
B1: Architectural Treatment Parking structures shall have an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy-gage metal screen, pre-cast concrete panels, laminated glass or photovoltaic panels.	☐	☐	☒
B2: Architectural Treatment Parking structures should integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.	☐	☐	☒

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
B3: Architectural Treatment Vertical circulation cores (elevator and stairs) shall be located on the primary pedestrian corners and be highlighted architecturally so visitors can easily find and access these entry points.	☐	☐	☒
B4: Architectural Treatment Treat the ground floor along public streets as specified in Section 4: on Retail Streets provide active ground floor uses along the street frontage of the garage; on all other streets the ground floor treatment should provide a low screening element that blocks views of parked vehicle bumpers and headlights from pedestrians using the adjacent sidewalk.	☐	☐	☒
B5: Architectural Treatment Signage and wayfinding should be integrated with the architecture of the parking structure.	☐	☐	☒
B6: Architectural Treatment Integrate the design of public art and lighting with the architecture of the structure to reinforce its unique identity. This is especially important for public parking structures to aid in visitors finding them upon arrival and getting oriented to Downtown.	☐	☐	☒
B7: Architectural Treatment Interior garage lighting should not produce glaring sources towards adjacent residential units while providing safe and adequate lighting levels per code.	☐	☐	☒
B8: Landscape Treatment In most circumstances, streetscape and landscaping should complement the building design. If a parking structure is well-designed, it does not need to be screened by dense landscaping in an urban setting.	☐	☐	☒
B9: Landscape Treatment However, where the Reviewing Agency determines that conformance with the architectural design standards and guidelines in 5.A. is not feasible, an unattractive parking structure may be screened with landscaping.	☐	☐	☒
B10: Landscape Treatment A "green screen" that is coordinated with the building design may be provided, along with the required streetscape improvements.	☐	☐	☒
B11: Landscape Treatment Alternatively, an additional row of evergreen columnar trees may be provided in a minimum 8-foot wide setback and staggered with the street trees. In combination, the setback and street trees should screen the parking structure from view.	☐	☐	☒
C: ALLEYS AND BUILDINGS WALLS FACING ALLEYS			
C1: No existing alley shall be vacated unless 1) vehicular access to the project is provided only at the former intersection of the alley with the street; 2) vacating the alley will not result in the need for additional curb cuts for other parcels on the same block; and 3) an east-west pedestrian paseo at least 20 feet wide will be provided in the middle third of the block as part of the project.	☐	☐	☒
C2: As a general rule, Downtown alleys shall not be gated. Existing gates shall be removed where feasible.	☐	☐	☒

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	N	NA
C3: The primary purpose of most Downtown alleys is vehicular access and loading. The exceptions are "pedestrian-priority" alleys as designated as "pedestrian-priority" alleys by the Reviewing Agency. Pedestrian-priority alleys typically are located in the City Markets district.	☐	☐	☒
C4: Access to parking shall be from an alley where one exists or can be provided.	☐	☐	☒
C5: Where there is no alley and the project includes frontage on an east-west street, parking access shall be located mid-block on the east-west street.	☒	☐	☐
C6: Electrical transformers shall be located to be accessed from an alley where one exists or can be provided. If located adjacent to a sidewalk, they shall be screened and incorporated into the building to read as a storefront or office.	☒	☐	☐
C7: While they can be more simply designed than street-facing façades, building walls that face alleys nonetheless should be visually attractive.	☐	☐	☒
C8: Parking levels may be visible but should be designed to alleviate the horizontality and lack of articulation and to screen lighting from the public rights-of-way and surrounding residential units, as described in the prior discussion of free-standing parking structures.	☐	☐	☒
C9: Each home buyer and renter in the Downtown shall sign a statement acknowledging that: • Sound levels may be higher than in other locations due to traffic on streets and alleys, street activity, ground floor uses, vehicular loading, and trash collection; • There will be additional development all around them; • Alleys will be used as the primary access to all parking in the Downtown and for loading, utilities and trash collection.	☒	☐	☐
C10: Residential units shall not be located on the ground floor adjacent to alleys in order to reduce light, glare, and noise concerns.	☒	☐	☐
C11: Residential units shall be designed to maintain interior sound levels, when windows are closed, at below 45 dB. Because the exterior sound level may exceed 60 dB, measures in addition to conventional construction are suggested to meet the interior standard, including: • Use of 1/4" laminated or double glazing in windows • Installation of rubberized asphalt in the alleys.	☒	☐	☐
C12: Subject to approval by BOE, install permeable paving to infiltrate storm water and eliminate standing water.	☒	☐	☐
Section 6: MASSING AND STREET WALL			
A: MASSING			
A1: Break large projects into a series of appropriately scaled buildings so that no building is more than 300 feet in length. Provide a passageway at least 20 feet wide between buildings.	☐	☒	☐
A2: Generally, buildings should maintain a consistent street wall along their street frontages. While variety in massing can occur through step-backs as a building ascends upward, it is not required.	☒	☐	☐
A3: Monolithic slab-like structures that wall off views and overshadow the surrounding neighborhood are discouraged.	☒	☐	☐

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
A4: To assist staff in understanding the proposed massing of a project, all projects shall provide a 3-D digital model in Google Earth SketchUp format.	☒	☐	☐
B: STREET WALL			
B1: Street walls shall be located in relationship to the back of sidewalk	☒	☐	☐
B2: 90% of a building's street walls shall have the minimum number of stories. Walls above the ground floor that step back less than 15 feet from the ground floor street wall are considered to be part of the street wall.	☒	☐	☐
B3: Buildings may, but are not required to, step back above the minimum height required along the street. Step backs should be judiciously applied to minimize disruption of the overall street wall.	☒	☐	☐
B4: Breaks in the street wall should be limited to those necessary to accommodate pedestrian pass-throughs, public plazas, entry forecourts, permitted vehicular access driveways, and hotel drop-offs.	☒	☐	☐
B5: An identifiable break should be provided between a building's retail floors (ground level and, in some cases, second and third floors) and upper floors. This break may consist of a change in material, change in fenestration, or similar means.	☒	☐	☐
C: SPACING			
C1: Tower Spacing Generally, the portion of a tower above 150 feet shall be spaced at least 80 feet from all existing or possible future towers, both on the same block and across the street, except where 1) the towers are offset (staggered), 2) the largest windows in primary rooms are not facing one another, or 3) the towers are curved or angled. Where there is an existing adjacent tower, the distance should be measured from the wall of the existing adjacent tower to the proposed tower. Where there is no existing adjacent tower, but one could be constructed in the future, the proposed tower must be 40 feet from an interior property line and 40 feet from the alley center line shared with the potential new tower.	☒	☐	☐
C2: Residential Unit Spacing The shortest horizontal distance between the specified window of one residential unit and the specified window or wall of another residential unit in the same project shall have, at a minimum, the "line-of-sight" distances from the middle of the windows.	☒	☐	☐
C3: Residential Unit Spacing In dwelling units, operable windows shall be installed in all units to provide natural ventilation.	☒	☐	☐
D: TOWERS			
D1: Tower Massing Towers should have their massing designed to reduce overall bulk and to appear slender.	☒	☐	☐
D2: Tower Massing Towers may extend directly up from the property line at the street and are not required to be setback.	☒	☐	☐

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	N	NA
D3: Tower Massing Tower siting and massing should maintain key views to important natural and man-made features.	☒	☐	☐
D4: Tower Form Towers should be designed to achieve a simple faceted geometry (employing varied floor plans), and exhibit big, simple moves. They should not appear overwrought or to have over-manipulated elements.	☒	☐	☐
D5: Tower Form Towers that emulate a more streamline modern style (such as a Mies van der Rohe tower employing a single floor plan) should provide variety through subtle details in the curtain wall, and the articulation of a human-scaled base at the street level.	☒	☐	☐
D6: Tower Form If a project has more than one tower, they should be complementary to each other and employ the same architectural design approach.	☒	☐	☐
D7: Tower Form Generally, buildings over 150' tall (the historic datum for Downtown) should not be historicized. They are contemporary interventions in the skyline and should appear as such.	☒	☐	☐
D8: Tower Form A tower's primary building entrances should be designed at a scale appropriate to the overall size and design of the tower and be clearly marked.	☒	☐	☐
D9: Tower Form A building's top should be delineated with a change of detail and meet the sky with a thinner form, or tapered overhang.	☒	☐	☐
Section 7: ON-SITE OPEN SPACE			
1: A 50% reduction in required open space will be granted if a project includes open space that is: • Located at the ground level; • Open to the public during daylight hours; • At least 5,000 square feet in size; • Lined with ground floor spaces designed for retail, especially restaurants that include outdoor dining, and/or cultural uses, along at least 20% of its frontage; • At least 40% landscaped, including usable lawn or lawn alternative; and includes at least one gathering place with fountain or other focal element.	☒	☐	☐
2: Where blocks are longer than 400 feet (the north-south dimension of most Downtown blocks exceed 400 feet), one mid-block pedestrian pathway or paseo, which is open to the public, should be provided by a project that includes more than 300 feet of frontage or is located in the middle of the block.	☒	☐	☐

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
3: A paseo shall: • Be at least 15' wide at a minimum and 20' wide average; • Have a clear line of sight to the back of the paseo, gathering place, or focal element; • Be at least 50% open to the sky or covered with a transparent material; • Be lined with ground floor spaces designed for retail, especially restaurants, and/or cultural uses along at least 50% of its frontage; and • Include at least one gathering place with a fountain or other focal element.	☒*	☐	☐
***partially consistent. Please see narrative on Project consistency above.**			
4: Site landscaping and residential open space shall be provided as required by Section 12.21.G. of the Zoning Code, except as follows:	☒	☐	☐
5: At least 50% of the required trees shall be canopy trees that shade open spaces, sidewalks and buildings.	☒	☐	☐
6: Variances from the required number of trees shall not be permitted; however, required trees may be planted off-site if the Reviewing Agency determines that they cannot be accommodated on-site. Off-site trees maybe planted, in the following locations in order of preference: nearby streets, public parks and private projects.	☒	☐	☐
7: Locate on-site open space types in relation to the street and permit public access during normal business hours.	☒	☐	☐
8: Provide landscaping and seating in each open space type as follows. Planters, planter boxes and similar planting containers may count toward this requirement.	☒	☐	☐
9: Plazas and courtyards are encouraged to incorporate amenities beyond the minimum required, including permanent and/or temporary seating, to facilitate their enjoyment and use. Seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted as the most effective means of providing comfortable access to sun and shade.	☒	☐	☐
10: On roof terraces, incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space. In addition, provide permanent and temporary seating that is placed with consideration to sun and shade, and other factors contributing to human comfort.	☒	☐	☐
11: Landscape elements should support an easy transition between indoors and outdoors through such means as well-sited and comfortable steps, shading devices and/or planters that mark building entrances, etc.	☒	☐	☐
12: Landscape elements should establish scale and reinforce continuity between indoors and outdoors space. Mature canopy trees shall be provided within open spaces, especially along streets and required setbacks.	☒	☐	☐
13: Landscape elements should provide scale, texture and color. A rich, coordinated palette of landscape elements that enhances the Development Site's identity is encouraged.	☒	☐	☐

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
14: Landscaping should be used to screen or break up the mass of blank walls. For example, trees and shrubs may be planted in front of a blank wall where there is room or vines may be trained on the wall where space is limited.	☒	☐	☐
15: Contain open space along a minimum percentage of its perimeter by building and/or architectural features.	☒	☐	☐
Section 8: ARCHITECTURAL DETAIL			
A: HORIZONTAL VARIATION			
A1: Avoid extensive blank walls that would detract from the experience and appearance of an active streetscape.	☒	☐	☐
A2: Horizontal variation should be of an appropriate scale and reflect changes in the building uses or structure.	☒	☐	☐
A3: Vary details and materials horizontally to provide scale and three-dimensional qualities to the building.	☒	☐	☐
A4: While blank street wall façades are prohibited, an exception may be made for integration of public art or a graphic-based façade if it adds scale and interest to an otherwise bland frontage. In these cases, the façade should be a maximum of four floors high, and should have horizontal variation in its surface plane (using cut outs, insets or pop-outs). It should employ different scales of elements as viewed when seeing the entire building massing and as seen by pedestrians at a more intimate scale near the street.	☒	☐	☐
A5: Provide well-marked entrances to cue access and use. Enhance all public entrances to a building or use through compatible architectural or graphic treatment. Main building entrances should read differently from retail storefronts, restaurants, and commercial entrances.	☒	☐	☐
B: VERTICAL VARIATION			
B1: Employ a different architectural treatment on the ground floor façade than on the upper floors, and feature high quality materials that add scale, texture and variety at the pedestrian level.	☒	☐	☐
B2: Vertically articulate the street wall façade, establishing different treatment for the building's base, middle and top) and use balconies, fenestration, or other elements to create an interesting pattern of projections and recesses.	☒	☐	☐
B3: Provide an identifiable break between the building's ground floors and upper floors designed for office or other use. This break may include a change in material, change in fenestration pattern or similar means.	☒	☐	☐
B4: In order to respect existing historic datums, the cornice or roof line of historic structures should be reflected with a demarcation on new adjacent structures.	☒	☐	☐
B5: Where appropriate, employ shade and shadow created by reveals, surface changes, overhangs and sunshades to provide sustainable benefits and visual interest on façades exposed to the sun.	☒	☐	☐
C: MATERIALS			
C1: Feature long-lived and sustainable materials. The material palette should provide variety, reinforce massing and changes in the horizontal or vertical plane.	☒	☐	☐

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
C2: Use especially durable materials on ground floor façades.	☒	☐	☐
C3: Generally, stucco is not permitted.	☒	☐	☐
C4: Detail buildings with rigor and clarity to reinforce the architect's design intentions and to help set a standard of quality to guide the built results.	☒	☐	☐
C5: To provide visual variety and depth, layer the building skin and provide a variety of textures that bear a direct relationship to the building's massing and structural elements. The skin should reinforce the integrity of the design concept and the building's structural elements, and not appear as surface pastiche.	☒	☐	☐
C6: Layering can also be achieved through extension of two adjacent building planes that are extended from the primary façade to provide a modern sculptural composition.	☒	☐	☐
C7: The building's skin, especially for towers, should be primarily transparent.	☒	☐	☐
C8: Cut outs (often used to create sky gardens) should be an appropriate scale and provide a comfortable, usable outdoor space.	☒	☐	☐
C9: Design curtain walls with detail and texture, while employing the highest quality materials.	☒	☐	☐
C10: Design the color palette for a building to reinforce building identity and complement changes in the horizontal or vertical plane.	☒	☐	☐
D: WINDOWS AND DOORS			
D1: Window placement, size, material and style should help define a building's architectural style and integrity.	☒	☐	☐
D2: In buildings other than curtain wall buildings, windows shall be recessed (set back) from the exterior building wall, except where inappropriate to the building's architectural style. Generally, the required recess may not be accomplished by the use of plant-ons around the window.	☒	☐	☐
D3: Windows and doors shall be well-detailed where they meet the exterior wall to provide adequate weather protection and to create a shadow line.	☒	☐	☐
E: GLAZING			
E1: Ground-floor window and door glazing shall be transparent and non-reflective.	☒	☐	☐
E2: Above the ground floor, both curtain wall and window/door glazing shall have the minimum reflectivity needed to achieve energy efficiency standards. Non-reflective coating or tints are preferred.	☒	☐	☐
E3: A limited amount of translucent glazing may be used to provide privacy.	☒	☐	☐
F: LIGHTING			
F1: All exterior lighting (building and landscape) should be integrated with the building design, create a sense of safety, encourage pedestrian activity after dark, and support Downtown's vital nightlife.	☒	☐	☐
F2: Each project should develop a system or family of lighting with layers that contribute to the night-time experience, including facade uplighting, sign and display window illumination, landscape, and streetscape lighting.	☒	☐	☐
F3: Architectural lighting should relate to the pedestrian and accentuate major architectural features.	☒	☐	☐

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
F4: Landscape lighting should be of a character and scale that relates to the pedestrian and highlights special landscape features.	☒	☐	☐
F5: Exterior lighting shall be shielded to reduce glare and eliminate light being cast into the night sky.	☒	☐	☐
F6: Security Lighting Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the project's overall lighting system.	☒	☐	☐
F7: Security Lighting Illuminate alleys for both vehicles and pedestrians.	☒	☐	☐
G: SECURITY GRILLS AND ROLL-DOWN DOORS AND WINDOWS			
G1: Exterior roll-down doors and security grills are not permitted except as noted below.	☒	☐	☐
G2: Subject to approval of the Reviewing Agency, interior roll-down doors and security grilles may be permitted, provided they are at least 75% transparent (open), retractable and designed to be fully screened from view during business hours.	☒	☐	☐
G3: Subject to approval of the Reviewing Agency, exterior security grilles and roll-down doors may be permitted in the City Markets, provided they are designed to be fully screened from view during business hours.	☒	☐	☐
H: MINIMIZING IMPACTS ON NEIGHBORS			
H1: Mechanical equipment shall be either screened from public view or the equipment itself shall be integrated with the architectural design of the building.	☒	☐	☐
H2: Penthouses should be integrated with the buildings architecture, and not appear as foreign structures unrelated to the building they serve.	☒	☐	☐
H3: Ventilation intakes/exhausts shall be located to minimize adverse effects on pedestrian comfort along the sidewalk. Typically locating vents more than 20' vertically and horizontally from a sidewalk and directing the air flow away from the public realm will accomplish this objective.	☒	☐	☐
H4: Antennas or satellite dishes shall be screened.	☒	☐	☐
H5: Lighting (exterior building and landscape) shall be directed away from adjacent properties and roadways, and shielded as necessary. In particular, no light shall be directed at the window of a residential unit either within or adjacent to a project.	☒	☐	☐
H6: Reflective materials or other sources of glare (like polished metal surfaces) shall be designed or screened to not impact views nor result in measurable heat gain upon surrounding windows either within or adjacent to a project.	☒	☐	☐
H7: Other sources of glare, such as polished metal surfaces, shall be designed or screened to not impact views from surrounding windows.	☒	☐	☐

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	N	NA
Section 9: STREETSCAPE IMPROVEMENTS			
A: RESPONSIBILITIES OF THE CITY AND OTHER PUBLIC AGENCIES			
A1: Recognize the shared use of streets not just for moving traffic, but equally as 1) the front door to businesses that are the economic and fiscal foundation of the City and 2) outdoor open space for residents and workers in a City that is severely lacking in pubic open space. That is, recognize that all streets on which residential or commercial development is located are "pedestrian-oriented streets" and design and improve them accordingly.	☒	☐	☐
A2: Implement the standards and guidelines in this document that pertain to improvements within street rights-of-way, including sidewalk configuration and streetscape improvements.	☒	☐	☐
A3: For improvement projects undertaken by public agencies, comply with the Downtown Street Standards and all standards and guidelines in this document, including sidewalk width, sidewalk configuration and streetscape improvements. In the case of sidewalk width, acquisition of rights-of-way or easements from adjacent property may be required.	☒	☐	☐
A4: Do not unreasonably burden property owners, developers and business owners with complicated regulations and protracted processes.	☒	☐	☐
B: RESPONSIBILITIES OF THE DEVELOPER OR LEAD PUBLIC AGENCY			
B1: Provide sidewalks, parkways and walkways as specified in Section 3.	☒	☐	☐
B2: Install and maintain the improvements specified in this section.	☒	☐	☐
B3: Execute a Maintenance Agreement with the City by which the developer or Lead Public Agency agrees to maintain the streetscape improvements and accepts liability for them.	☒	☐	☐
B4: Install the ornamental street lighting specified in sub-section G and agree to an on-going assessment by the City to maintain and operate the lights.	☒	☐	☐
C: SIDEWALK IMPROVEMENT WHERE FUTURE ROADWAY WIDENING MAY OCCUR			
C1: Where 1) a street dedication has been made in the past or is required at the time of development and 2) the roadway has not been widened, that portion of the sidewalk located in the potential future widening shall be the Temporary Sidewalk Zone.	☒	☐	☐
C2: The Temporary Sidewalk Zone may not be included in the required sidewalk width.	☒	☐	☐
C3: Street trees may not be planted in the Temporary Sidewalk Zone.	☒	☐	☐
C4: On streets where continuous landscaped parkways are required, develop the Temporary Sidewalk Zone as a landscaped parkway. Design the irrigation so that the portion in the Temporary Sidewalk Zone can be removed without damaging the irrigation in the remaining parkway.	☒	☐	☐
C5: On streets where tree wells are required, pave the Temporary Sidewalk Zone as an extension of the permanent sidewalk with an expansion joint at the future back of curb.	☒	☐	☐
D: CURB EXTENSIONS AND CROSSWALKS			
D1: Mid-block crosswalks shall be provided on all blocks 550' or longer, subject to approval by LADOT.	☐	☐	☒

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	N	NA
D2: Curb extensions shall be provided at all corners and mid-block crossings, except at the intersection of two arterial streets (Major or Secondary Highways) and on streets where the curb lane is used as a peak-hour traffic lane, subject to approval by LADOT.	☒	☐	☐
E: PAVING PATTERN			
E1: In the LASED Streetscape Plan area, the paving pattern specified in the adopted Streetscape Plan shall be installed.	☒	☐	☐
E2: On Hope Street the paving pattern used between Olympic Boulevard and 9th Street shall be installed.	☐	☐	☒
E3: In all other locations north of the 10 Freeway, the standard CRA/LA edge band shall be installed.	☒	☐	☐
F: STREET TREES			
F1: Tree Species and Spacing Street trees shall be planted in conjunction with each project. In-lieu fees are not permitted.	☒	☐	☐
F2: Tree Species and Spacing Space trees as specified by City staff, but not more than an average of 25feet on center to provide a more-or-less continuous canopy along the sidewalk.	☒	☐	☐
F3: Tree Species and Spacing Spacing from other elements shall be as specified by the Urban Forestry Division (UFD)/Bureau of Street Services/Department of Public Works, except trees may be 6 feet from pedestrian lights. The Applicant shall agree to maintain the trees so that the pedestrian lights are accessible for maintenance purposes.	☒	☐	☐
F4: Tree Species and Spacing Trees shall be species/cultivars that will achieve a mature height, given site conditions, of at least 40 feet on Major Highways Class II and Secondary Highways and 30 feet on other streets with a mature canopy that can be pruned up to a height of 14 feet. Typically street trees will achieve about two-thirds of the mature height specified in Sunset Garden Book.	☒	☐	☐
F5: Tree Species and Spacing Species/cultivars shall be as shown in the Master Tree List in the Appendices unless otherwise approved by the Reviewing Agency and UFD.	☒	☐	☐
F6: Tree Species and Spacing Required street trees shall be shade trees. However, if approved by the Reviewing Agency and UFD, palms may be planted between or in addition to required shade trees.	☒	☐	☐
F7: Planting Standards Plant minimum 36" box trees.	☒	☐	☐
F8: Planting Standards Parkways shall be planted with: 1) turf or turf substitute that is level with the adjacent walkway and walkable or 2) groundcover or perennials at least 18 inches but not more than 3 feet tall, except within 2 feet of tree trunks.	☒	☐	☐
F9: Planting Standards Where tree wells are installed as permitted/specified in Section 3, tree wells may be: 1) planted as described above; 2) covered with a 3-inchthick layer of stabilized decomposed granite, installed per manufacturer's specifications, and level with the adjacent walkway; or 3) covered by a tree grate.	☒	☐	☐

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
F10: Planting Standards Where gap-graded (structural) soil is required by Section 3, it shall be installed to a depth of at least 30 inches below the required miscellaneous base material under the concrete sidewalk for the entire length and width of the sidewalk adjacent to the project, except: 1) gap-graded soil is not required under driveways and 2) adjacent to existing buildings, the existing soil should be excavated at a 2:1 slope away from the building wall or as required by the Department of Building and Safety to avoid shoring of the building footing.	☒	☐	☐
F11: Planting Standards Irrigate the trees and landscaped parkways with an automatic irrigation system. In-line drip irrigation (Netafim or equal) is preferred. Spray heads or bubblers may also be used provided they adequately irrigate trees (minimum of 20 gallons per week dispersed over the root zone) and do not directly spray the tree trunks.	☒	☐	☐
F12: Planting Standards Maintain and prune street trees as specified by the Urban Forestry Division, including: obtain a permit prior to pruning and adhere to International Society of Arboriculture (ISA) Tree Pruning Guidelines and American National Standards Institute (ANSI) A300 standards. These guidelines prohibit "topping" and "heading."	☒	☐	☐
G: STREET LIGHTS			
G1: On streets having an established historic street light, continue the predominant street light pattern, modified as required by BSL to meet current illumination standards, using replicas of the historic street lights as specified by BSL. If a project includes roadway widening, refurbish and relocate the historic street lights with supplemental replicas as required by BSL.	☒	☐	☐
G2: In other locations, pedestrian street lights, as specified by the Reviewing Agency and approved by BSL, shall be attached to each existing roadway light and a matching pedestrian light on a pole specified by the Reviewing Agency and approved by the BSL shall be installed approximately equidistant between the roadway lights. Pedestrian light spacing must be carefully coordinated with street tree planting in order to meet BSL spacing requirements and maintain the required tree spacing. An alternative street lighting pattern may be approved by the Reviewing Agency and BSL.	☒	☐	☐
G3: Pedestrian street lights may be set back from the curb on wide sidewalks installed on private property as follows: • Where sidewalks are at least 24 feet wide, the pedestrian lights may be set back between the clear path of travel and the commercial activity zone adjacent to the building. • Where the building is set back from the sidewalk, the pedestrian streetlights may be installed on poles directly adjacent to the back of sidewalk. • All light sources shall provide a warm (yellow, not blue) light if metal halide or high-pressure sodium or, preferably, LED lights that produce a similar quality of light. • All optic systems shall be cut-off.	☒	☐	☐
H: STREETSCAPE PROJECT APPROVAL AND PERMITS			

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
H1: A-Permit The A-Permit is the first level of street improvement permits and is issued over the counter with no project plans. Items typically permitted through this type of review are new or improved driveways and sidewalks. A nominal fee may be charged for plan check, filing, and inspection.	☒	☐	☐
H2: Revocable Permit Revocable Permits are the second or mid-level of street improvement permits. Revocable permit applications require the submittal of professionally prepared drawings on standard City (Bureau of Engineering) drawing sheets and are reviewed by the various Bureaus within the Department of Public Works for safety and liability issues. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights at which point a permittee is requested to restore the street to its original condition. Projects requiring approval through the Revocable Permit process include improvements within the public right-of-way that do not change the configuration of the street. A moderate fee is assessed for plan check, administrative filing, and inspection and the applicant is typically required to provide proof of liability insurance.	☒	☐	☐
H3: B-Permit The B-Permit is reserved for streetscape projects requiring the highest level of review. Approval through the B-Permit process is required for projects that are permanent in nature and developed to a level that allows the City to maintain the improvement permanently. A B-Permit is usually issued for improvements that change the configuration of the street, traffic patterns, or other substantial permanent changes to the streetscape. Projects subject to the B-Permit review process require professionally prepared drawings submitted on standard City (Bureau of Engineering) drawing sheets and are reviewed by all public agencies affected by the improvements. A fee commensurate with development is assessed for plan check, administration, and inspection. Construction bonding is required to ensure that the improvements are installed, and various levels of insurance are required.	☒	☐	☐
SECTION 10: SIGNAGE			
A: MASTER SIGN PLAN			
A1: All projects over 50,000 square feet, or that have more than 50residential units, shall submit a master sign plan for the entire project during the design development phase. The master sign plan shall identify all sign types that can be viewed from the street, sidewalk or public right-of-way. The plan shall be designed and prepared by a single graphic design firm or signage design company to assure a cohesive, integrated approach to the variety of signs required for building identification, wayfinding and regulatory needs. The master signage plan shall include: • A site plan identifying location of all sign types and that identifies each proposed sign by number, showing its location in relation to structures, walkways and landscaped areas; • A matrix describing general characteristics of each sign type, sign name or number, illumination, dimensions, quantity); and • A scaled elevation of each sign type showing overall dimensions, sign copy, typeface, materials, colors and form of illumination.	☒	☐	☐

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	N	NA
B: SIGNAGE GUIDELINES BY TYPE			
B1: Corporate Campus Signs Signage should reinforce the corporate or campus identity.	☐	☐	☒
B2: Corporate Campus Signs All signs integrate with the architecture, landscaping and lighting, relate to one another in their design approach, and convey a clear hierarchy of information.	☐	☐	☒
B3: Corporate Campus Signs Signs that hold multiple tenant information should be designed so individual tenant information is organized and clear within the visual identity of the larger campus or building.	☐	☐	☒
B4: Corporate Campus Signs For buildings over 120 feet tall, see requirements for tall building signs.	☐	☐	☒
B5: Residential Project Signs Signage should reinforce the identity of the residential complex and be visible from the most prominent public corner or frontage.	☒	☐	☐
B6: Residential Project Signs All signs shall be integrated with the design of the project's architecture and landscaping. As a family of elements, signs should be related in their design approach and convey a clear hierarchy of information.	☒	☐	☐
B7: Residential Project Signs Signage should identify the main/visitor entrance or lobby, resident or visitor parking, community facilities, major amenities and commercial uses. These signs should be related in style and material while appropriately scaled for the intended audience.	☒	☐	☐
B8: Residential Project Signs Residents soon learn the project entries and facilities so signs should not be too large or duplicative.	☒	☐	☐
B9: Residential Project Signs Signs for community facilities should be prominent and easily read by first time visitors.	☒	☐	☐
B10: Residential Project Signs Mixed-use projects with commercial or retail tenants shall comply with the retail section below.	☒	☐	☐
B11: Retail Signs Retail signs should be appropriately scaled from the primary viewing audience (pedestrian-oriented districts require smaller signage than fast moving automobile-oriented districts).	☒	☐	☐
B12: Retail Signs The location, size, and appearance of tenant identification signs should contribute to street activity and enhance the street-level experience that is appropriate to each Downtown district or neighborhood.	☒	☐	☐

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	N	NA
B13: Retail Signs For projects that have multiple storefront tenants of similar size, generally all signage should be of the same type (i.e., cut out letters, blade, or neon) and the same relative size and source of illumination. Retail tenants will appear to be different by their store name, font, color and type of retail displays.	☒	☐	☐
B14: Retail Signs Historic buildings with ground floor retail shall have signs that do not obscure the architecture, but are integrated into the original or restored storefront elements.	☐	☐	☒
B15: Tall Building Signs – Location On a flat topped building, Tall Building Signs must be located between the top of the windows on the topmost floor and the top of the roof parapet or within an area 16 feet below the top of the roof parapet. On buildings with stepped or otherwise articulated tops, Tall Building Signs may be located within an area 16 feet below the top of the building or within an area 16 feet below the top of the parapet of the main portion of the building below the stepped or articulated top. Tall Building Signs must be located on a wall and may not be located on a roof, including a sloping roof, and may not block any windows.	☐	☐	☒
B16: Tall Building Signs – Maximum Sign Area A Tall Building Sign may not occupy more than 50% of the area in which the sign may be located on a single building face or 800 square feet, whichever is less and may include only a single line of text.	☐	☐	☒
B17: Tall Building Signs – Number of Tall Building Signs A building may have no more than two Tall Building Signs on any two sides of the building. In the case of a cylindrical or elliptical building, the building should be considered to have four quadrants, which will in no case exceed 25% of the perimeter of the building. Both Tall Building Signs on a building must be identical.	☐	☐	☒
B18: Tall Building Signs – Materials Tall Building Signs must be constructed of high quality, durable materials that are compatible with the building materials. Cut-out letters that are individually pin-mounted and backlit are encouraged. Box signs are prohibited.	☐	☐	☒
B19: Tall Building Signs – Orientation To the extent feasible, Tall Building Signs shall not be oriented toward nearby residential neighborhoods.	☐	☐	☒
B20: Tall Building Signs – Flexibility Tall Building Signs shall be designed to be changed over time.	☐	☐	☒

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
B21: Tall Building Signs – Other Guidelines Tall Building Signs are encouraged to meet the following guidelines: • The use of symbols, rather than names or words, is encouraged. • Tall Building Signs should be integrated into the architectural design of the building. • Nighttime lighting of Tall Building Signs as well as of distinctive building tops, is encouraged and the two should be integrated. Lighting of Tall Building signs should include backlighting that creates a "halo" around the skylight sign. Backlighting may be combined with other types of lighting.	☐	☐	☒
C: SIGNAGE GUIDELINES FOR ALL SIGN TYPES			
C1: Signs in Context Signs should be conceived as an integral part of the project design so as not to appear as an afterthought.	☐	☐	☒
C2: Signs in Context The location, size, and appearance of signs should complement the building and should be in character with the Downtown district in which they are located.	☐	☐	☒
C3: Signs in Context Signs should respect residential uses within and adjacent to a project. The intent is to promote a more peaceful living environment without undue impacts upon residential uses. Small signs, no animation, limited lighting and shorter operating hours are appropriate where signs are visible from residences.	☐	☐	☒
C4: Sign Location in Relation to Street Trees Except in locations where street trees are not required, no signs shall be located between 14 feet above sidewalk elevation and 40 feet above sidewalk elevation to avoid conflicts with the tree canopy, except where the Applicant demonstrates that no conflict will occur.	☐	☐	☒
C5: Sign Location in Relation to Street Trees To accommodate tenant signs below the tree canopy, a street tree's lateral branches may be removed below a height of 14 feet above the sidewalk elevation, provided that: a) no removed branch has a diameter of more than 1/4 of the trunk diameter or 3", whichever is less, and b) the total tree height is 2.5 times the clear trunk height. For example, if the total tree height is 35 feet, the lateral branches along the trunk may be removed below 14 feet. If the total tree height is 25 feet, the lateral branches may be removed below 10 feet.	☐	☐	☒
C6: Sign Location in Relation to Street Trees Trees may not be topped or headed back on the sides to expose signs. If a tree is topped or headed back to expose a sign, the tree shall be replaced by the sign permit holder or sign owner with a tree equal in size to the topped or headed tree prior to topping or heading.	☐	☐	☒
C7: Sign Illumination and Animation Illuminated signs that reflects the individual character of the Downtown districts are encouraged.	☐	☐	☒
C8: Sign Illumination and Animation Signs shall use appropriate means of illumination. These include: neon tubes, fiber optics, incandescent lamps, cathode ray tubes, shielded spotlights and wall wash fixtures.	☐	☐	☒
C9: Sign Illumination and Animation Signs may be illuminated during the hours of operation of a business, but not later than 2 a.m. or earlier than 7 a.m.	☐	☐	☒

Table 4.A-10(Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
C10: Prohibited Signs The following signs are prohibited: • Internally illuminated awnings • Conventional plastic faced box or cabinet signs • Formed plastic faced box or injection molded plastic signs • Luminous vacuum formed letters • Animated or flashing signs • Wall murals covering windows.	☐	☐	☒
Section 11: PUBLIC ART			
A: GOALS			
Integrate public art in the overall vision of the project's architecture, landscape and open space design by incorporating the artist into the design team early in the process. The goals are as follows: • Artistic excellence. Aim for the highest aesthetic standards by enabling artists to create original and sustainable artwork, with attention to design, materials, construction, and location, and in keeping with the best practices in maintenance and conservation. • Image. Generate visual interest by creating focal points, meeting places, modifiers or definers that will enhance Downtown's image locally, regionally, nationally and internationally. • Authentic sense of place. Enliven and enhance the unique quality of Downtown's diverse visual and cultural environments. Provide meaningful opportunities for communities to participate in cultural planning, and a means for citizens to identify with each other through arts and culture in common areas. • Cultural literacy. Foster common currency for social and economic exchange between residents, and attract visitors by ensuring that they have access to visual 'clues' that will help them navigate and embrace a potentially unfamiliar environment. This can be achieved through promotional materials and tours as well as artwork. • Style. Artworks must demonstrate curatorial rigor in terms of building the city's collection of public art and shall illustrate themes and levels of sophistication that are appropriate for their location. • Responsiveness. Without formally injecting art into the early stages of the planning process for each new development, it will either be left out, or appear out of sync with the overall growth of the built environment.	☒	☐	☐
B: GENERAL GUIDELINES			
B1: All artwork erected in or placed upon City property must be approved by the Department of Cultural Affairs, and in some cases may require a special maintenance agreement with the appropriate BID or similar community organization.	☒	☐	☐
B2: Artwork in privately owned developments should be fully integrated into the development's design, in the most accessible and visible locations. Enclosed lobbies and roof top gardens are considered appropriate locations.	☒	☐	☐
B3: Artwork in retail streets and developments will need to be viewed in relation to existing signage and shop frontage.	☒	☐	☐

Table 4.A-10 (Continued)

Downtown Design Guide Checklist

Downtown Design Guide	Project Consistency Determination		
	Y	**N**	**NA**
B4: Attention must be paid to how the artwork will appear amidst mature landscape.	☒	☐	☐
B5: Special care should be made to avoid locations where artworks maybe damaged, such as the vehicular right of way.	☒	☐	☐
C: CONTRIBUTING TO AN URBAN TRAIL			
Ideally, each Downtown neighborhood would develop an aesthetic "heart" with unique characteristics. It could be represented by a neighborhood boundary, main boulevard, business core or cultural corridor. The art that defines the heart can also branch out to offer connections that form an "Urban Trail." This trail could provide physical and visible connections, a path of discovery using elements like: • Icons and emblems • Civic buildings • Street furnishings • Plazas • Parks, paseos and courtyards • Façades • Transit hubs.	☒	☐	☐
Section 12: CIVIC AND CULTURAL LIFE			
A. GOAL			
Every project should contribute to the civic and cultural life of the Downtown, building on and connecting to existing elements.	☒	☐	☐
B. GUIDELINE			
Describe how your project will: • Contribute to the civic and cultural life of the Downtown. • Connect to existing elements illustrated on the map in Figure 12-2 [of the Downtown Design Guide]	☒	☐	☐

[a] *The Project would provide a contemporary mixed-use development that would serve to revitalize and reactivate a largely underutilized property. The Project has been designed to respond to the context of the surrounding the surrounding neighborhood, which includes an active, urban milieu, particularly adjacent to LA LIVE, the Staples Center Arena, the LACC, and surrounding high rise hotel, mixed-use, and office uses.*

While the Project is designed to include street improvements and activate all streets surrounding the Project's perimeter, the Project's streetscape façade along S. Figueroa Street is designed to activate the pedestrian environment to the greatest degree. The massing of the Podium would be set back along S. Figueroa Street to form a 5,000 sf public outdoor plaza that would support visual connectivity between the Project and the eastern terminus of the Microsoft Square plaza area within LA LIVE. The outdoor plaza would incorporate landscape features, seating, and the potential for public art display areas within this space. Behind and adjacent to the outdoor plaza would be the aforementioned commercial uses that would help activate the street edge and promote pedestrian activity.

The Project includes a subterranean garage that extends under the easement area on a portion of S. Figueroa Street and two feet into the public sidewalk right of way. The Project will comply with the intent of the Downtown Street Standards by maintaining the required above-ground easement and setbacks on Figueroa Street to provide the required landscaped open space.

[b] *Located with the South Park area Downtown Los Angeles, the Project site is accessible to two listed places on Figure 12-2: Place # 74 (Nokia Plaza, possible events) and # 75 (LA LIVE). As described above, the Project would be located immediately adjacent to LA LIVE which includes the Microsoft Square plaza area (formally the Nokia Plaza). The close proximity, complementary uses (hotel, commercial and residential) and the incorporation of a public plaza adjacent to LA LIVE would provide synergy and visual connections to these uses.*

lacks pedestrian amenities and provides little visual connection to the street or the adjacent LA LIVE development and neighborhood. As described earlier, the, Luxe Hotel is not considered a historical or visual resource within the area.

- Sidewalks and Setbacks 3.B.1: **Consistent.** The commercial uses would be located at or within a few feet of the standard sidewalk width, except that some commercial uses may be located along the perimeter of the open plaza on Figueroa Street.
- Ground Floor Treatment 4.A.1:**Not Applicable.** The Project is located in South Park area and not in the Historic Downtown area.
- Ground Floor Treatment 4.A.2: **Consistent** The Project is on three Retail Streets requiring 75% frontage: W. Olympic Boulevard, S. Figueroa Street and 11th Street. The Project contains retail uses facing all streets; however, a portion of the Project is a hotel use that requires hotel-related services on the ground level. Ground floor hotel lobby uses would be active uses that would enliven the adjacent streetscape and would be open to the public.
- Ground Floor Treatment 4.A.3: **Not Applicable.** The Project includes three intersections of Retail Streets. However, the Hotel Tower is located on the corner of 11th Street and S. Figueroa Street. Therefore, hotel related uses and parking access would be located within 150 feet of this intersection instead of retail uses. However, ground floor hotel lobby uses would be active uses that would enliven the adjacent streetscape and would be open to the public.
- Ground Floor Treatment 4.A.4: **Not Applicable**. All streets surrounding the Project are Retail Streets.
- Ground Floor Treatment Along Other Streets 4.B1- to B5: **Not Applicable.** All streets surrounding the Project are Retail Streets.
- Parking and Access, All Parking and Access: 5.A.-3 to A-4. **Not Applicable.** The Project would not include parking above the ground floor.
- Parking and Access, Stand Alone Parking Structures B1 to B11: **Not Applicable.** The Project does not include a stand along parking structure.
- Parking and Access, Alleys and Building Walls Facing Alleys 5.C1 to C4. **Not Applicable.** The Project does not include an alley.
- Massing and Street Wall 6.A1**: Not Consistent.** The Project does not include a passageway at least 20 feet wide between buildings. However, the Project includes 5,000 sf public outdoor plaza in the mid-block of S. Figueroa Street that would support visual and functional connectivity between the Project and the eastern terminus of the Microsoft Square plaza within LA LIVE. Furthermore, the property is L-shaped, and the Applicant does not own the property that is mid-block on S. Flower Street, which poses a constraint in complying with this guideline. While it is currently not feasible to provide a 20 feet wide mid-block passageway, the plaza would be designed in such a way that, in the event that the adjacent mid-block property to the east is developed in the future, the Project has the capacity to accommodate a mid-block passageway.
- Massing and Street Wall 6.C.1: **Consistent.** The Downtown Design Guide specifies that generally, the portion of a tower above 150 feet is required to be spaced at least 80 feet from all existing or possible future towers, both on the same block and across the street, except where 1) the towers are offset (staggered), 2) the largest windows in primary rooms are not facing one another, or 3) the towers are curved or angled. Where there is an existing adjacent tower, the distance should be measured

from the wall of the existing adjacent tower to the proposed tower. Where there is no existing adjacent tower, but one could be constructed in the future, the proposed tower must be 40 feet from an interior property line and 40 feet from the alley center line shared with the potential new tower.

However towers over 150 feet over in height may vary from the minimum if the largest window in the residential primary room as defined in Table 6-2 in the Downtown Design Guide are not facing one another. As the Petroleum Building contains office uses above ground floor commercial uses, the tower spacing requirements for between the Petroleum Building and the adjacent Residential Tower 2 tower are not applicable.

The Project would construct Residential Tower 1 approximately 20 feet from the property line of the adjacent parcel that is under a different ownership and is not part of the Project Site. The primary residential windows of Residential Tower 1 would not be located along the north facing façade. As such, if the owners of the adjacent parcel were to develop a residential tower adjacent to Residential Tower 1 to the north, primary residential rooms of Residential Tower 1 and a future tower would not front each other. As such, the Project would be compliant with the Downtown Design Guide.

- On Site Open Space 7-2 and 7.2-3: **Partially Consistent.** The Project does not have a mid-block paseo between S. Figueroa Street and S. Flower Street. However, the Project is in a unique area adjacent to LA LIVE and at the eastern terminus of the Microsoft Square plaza area. Accordingly, the Project includes a 5,000 sf public outdoor plaza in the mid-block of S. Figueroa Street that would support visual and physical connectivity between the Project and Microsoft Square plaza within LA LIVE. As the property is L-shaped, the Applicant does not own the property that is mid-block on S. Flower Street, which poses a constraint to compliance with the guideline for a through block paseo. However, the Project's outdoor plaza otherwise meets the standards for a paseo, as it provides a public gathering area at least 20 feet in width, that is open to the sky, and is lined with ground floor spaces designed for retail, restaurants, and/or cultural uses, while also including provisions for public art or other focal elements. In addition, the Project would include an option in the design of the Project, that would allow the future possibility to provide a paseo through the Project on the ground floor from S. Figueroa Street to S. Flower Street. The paseo would be dependent on cooperation with the adjacent property owner to the east of the Project Site.
- Streetscape Improvements, Curb Extensions and Crosswalks. 9.D.1: **Not applicable.** The block is not 550 linear feet long.
- Streetscape Improvements, Curb Extensions and Crosswalks. 9.E.2: **Not applicable.** The Project is not on Hope Street.
- Signage, Corporate Campus Signs. 10. **Not applicable**. Pursuant to the provisions of Chapter I, Article 3, Section 13.11 of the Municipal Code, the Project would establish a sign district, the Fig and 11th Sign District, that would encompass the Project Site and the entire block. Sign locations regulations and requirements would be governed by regulations contained within the proposed Fig and 11th Sign District, therefore the provisions of the Downtown Design Guide regarding signage would not be applicable.

Although the Project does not comply with guideline 6-A1, and only partially complies with guidelines 7-2 and 7-3, due to Project Site constraints and the unique location of the Project, these inconsistencies do not translate to significant physical impacts on the environment. The Downtown Street Standards indicate that the sidewalk width along Olympic Boulevard from the 110 Freeway to Flower to be 15 feet with an eight foot sidewalk easement; on 11th Street between Figueroa to Flower Street to be a 15 feet with no sidewalk

easement; on Flower Street from 11th Street to 7th Street to be 12 feet with no sidewalk easement; and from Figueroa Street from Olympic to the 10 Freeway, a 15 foot sidewalk with an average nine foot easement.

The Project sidewalks surrounding the Project would be consistent with these standards. Specifically, sidewalks would be widened from 10 feet under existing conditions to a minimum of 23 feet wide along S. Figueroa Street and 15 feet wide along 11th Street and S. Flower Street. Along W. Olympic Boulevard, a 15 feet sidewalk and eight feet sidewalk easement would be provided.

As reflected in the impact analysis under Threshold AES-1, although the Project would alter the visual character of the Project Site, it would improve existing visual conditions on the Project Site and it would not substantially degrade the visual character of the Project area, damage valued scenic resources, or introduce elements that would substantially detract from the visual character of the area. Therefore, impacts with respect to the visual character would be less than significant.

(f) Los Angeles Municipal Code

The proposed Sign District for the Project Site is one of the requested Project approvals, as described in Chapter 2.0, *Project Description*, of this Draft EIR. As discussed in Section 4.F, Land Use, the Project would include the establishment of an "SN" Sign District (Fig & 11th Sign District) to allow off-site signage and a greater flexibility of signage options. The Fig & 11th Sign District would include media and signage that would contribute to and complement the vibrant signage and pedestrian-oriented atmosphere associated with LA LIVE, Staples Center Arena, and the Los Angeles Convention Center, as well as Oceanwide Plaza and Circa mixed-use projects currently under construction to the south of the Project Site. The Fig & 11th Sign District would also include more subdued signage facing residential areas to the north and east.

The establishment of the Fig & 11th Sign District on the Project Site would be consistent with the C2 zoning designation on the western lots and the R5 zoning designation on the southeastern lots, since the Project Site is located within the City Center Downtown Redevelopment Area. The boundaries of the Fig & 11th Sign District are shown on Figure 2-10, Proposed Sign District Boundary in Chapter 2, *Project Description* of this Draft EIR.

The signage regulations set forth in the proposed Fig & 11th Sign District would establish requirements governing allowable sign types, locations, maximum size or coverage, hours of operation, and type of animation or controlled refresh rates. Project Permit Compliance would ensure that the Project would comply with the provisions related to the permitted and prohibited signage in the proposed Fig & 11th Sign District. The permitted signs will include all signage permitted and defined in LAMC Section 14.4.2, including any off-site advertising signage, Architectural Ledge Sign, Awning Sign, Hanging Sign, Information Sign, Monument Sign, Pedestrian Sign, Temporary, Sign, Identification Sign, Wall Sign, Window Sign, Digital Display, Integral Digital Display, Large Scale Architectural Lighting, Integral Large Scale Architectural Lighting, Open Panel Roof Sign, Pillar Sign, Projecting Sign, Supergraphic Signage, and all additional signage permitted in the final approval of the Fig & 11th Sign District. The Fig & 11th Sign District will prohibit billboards, can signs, inflatable signs, and pole signs, among other signage.

As discussed above, the Fig and 11th Sign District has not yet been approved by the City, and may be altered or modified prior to final approval. Therefore, Project Permit Compliance approval for the Project signage must occur after the City Council approves the sign district, and the Project signage must comply with the provisions of the final approved Fig and 11th Sign District.

The Project would therefore be compliant with the Municipal Code, and impacts related to consistency with the Los Angeles Municipal Code would be less than significant.

e. Cumulative Impacts

Chapter 3, *General Description of Environmental Setting*, of this Draft EIR provides a list of projects that are planned or are under construction in the Project study area. Cumulative projects that are located within a similar view field or along the same roadways within several blocks of the Project have the potential to contribute to cumulative aesthetic impact including visual character, view blockage, light and glare, and shade impacts. A total of 116 cumulative projects have been identified in study area and, of these, the nearest cumulative Projects within proximity as the Project Site are Cumulative projects #6, (Amacon), #54, (Flower Mixed Use), #94 (Convention Center Modernization and Farmers Field), #95 (Oceanwide Plaza), #97 (Circa), #114 (Marriott Expansion), and #116 Olympic Tower are the closest projects in the nearby vicinity.

Other cumulative projects are not within close proximity to the Project Site and would not contribute to significant cumulative impacts.

(1) Aesthetic Character

The new Hotel Tower and the Residential Towers would result in greater density and building mass at the Project site compared to existing conditions. However, the new Hotel Tower and Residential Towers structures would not be out of character with surrounding and future development within Downtown. Nearby development includes the adjacent 717 Olympic project (296 feet) to the north and the Ritz Carlton Residences and JW Marriot tower (660 feet) to the west.

Future cumulative projects include project # 114, Marriott Expansion (464 feet tall), #95 Oceanwide Plaza (one tower 677 feet tall and 2 towers each 500 feet tall), and #97, Circa at (400 feet tall). Although not located immediately adjacent to the Project #6, Amacon would be approximately 330 feet in height, #54, Flower Mixed Use would include 2 towers ranging from approximately 420 to 530 feet in height. Cumulative project #116 Olympic Tower, would be 740 feet tall. These cumulative projects are similar as they encompass high-rise projects that are similar in height or higher than the Project.

The Project, along with cumulative projects, are located in a highly urbanized area, with numerous surrounding high and mid-rise structures, and iconic building such as LA LIVE and the Staples Center Arena that collectively define the noted skyline of downtown Los Angeles. As shown in Figures A-14 to A-17, the Project in conjunction with the nearby cumulative projects, in particular the adjacent #95 Oceanwide Plaza project and #97 Circa project, would collectively contribute to a bolder and more articulated skyline, particularly in the Central City. These structures from a distant or a high vantage point would blend with existing high rise structures and concentrate a visual focal point near the highly active, LA LIVE, Staples Center Arena, and the LACC area which is a regional destination defined by iconic architecture and high-rises. Of note, the Project would incorporate substantial spacing between the towers. The Hotel Tower would be approximately 180 feet from Residential Tower 2 to allow views through the Project Site to the skyline to the east and west.

At the street level, public views of the Project and cumulative projects would be less focused on taller element. At the pedestrian level, the Project would help enliven the streetscape with the inclusion first and

second floor commercial uses, new pedestrian plaza, streetscape improvements and landscaping. The adjacent Oceanwide Plaza project would also include commercial space at the ground level, a landscaped podium, and vibrant signage and streetscape improvements. Similarly, the Circa Project would include ground floor commercial uses, and street and landscaping improvements. Collectively these projects would substantially activate the pedestrian realm of surrounding streets, providing new visual connections between each other and with LA LIVE, the Staples Center Arena, the LACC and the South Park neighborhood.

As such, the Project along with cumulative projects would complement and blend with the skyline existing high-rise structures of Downtown Los Angeles, which are visible from a great distance throughout the Los Angeles Basin. In addition, rather than create an abrupt visual transition between the Hotel Tower and Residential Tower 2, the incorporation of the 75 feet Podium creates a gradual transition between the two towers and provides for lower scaled pedestrian scale along the majority of S. Figueroa Boulevard. Furthermore, the height and use of the of the Podium, would be similar to the eight level podium associated with the Oceanwide Plaza project and the seven level podium association with the Circa project.

(2) Views

The cumulative projects are located throughout the Downtown area. Most of these projects do not lie within the same viewshed as the proposed Project, nor are they close enough to the Project to contribute to view blockages in concert with the proposed Project. Due to the relatively flat topography and developed nature of the Project area, public views from street level locations are largely limited to short-range views of the immediately surrounding urban landscape (i.e., building façades, signage, roadway infrastructure, etc). Visual resources are thus generally only visible to adjacent land uses and/or along certain segments of street corridors. Given the limitations on such views under existing conditions, increased building heights and density associated with future growth would merely affect views from adjacent vantages such as private views from taller mixed-use and commercial buildings and would have a limited effect on longer-range views along area roadways.

Similar to cumulative aesthetic impacts, the cumulative projects with the greatest potential to cumulatively affect views in conjunction with the Proposed Project are cumulative projects # 114, Marriott Expansion #95 Oceanwide Plaza, and #97, Circa. As previously described, those cumulative projects involve high-rise structures located in close proximity to the Project near LA LIVE where similar development already exists.

Views up and down Figueroa Street are likely to be affected due to the concentration of new development adjacent to the Project Site. However, notable development in this area includes LA LIVE, the Staples Center Arena and other iconic development to the west of the Project Site. Prior to construction #95 Oceanwide Plaza and #97, Circa were surface parking lots and did not contain valued views. Cumulative project #116 would be developed on a former car wash site that did not contain valued views. Cumulative Projects would not block views of the Petroleum Building adjacent to the Project. Furthermore, at the street level, the addition of new high-rises in the area would merely add the kind of elements to the downtown skyline that make it a recognized view. Based on the above, cumulative impacts on public views would be less than significant.

Taller, elevated views from private vantage areas would view the Project in concert with the cumulative projects would add to the existing skyline of Downtown, already defined by iconic architecture and high-rises. Of note, the Project would incorporate substantial spacing between the towers to allow for views

through the Project. Specifically, the Hotel Tower would be approximately 180 feet from Residential Tower 2 to allow views through the Project Site to the skyline to the east and west.

As such, the Project and cumulative projects would not notably block views of view resources from elevated vantage points. The existing Downtown already presents a variety of building massing and articulation as well as design, and this variety would be enhanced with the Project and cumulative projects. Therefore, cumulative impacts regarding elevated private views would be less than significant.

To the extent that significant cumulative impacts do occur, the impacts of the Project would be limited. The Project does not create notable view impacts in the local area. The Project's contribution to the skyline as seen from hillside areas would be as one project in an otherwise well developed urban area. For these reasons, if there were significant cumulative impacts, the Project's contribution to view impacts would not be cumulatively considerable.

(3) Light and Glare

The Project and cumulative projects are located in a highly urbanized area characterized by high ambient light levels and light sources, such as LA LIVE and the Staples Center Arena, that create a well-lit urban landscape. The Project vicinity is also slated for several high-rise mixed use projects that will have commercial components and signage that would cumulative increase ambient illuminance levels. Because of the existing character of the area and location in Downtown Los Angeles, the Project and cumulative projects would be in character with existing lighting levels in the area. City policies and regulations, most notably LAMC Section 93.0117(b), which limits the maximum amount of illuminance from an exterior light source at the property line of the nearest residentially-zoned property; LAMC Section 14.4.4.E, which limits the maximum contribution from illuminated signage at a residential property; and CalGreen policies that require 65 percent dimming at night, ensure that light spill onto nearby sensitive receptors and High Contrast (nighttime glare) conditions would be reduced or ameliorated. Through design and compliance with the LAMC, cumulative impacts associated with light spill/trespass and nighttime glare would be less than significant.

Likewise, with the implementation of City design guidelines that disallow highly reflective building surfaces and encourage architectural articulation to break up large expanses of wall area, the Project and related projects are not expected to produce notable daytime glare effects on nearby activities. Furthermore, the most cumulative projects have been or will be subject to environmental review that would include assessment of glare effects and the potential need for conditions or mitigation measures. Finally, to the extent individual cumulative projects might incorporate highly reflective materials and cause local glare impacts, the Project avoids the use of reflective cladding and trim and would not substantially contribute to cumulative glare impacts. Cumulative impacts with respect to daytime glare would be less than significant.

(4) Shading

Downtown is a heavily developed area with an array of building volumes and an area where varied shading throughout the day is an expected condition. With regard to shading at a particular shade sensitive resource, shading is a localized phenomenon and potential cumulative shading impacts occur when development projects are in the immediate vicinity of one another.

The nearby cumulative projects that would have the greatest potential cumulative shading impacts are project #95 (Oceanwide Plaza) and project #97 (Circa) project which are located south of the Project Site. Cumulative project #94 (Convention Center Modernization and Farmers Field) located to the southwest and cumulative project #116 (Olympic Tower), located to the northwest are also potential projects that could contribute to cumulative shading impacts.

The Circa project is roughly 1,000 feet from the Project Site and, therefore, shadows from the Circa Project would not be located near the shadows cast by the Project. Therefore, cumulative shadow impacts would not occur.

During the winter solstice, the shadows cast by the Oceanwide Plaza project would be located approximately 350 feet to the south from the Project Site and at 9:00 AM would shade the Microsoft Square plaza area within LA LIVE. However, during this period, the Project would not shade the LA LIVE plaza area or the solar collectors on the Microsoft Theater and Staples Center Arena, and, therefore, the Project and the Oceanwide Plaza shadows would not create a cumulative shading impact.

During the spring equinox at 10:00 AM to 11:00 AM, the Oceanwide Plaza project would shade a portion of the solar collectors on the roof of the Microsoft Theater. The Projects' Hotel Tower and Residential Tower 1 would shade the Microsoft Theater from 9:00 AM to 10:00. Therefore the shadow cast by the Oceanwide project and the Project would shade the Microsoft Theater for an additional hour. However, the shading duration would be less than two hours. Therefore, the cumulative impacts would be well below the threshold of significance of four hours during the spring equinox as defined by the Los Angeles City CEQA Threshold Guide.

During the summer solstice and fall equinox, morning shadows starting at 9:00 AM from the Oceanwide Plaza project reach the solar collectors on the roof of the Microsoft Theater for less than one hour. Shadows from the Projects' Hotel Tower and Residential Tower 1 would also shade the solar collectors on the roof of the Microsoft Theater during the fall equinox for one hour. Therefore, the cumulative shading impact during the fall equinox would be two hours, which is well below the four hour threshold.

During the summer solstice, there would be no cumulative impacts to sensitive receptors such as the solar collectors related to the Microsoft Theater or the Staples Center Arena or the Microsoft Square plaza area, since the shadows from the Project and the Oceanwide Plaza would reach these sensitive receptors concurrently.

Due to the location, height and scale of the Convention Center Modernization and Farmers Field projects, the only potential sensitive uses that would be potentially be jointly shaded by the Project and Convention Center Modernization and Farmers Field would be the Microsoft Theater, the Microsoft Square plaza area and the Ritz Carleton Residences and JW Marriott. During the winter solstice, the Convention Center Modernization and Farmers Field project would not be shading these sensitive uses during the same time period as the Project. Therefore, a cumulative shading impact would not occur. During the summer solstice, the shadows related to the Convention Center Modernization and Farmers Field would not reach the sensitive receptors described above. During the spring and fall equinox, shadows related to the Convention Center Modernization and Farmers Field project would reach the sensitive receptors at the same time as the Project. Therefore, a cumulative shading impact would not occur. Furthermore as stated earlier, the

Convention and Event Center Project EIR was finalized in 2012, as part of the plan for the City and AEG developed to construct an NFL stadium on a portion of the LACC site and to integrate that stadium with a modernized Convention Center. However, despite all the efforts of the City and AEG, no NFL team committed to the Downtown location and this project was never constructed. The timing and design of future development related to the LACC is unknown at this time.

During the winter solstice, cumulative project #116 (Olympic Tower) located to the northwest could in combination with the Project have a cumulatively considerable impact on outdoor recreational areas associated with the Hotel Figueroa during the winter solstice due to exceedance of the City's three hour shading threshold. However, as discussed earlier, due to the mixed-use residential character of the Project and its location within an urban transit priority area, the Project exempt under SB 743 and as such, this potential cumulative impact related to the Project is not considered a significant impact on the environment. This is further supported by the City of Los Angeles Zoning Information File ZI No. 2452 which provides that projects meeting these criteria (i.e. The project is a residential, mixed-use residential or employment center project and the project is located on an infill site within a transit priority area) are exempted from evaluating visual resources, including shade and shadows impacts in a CEQA document

Therefore, no cumulative impacts to shading would occur.

(5) Consistency with Regulatory Plans and Policies

The analysis of consistency with Regulatory Plans and Policies for the proposed Project, included above, focuses on the ability of the Project to provide site and building designs that do not conflict with and support applicable provisions of the General Plan Framework, Central City Community Plan, Citywide Design Guidelines, Los Angeles Sports and Entertainment District Streetscape Plan, Downtown Design Guidelines, and the LAMC. It is expected that cumulative projects, in the event they conflict with plans and policies related to aesthetics and light and glare, would include mitigation measures to the extent feasible, to support applicable regulatory requirements and reduce or avoid physical impacts on the environment. As indicated, the Project would not conflict with relevant plans and policies that serve to reduce or avoid physical impacts on the environment associated with aesthetics and light and glare, and as such it would not have a cumulatively considerable contribution to cumulative effects regarding conflicts with plans and policies. Therefore, the Project's cumulative impacts in this regard would be less than significant.

Further, the cumulative projects in the Project vicinity have been, or would also be evaluated for consistency, with the regulatory procedures. To the extent an individual project may have an inconsistency, that inconsistency would be particular to that project and would not combine with the proposed Project so as to create a cumulative impact on regulatory consistency. Cumulative impacts regarding the regulatory framework would be less than significant. Even if there were a significant cumulative impact, which there is not, since the Project would be fully consistent with the regulatory framework, its contribution to cumulative impacts would not be cumulatively considerable.

(6) Conclusion Regarding Cumulative Impacts

As noted in the regulatory discussion above, Section 21099(d)(1) of the CEQA Statute provisions (enacted by SB 743) states as a matter of law that aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant

impacts on the environment. As further noted in the analysis of Project impacts above, the Project qualifies as an infill Project located within a transit area and therefore, pursuant to State Law, the Project's aesthetic impacts would be less than significant. As such the Project would not contribute to a cumulative significant impact.

At the same time, analyses have been undertaken for public disclosure and information to determine whether the Project's cumulative effects would exceed thresholds used by the City for analyzing the significance of a project's impacts on aesthetics. The above cumulative analyses indicate that the Project's effects would fall below the standards normally used by the City for determining impacts, and that its contribution to adverse impacts associated with Aesthetic Character, Views, Light and Glare, and Consistency with Adopted Plans, would not be cumulatively considerable. The Project in conjunction with cumulative Project #116 could have a cumulatively considerable effect on outdoor recreational areas associated with the Hotel Figueroa during the winter solstice due to exceedance of the City's three hour shading threshold. However, pursuant to SB 743/ PRC 21099 and City's ZI No. 2452, this effect does not represent a significant aesthetic impact.

Therefore, it may be further concluded that the Project would have a less than significant cumulative impact on aesthetics.

4. MITIGATION MEASURES

With the implementation of the Project's architectural and landscape design characteristics and project design features: PDF AES-1-Construction Fencing and PDF-AES-2-Screening of Utilities, aesthetics/ visual quality impacts would be less than significant. Impacts with respect to view obstruction would be less than significant. With implementation of PDF-AES-3 Illuminated Signs and PDF-AES-4, Glare impacts to artificial light, glare or shading would be less than significant. No mitigation measures are required.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts related to aesthetics were determined to be less than significant and no mitigation measures are required. Project impacts related to aesthetics were determined to be less than significant and no mitigation measures are required.